

**TOWN AND COUNTRY PLANNING ACT 1990
SECTION 78 APPEAL**

BY

SHARPES REFINERY SERVICE LIMITED

REBUTTAL PROOF OF EVIDENCE – PLANNING

MARK BATCHELOR BSc (Hons), MSc, MRTPI

ON BEHALF OF

TWICKENHAM STUDIOS LIMITED

**Arlington Works, 23-27 Arlington Road
TWICKENHAM, TW1 2BB**

**PINS REF: APP/L5810/W/20/3249153
LPA REF: 18/2714/FUL**

06 January 2021

Report Control

Project:	Arlington Works Summary Proof of Evidence
Client:	Twickenham Film Studios
Reference:	19.5086
File Origin:	N:\19.5086\8 Submission Records\8.02 Appeals\Arlington Works Appeal\Proofs\FINAL FOR SUBMISSION\Mark
Primary Author	MB
Checked By:	MB

<i>Issue</i>	<i>Date</i>	<i>Status</i>	<i>Checked By</i>
01	06 January 2021	FINAL	MB

1. REBUTTAL PROOF OF EVIDENCE

- 1.1 My main Proof of Evidence has addressed the questions arising from the second reason for refusal and sets out my detailed professional opinion that the proposed development is contrary to national policy objectives, the objectives of the adopted development plan and those emerging in the draft new London Plan.
- 1.2 The purpose of this Rebuttal Proof of Evidence is to address specific points raised on behalf of the appellant in the Proof of Evidence by Mr P Villars and to address relevant policy matters arising from the publication of the Publication London Plan on 21 December 2020.

Publication London Plan

- 1.3 As set out in my Proof of Evidence, the Intend to Publish London Plan had been subject of a number of Directions from the Secretary of State, issued on the 13 March 2020 and 10 December 2020, respectively. The Publication London Plan has addressed those Directions and has been formally approved by the Mayor.
- 1.4 The Publication London Plan was submitted to the Secretary of State for consideration on 21 December 2020, following which there is a 6 week period¹ within which the final draft Plan can be considered and thereafter confirmed whether it can be adopted. Once the Mayor has received confirmation that the Plan can be adopted, the Mayor will proceed with final steps to publish the final Plan, at which point it will become the Spatial Development Plan for London and part of the statutory Development Plan. Until final publication, it remains a material consideration with the emerging policies attracting almost full weight.
- 1.5 At paragraphs 3.6 – 3.22 of my main Proof of Evidence, I deal with the policies in the Intend to Publish London Plan, most of which are not subject to any changes in the Publication London Plan. In Table 1, below, I list the relevant emerging policies and identify whether they are subject to any amendment in the Publication London Plan. Where policies are amended, I discuss those amendments below.

Policy / Paragraph / Table Reference	Subject to Amendment?
Objective GG5 – Growing a good economy; paragraphs 1.5.1 and 1.5.6	No
Policy D13 – Agent of change	No
Policy E2 – Providing suitable business space; paragraphs 6.2.3 and 6.2.7	No

¹ Although a further extension of time can be requested.

Policy E4 – Land for industry, logistics and services to support London’s economic function; paragraphs 6.4.1, 6.4.4 and 6.4.10; Table 6.2	Policy E4, paragraph 6.4.10 and Table 6.2 are subject to changes; paragraphs 6.4.1 and 6.4.4 are unchanged.
Policy E7 – Industrial intensification, co-location and substitution; paragraph 6.7.5	Policy E7 is subject to amendment; paragraph 6.7.5 is unchanged.
Policy HC5 – Supporting London’s culture and creative industries; paragraphs 7.5.2, 7.5.3 and 7.5.4.	No

Table 1

- 1.6 Policy E4 deals with land for industry, logistics and services to support London’s economic function. Following Direction from the Secretary of State, this policy has been amended at Part C. The revised text at Part C sets out to retain, enhance and provide additional industrial capacity listed in the three categories of industrial sites at Part B of the Policy (these being Strategic Industrial Land, Locally Significant Industrial Sites and Non-Designated Industrial Sites – the latter including the appeal site). The deletion at Part C simply removes reference to Table 6.2 and the requirement that development should ensure that in overall terms across London there should be no net loss of industrial floorspace on designated sites (i.e. SIL and LSIS). The amendment to the policy does not fundamentally alter the objective to ensure that there is a sufficient supply of industrial land and premises across London to meet current and future needs of industrial sectors, including the creative industries.
- 1.7 Paragraph 6.4.10 and Table 6.2 have both been deleted in the Publication London Plan. The deletion simply removes reference to Richmond’s designation as a “retain capacity” authority.
- 1.8 New Paragraphs 6.4.6 – 6.4.8 are now included. New paragraph 6.4.6 explains that all Boroughs should seek to deliver intensified floorspace capacity on existing sites and in appropriate new locations. Paragraph 6.4.8 explains that only where industrial land vacancy rates are currently above the London average should Boroughs assess whether the release of industrial land for alternative uses is justified.
- 1.9 Policy E7 relates to industrial intensification, co-location and substitution. Following Direction from the Secretary of State, Part D of this policy is amended, deleting reference to industrial uses on designated SIL and LSIS sites. Accordingly, the amendment has no bearing on this appeal and on the relevance of Part C of the policy, which I reference at paragraph 3.18 of my main Proof of Evidence. The policy continues to support the intensification of business uses on all categories of industrial land and continues to establish three tests, one of which need to be met in order for mixed use or residential development to be supported on non-designated industrial sites.

- 1.10 The overall impact of the changes shown in the Publication London Plan is that there continues to be a very strong policy presumption in favour of the protection of non-designated industrial sites and the intensification of their use for such purposes, including for the creative industries. Although Richmond is no longer identified as a “retain capacity” authority, the new text associated with Policy E4 makes clear that the loss of industrial sites should only be supported where there is evidence to show that local industrial vacancy rates exceed the overall vacancy rate across London as a whole.
- 1.11 Accordingly, the changes set out in the Publication London Plan do not alter my professional opinions and conclusions, as set out in my main Proof of Evidence.

Proof of Evidence of Mr P Villars

- 1.12 Across the following paragraphs, I set out a response to specific matters raised in Mr Villars’ Proof, cross-referencing specific paragraphs and appendices as appropriate.
- 1.13 At paragraph 3.11, Mr Villars states “There will be no loss of industrial use – the use will be enhanced and intensified and accordingly there was no need to undertake a marketing exercise.” I have some difficulty reconciling the claim that an overall reduction in industrial floorspace at the site together with refurbishing and very modestly extending the existing BTMs to facilitate their continued use for Class E purposes (the majority of which can be done without planning permission) represents an overall enhancement or intensification. In my opinion it is simply not plausible to contend that bringing a building back into its previous use is a planning benefit which avoids the requirement to market the site in accordance with the requirements at Policy LP42 and Appendix 5.
- 1.14 Local Plan Policy LP42 is very clear in setting out when a marketing exercise is required. Part A1 states, the loss of industrial space (outside the locally important industrial land and business parks) will only be permitted where robust and compelling evidence is provided which clearly demonstrates that there is no longer a demand for an industrial based use in the location and that there is not likely to be in the foreseeable future. There is no provision within the policy for, as Mr Villars puts it, “qualitative enhancement” to override the need for marketing and this will especially be the case when such enhancement works could largely be undertaken without planning permission and when there is a reduction in industrial floorspace.
- 1.15 Emerging London Plan Policy in the Publication London Plan is also clear in setting out the importance of considering the quantum of industrial floorspace in London. Policy E4C sets out to retain, enhance and provide additional industrial capacity on Non-Designated Industrial Sites and seeks to ensure that there is a sufficient supply of industrial land and premises across London to meet current and future needs of industrial sectors, including the creative industries. New paragraph 6.4.8 (associated with Policy E4) explains that only where industrial land vacancy rates are currently above the London average should Boroughs assess whether the release of industrial land for alternative uses is justified.

- 1.16 We have obtained reports from Costar in relation to the availability of industrial land across London and Richmond and these are attached at **Appendix 1**. The Industrial Market Report for London sets out in the Overview at pg.3 that there is a vacancy rate of 3.5%. In respect of sales, at pg.15 the Report explains that London’s industrial investment market has been busy since the start of the COVID pandemic.
- 1.17 The Industrial Submarket Report for Richmond sets out in the overview that there is an industrial vacancy rate of 0.6%. It identifies that this low level of vacancy is a running trend based on evidence from previous years and further notes an overall reduction in industrial sites in the Borough across the last 10 years with demolitions outpacing new construction.
- 1.18 In the light of this evidence, the vacancy rate in Richmond Borough clearly significantly below that in London generally and as such, the strong presumption of Policy E4 is that industrial sites in Richmond should be protected.
- 1.19 At paragraphs 3.17 – 3.35, Mr Villars lists a number of cases where the loss of industrial space has been considered and I address each in Table 2, below. It is my opinion that none of the examples cited by Mr Villars are comparable to this current proposal, in particular because there is no adjoining industrial landowner which has a pressing need for additional space and which has made a formal offer to purchase the site.

Site	Relevance to the appeal proposal
Hampton Royal Mail Delivery Office	<p>The case is not relevant to the appeal proposal as the site was subject to Royal Mail disposal and was allocated for development, which included employment and residential use.</p> <p>The new employment space proposed in that development extended to 428sqm, compared with 418sqm within the former sorting office and the proposal would have brought about a greater number of jobs than previously were provided at the site.</p> <p>Given the proposal to increase employment floorspace and provide residential accommodation in line with the allocation, this case example does not support the appellant’s case.</p>

<p>Lockcorp House</p>	<p>The case is not relevant to the appeal proposal. The “fallback” case dates from 2015 and thus pre-dates the existing London Plan (2016), the Local Plan (2018) and the NPPF (2019). It is noted that the development involved the delivery of 100% affordable housing with all units being within the social rent tenure, a significantly different proposal therefore to the one proposed in this appeal.</p> <p>The subsequent proposal dates from 2017 and was allowed on appeal in 2018. In allowing the appeal, the Inspector was satisfied that the development would meet an identified need for student housing which extended across Richmond and Kingston with the proposed student accommodation being able to serve 3 universities or other higher educational institutions within 5 miles of the Borough boundary.</p> <p>Mr Villars’ evidence omits reference to a more recent permission at the site (reference 19/2789/FUL – see Appendix 2) for the demolition of the existing commercial building and the erection of a replacement building to contain 15 affordable residential units. That application was supported by a Marketing Report by Sneller Commercial, which details a full marketing campaign which was undertaken from September 2018. Permission was granted for this development on 19 June 2020. The committee report concludes that significant weight can be given to the fallback position which will extinguish the employment use, but further states that the existence of the fallback position is unique and does not set a precedent for other similar proposals in the Borough, especially in the light of a lack of interest for the continued employment use of the site.</p>
<p>1 High Street / Myrtle Road, Hampton Hill</p>	<p>This is a case handled by colleagues of mine in our London office. The Planning Statement submitted with the application (see Appendix 3) correctly sets out that Local Plan Policy LP42 applies (paragraph 6.4) and explains the marketing and sequential tests within the policy. The site had been marketed by Michael Rogers from March 2017 and as such, the 2 year marketing period required was met and far exceeded by the time the Council made its decision.</p>

	<p>Prior approval for the conversion of some of the commercial space into dwellinghouse accommodation had been secured ahead of the planning application being submitted and this was a relevant material consideration.</p> <p>In respect of the sequential test at Policy LP42, the application described that due to the site's constraints, the established permitted development fallback position and extensive, unsuccessful marketing campaign, alternative industrial or mixed use developments would not be appropriate. As such, the proposed development comprised 100% residential accommodation and the sequential requirements of LP42 were met.</p> <p>This application is not, therefore, relevant to the appeal proposal.</p>
14 Elmtree Road and Somerset House, Teddington	<p>This case dates from 2010/11 and as such pre-dates the current development plan, NPPF1 and NPPF2 and it can only carry very limited, if any weight.</p> <p>However, it is notable that in deciding the appeal, the Inspector found (paragraphs 18 – 21) that the buildings at the site had been subject to sufficient marketing at realistic prices and that the extensive marketing campaign demonstrated a lack of demand for the future use of the buildings for future employment use.</p>
Station Road, Hampton	<p>This permission is not comparable to the appeal scheme. The development proposed involved a significant uplift in quantum of industrial space from 180sqm to 253sqm (a 41% increase) alongside the removal of an unneighbourly use in favour of light industrial space, which would be more compatible with surrounding uses. Accordingly, the development was consistent with the objective of Policy LP42.</p>

12-14 Church Lane, Teddington	<p>This final permission is also not considered to be comparable to that which is proposed in this appeal. The scheme was a revised proposal submitted following a previous application in 2016 for residential redevelopment for 2 houses. That permission was initially recommended for approval by committee, however, vehicle turning constraints prevented the case from being decided and it was withdrawn.</p> <p>The later application in 2018 proposed a single house with an Open Market Appraisal by Milestone Commercial, which explained that marketing had previously taken place and further discussed the severe and obvious site constraints arising from the small building size and single track access would prevent meaningful use by future commercial occupiers. The Report assesses the potential for the use of the site by a wide range of other commercial operators, explaining why in each instance such uses would not be successful.</p> <p>In the light of the specific circumstances associated with that site, its planning history and the evidence produced with the application, the tests at Policy LP42 were met.</p>
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Table 2

- 1.20 Mr Villars' Proof seeks only to identify cases where there has been no objection to the loss of industrial use. In order to provide some balance, we have identified a recently dismissed appeal at 38-42 Hampton Road, Teddington (LPA ref: 17/3596/FUL; PINS ref 18/3201595) and I attach the appeal decision (dated 5th April 2019) at **Appendix 4**. The case involved a proposal to develop a surface level car park to the rear of a former office block, which had been converted into residential accommodation through the prior approval process. Richmond Council refused permission partly on the ground of the loss of employment land. Despite the fact that there was no active employment use being undertaken on the car park, the Inspector concluded at paragraph 12 that the site can reasonably be considered employment land within the definition set out in the Local Plan, the residential development of which would reduce the availability of such land in Richmond, contrary to Policies LP40 and LP41 in the Local Plan (the relevant test at LP41 is comparable to that at LP42, including the requirement for marketing as set out at Appendix 5 of the Local Plan).

- 1.21 At paragraphs 3.37 – 3.39, Mr Villars addressed the matter of existing and historic tenancies at the site (set out in a schedule at Appendix D). The schedule shows that despite the poor condition of the buildings, the site is currently fully tenanted and that historically as soon as one tenancy has ended, a new tenant has quickly been identified. The evidence includes a number of transactions across the last 12-24 months, including: Ed Kellow (July 2019), Ellis Troy (June 2020), Eco Heat Care (December 2019 with a second tenancy confirmed in February 2020), Matt Smith (February 2020), Henry Gregory (November 2019), Marble Lab (November 2020 with another confirmed July 2020), Mark Wilkinson (March 2020) and Arek Kruszewski (May 2019).
- 1.22 What is also striking from the list provided by Mr Villars is that there is a relatively low frequency of tenant turnover, with most being in-situ for a significant period. In my experience, where industrial sites are no longer fit for purpose, there is evidence of short term tenancy, a high frequency of tenant turnover and extended periods of vacancy and that is simply not in evidence at The Arlington Works.
- 1.23 At Appendix G of his Proof, Mr Villars provides a number of emails relating to attempts made to facilitate access the Studios for the appellant's acoustic engineer. Mr Vohra has provided me with a number of contemporaneous pieces of correspondence, which I attach at **Appendix 5**.

APPENDIX 1 – COSTAR REPORTS



Industrial Market Report

London

PREPARED BY



Andrew Jackson
Director



INDUSTRIAL MARKET REPORT

Market Key Statistics	2
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12 Mo Deliveries in SF

1.3 M

12 Mo Net Absorption in SF

(2.2 M)

Vacancy Rate

3.5%

12 Mo Rent Growth

4.6%

London's large, affluent population and international connectivity make it a key industrial and logistics hub, particularly in the areas around Heathrow Airport, the M1 motorway and the Thames Gateway. A host of retailers and delivery specialists have taken big and small sheds in strategic locations across the capital in recent years, in order to support London's growing pool of workers and their increasing demand for speedy delivery. Net absorption averaged more than 1 million SF in 2018–19, well above the market's long-term average. Submarkets like Heathrow, Ealing and Enfield are performing particularly well. Healthy demand, allied to a persistent lack of new supply, brought London's industrial vacancy rate down to a record at the end of 2019. Vacancies have since risen, but they remain low by historical standards and are still below the national average.

Despite steady demand for last-mile units in the capital, overall leasing activity has slowed since the pandemic began. The number of industrial lettings in the past three quarters halved compared to the same period in 2019, with take-up in SF terms dropping by a similar amount. This stands in contrast to the general uptick in leasing recorded across much of the UK since the crisis began, which is partly due to a lack of suitable availability in the capital, especially for larger units, as well as the higher

costs of taking space here. Activity did pick up a little in Q3, however, with September the busiest month for London industrial easing in nearly a year.

Falling vacancies have underpinned robust rental growth in London in recent years. Industrial rents have comfortably outperformed office rents across the capital during this period, as well as the national industrial average. Although rent growth has cooled in recent quarters, London industrials should continue to outperform both the national average and other property types like retail and office over the next few years, given the persistent supply/demand imbalance. Last-mile units are well placed for outsized growth.

Investment volumes remain elevated, with investors targeting both core income plays and residential conversion opportunities. Volumes jumped 30% to £1.3 billion in 2019, in contrast to the slowdown in other sectors, and trading remained busy in 2020 despite the pandemic. A host of funds are targeting last-mile opportunities in the capital. Strong competition for assets has driven yields down to record lows, exemplified in October 2020 by the 2.6% yield paid by SEGRO for Electra Logistics Park in Canning Town. Sub-4% yields are now commonplace for industrials in London.

KEY INDICATORS

Current Quarter	GIA	Vacancy Rate	Market Rent	Availability Rate	Net Absorption SF	Deliveries SF	Under Construction
Logistics	143,158,854	4.3%	£13.21	7.8%	(159,555)	0	395,490
Specialised Industrial	31,490,519	1.2%	£11.78	2.3%	65,316	0	0
Light Industrial	34,629,363	2.1%	£20.08	5.4%	(26,255)	0	0
Market	209,278,736	3.5%	£13.62	6.6%	(120,494)	0	395,490

Annual Trends	12 Month	Historical Average	Forecast Average	Peak	When	Trough	When
Vacancy Change (YOY)	1.4%	4.7%	3.7%	6.6%	2012 Q3	2.0%	2019 Q4
Net Absorption SF	(2.2 M)	73,129	(587,599)	1,483,234	2016 Q4	(2,052,443)	2020 Q4
Deliveries SF	1.3 M	1,432,284	670,256	2,897,024	2017 Q1	419,939	2013 Q4
Rent Growth	4.6%	2.8%	-0.4%	5.9%	2016 Q4	-0.6%	2010 Q2
Sales Volume	£685 M	£858.3M	N/A	£1.5B	2017 Q3	£340.6M	2010 Q4

London's industrial vacancy rate had been on a steady downward path for nine years prior to the coronavirus crisis. More than 1 million SF was absorbed in both 2018 and 2019, well above the market's long-term average, which allied to weak levels of development, pulled the vacancy rate down to just 2% at the end of 2019.

Vacancies have since edged upwards, as a couple of major tenants vacated large warehouses, but the crisis should produce tailwinds for the industrial sector, as surging online retail sales boost demand for last-mile units in and around the capital. And with land in London at a premium—industrial developers are largely being squeezed out by other sectors like residential—industrial vacancies are likely to remain low in the coming years. The industrial sector appears better placed to weather the coronavirus storm than other sectors like retail, office and hospitality.

The lack of industrial availability in London, especially in the most well-connected areas, is leading some firms to be creative in order to secure appropriate sites. Two of the most significant deals in recent months have been retail-to-industrial repositioning plays. In June, Amazon took over a 44,000-SF former Toys R Us store in Croydon, which will serve as a last-mile delivery unit. The internet retail giant also acquired Pentavia Retail Park in Mill Hill (102,000 SF) a month earlier for the same purpose (Amazon also pre-let a 2.3-million-SF logistics hub in Dartford in June 2020, which is located just outside of the London boundary in Kent). But Amazon is not alone in employing this strategy. In July 2020, Aviva Investors signed Ocado, the dedicated online supermarket, to operate from a 33,000-SF former Homebase at Merton Industrial Park on a 10-year lease. With demand for urban logistics units within this sizeband likely to remain robust in the coming months, this could spur further conversions.

Few lettings exceeding 100,000 SF have taken place over the past year or so. Indeed, recent vacancy decompression has been driven by several retailers vacating larger units within the capital in favour of cheaper, larger units elsewhere. For example, H&M and Marks & Spencer have recently vacated warehouses in

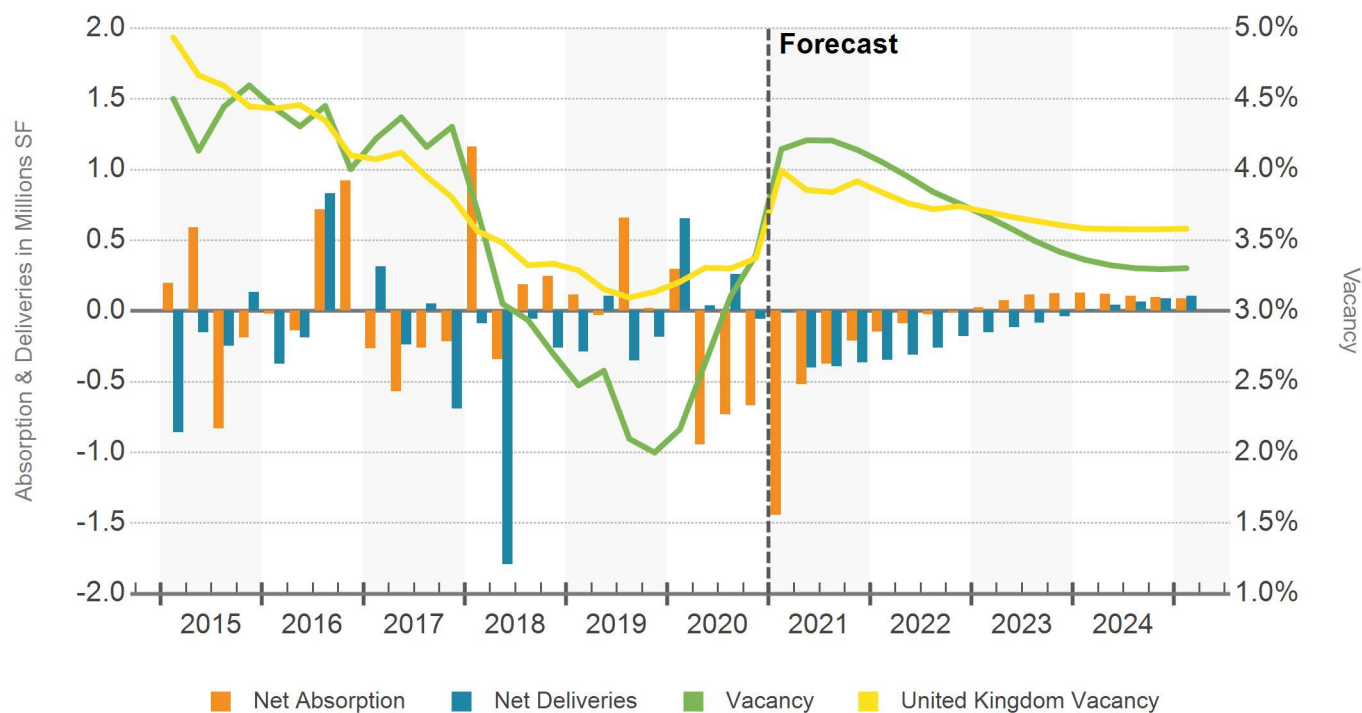
Brent to open new distribution centres in Milton Keynes and Hertfordshire, respectively (the former contributing to negative net absorption and a small rise in London's industrial vacancy rate in 20Q2). This follows an earlier move by John Lewis to a huge site in Milton Keynes, the department store retailer closing a large warehouse in Park Royal in the process. Sony has also vacated a large warehouse in Enfield in recent months.

Among few noteworthy deals at the larger end of the spectrum in 2020 included Kuehne+Nagel's 121,000-SF renewal at the Heathrow South Cargo Centre in June (the logistics specialist signed a 10-year lease), freight forwarding firm JAS Worldwide taking a 109,000-SF warehouse at Heathrow Logistics Park (a 15-year lease) and Crisis UK leasing a 1110,000-SF unit in Tower Hamlets. The last two deals occurred in 20Q3.

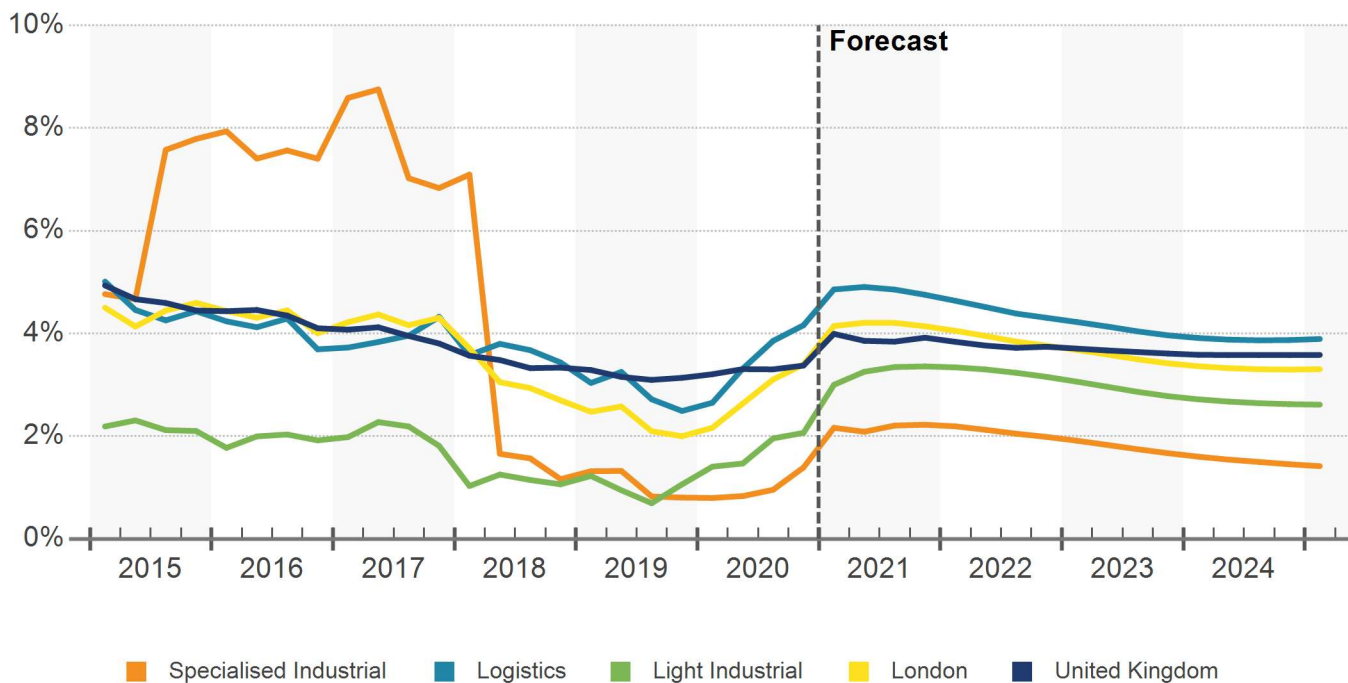
Demand has been concentrated in London's western submarkets over the past couple of years. Net absorption has been particularly strong in Ealing, Heathrow and Hillingdon North. Ealing was the destination of one of London's largest deals in several years in 2019, when Roundabout Productions took 297,000 SF at Access 300 on Kendall Avenue (a warehouse that was vacated by John Lewis in 2018 as part of a long-planned move to Milton Keynes). Other key lettings in west London over the past couple of years include Heinz subleasing its 170,000-SF facility in Park Royal and Virtus Data Centres acquiring 192,000 SF across two units on Horton Road, Uxbridge. A couple of big pre-lets have also been signed in west London during this period. DO & CO pre-let 200,000 SF at SEGRO Park Heathrow and Martinspeed pre-let 152,000 SF at Prologis Park West in Hillingdon North.

Enfield has also been a leasing hotspot in the past couple of years. The north London borough was the destination of one of London's largest industrial deals in 2019, with retailer Iceland taking 145,000 SF at 1 Mollison Avenue. Waitrose, Marks & Spencer, DHL and Beavertown Brewery have also taken 100,000-plus-SF units in Enfield over the past couple of years, the latter moving its operations from Tottenham in early 2020.

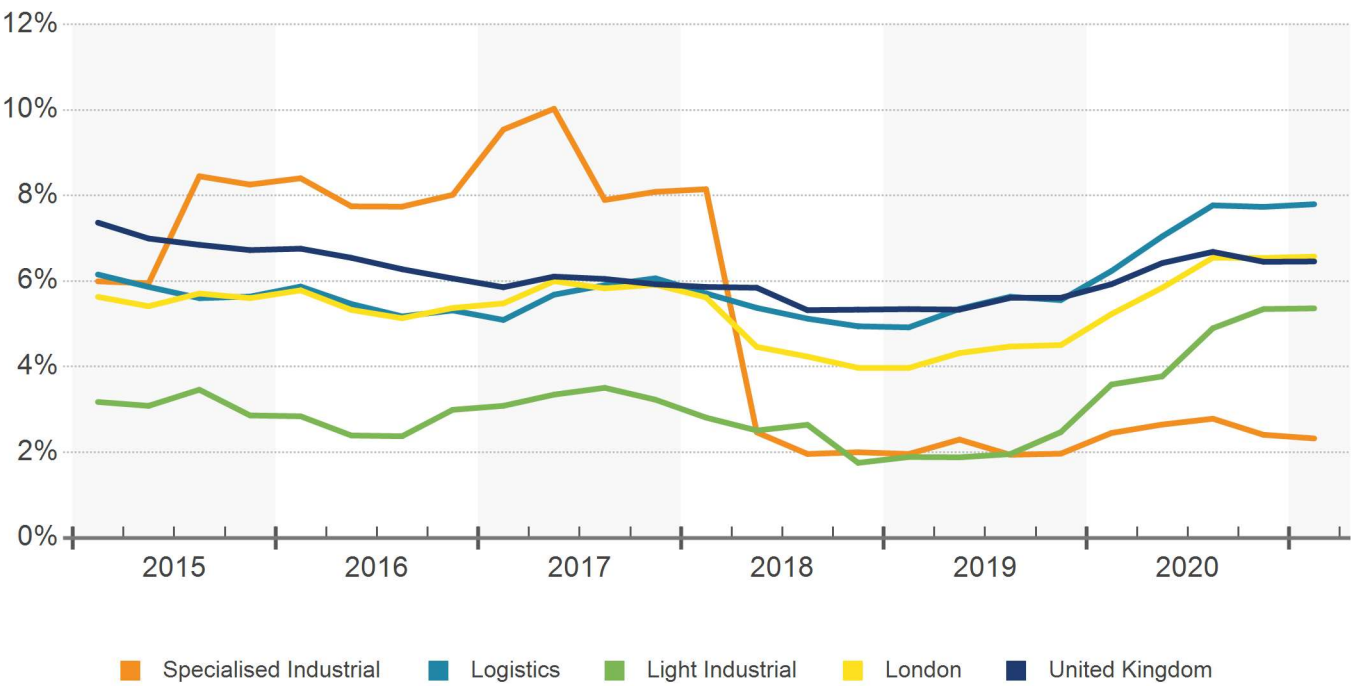
NET ABSORPTION, NET DELIVERIES & VACANCY



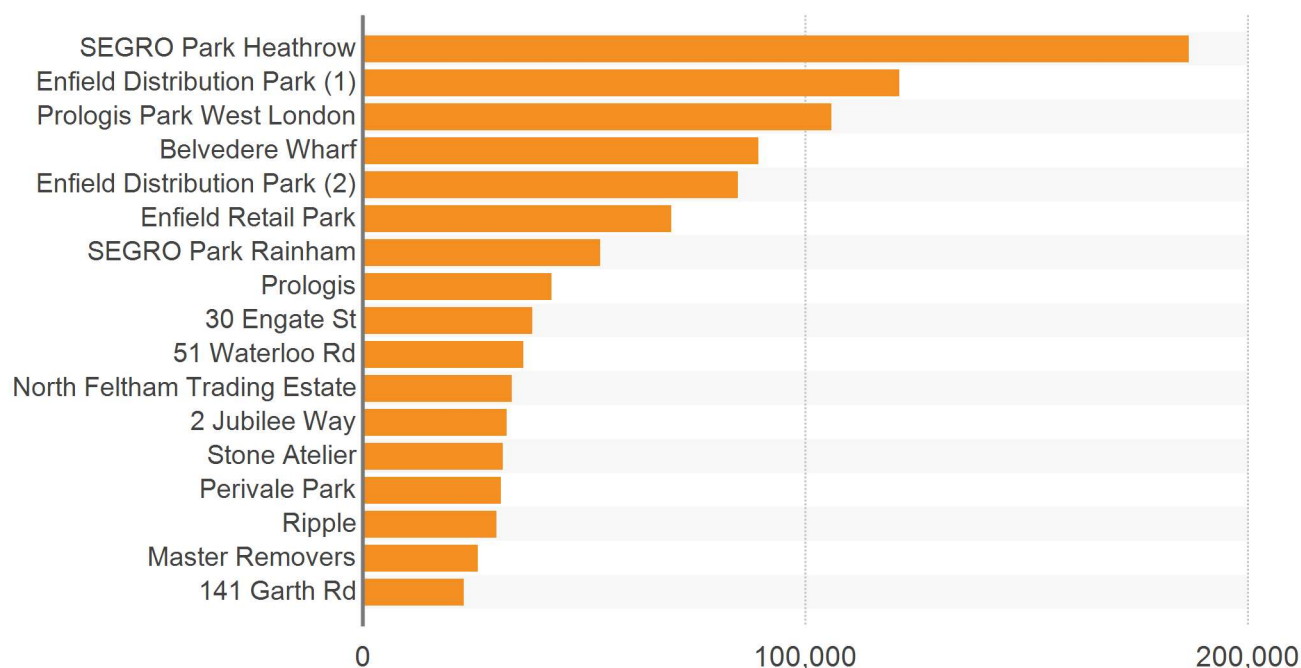
VACANCY RATE



AVAILABILITY RATE



12 MONTH NET ABSORPTION SF IN SELECTED BUILDINGS



Building Name/Address	Submarket	Bldg SF	Vacant SF	Net Absorption SF				
				1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	12 Month
SEGRO Park Heathrow	Heathrow Ind	200,000	0	0	0	0	0	186,666
Enfield Distribution Park (1)	Enfield Ind	130,000	0	0	0	0	0	121,333
Prologis Park West London	Hillingdon North Ind	105,870	0	0	0	0	0	105,870
Belvedere Wharf	Bexley Ind	89,363	0	0	0	0	0	89,363
Enfield Distribution Park (2)	Enfield Ind	84,805	0	0	0	0	0	84,805
Enfield Retail Park	Enfield Ind	99,280	29,480	69,800	0	0	0	69,800
SEGRO Park Rainham	Havering Ind	57,520	0	0	0	0	0	53,685
Prologis	Heathrow Ind	45,791	0	0	0	0	0	42,671
30 Engate St	Lewisham Ind	38,394	0	0	0	0	0	38,394
51 Waterloo Rd	Brent Ind	38,976	0	0	0	0	0	36,377
North Feltham Trading Estate	Heathrow Ind	36,116	0	0	0	0	0	33,708
2 Jubilee Way	Merton Ind	32,600	0	0	0	0	0	32,600
Stone Atelier	Ealing Ind	33,982	0	0	0	0	0	31,716
Perivale Park	Ealing Ind	117,914	0	0	0	0	0	31,215
Ripple	Barking & Dagenha...	30,267	0	0	0	0	0	30,267
Master Removers	Kingston upon Tham...	26,000	0	0	0	0	0	26,000
141 Garth Rd	Merton Ind	22,909	0	0	0	0	0	22,909
Subtotal Primary Competitors		1,189,787	29,480	69,800	0	0	0	1,037,379
Remaining London Market		208,088,949	7,199,648	(190,294)	0	0	0	(3,230,015)
Total London Market		209,278,736	7,229,128	(120,494)	0	0	0	(2,192,636)

TOP INDUSTRIAL LEASES PAST 12 MONTHS

Building Name/Address	Submarket	Leased SF	Qtr	Tenant Name	Tenant Rep Company	Leasing Rep Company
Girling Way *	Heathrow	121,450	Q2 20	Kuehne + Nagel	Kuehne + Nagel	-
Mortlake High St	Richmond upon Thames	119,823	Q1 20	-	-	Cogent Real Estate Ltd
Leven Rd	Tower Hamlets	111,358	Q3 20	Crisis UK	-	Levy Real Estate
Bedfont Rd	Heathrow	109,023	Q3 20	JAS Worldwide	-	Altus Group;Dowley Tu...
Bedfont Rd	Heathrow	91,349	Q4 20	Royal Mail	-	Altus Group;Doherty B...
East Duck Lees Ln	Enfield	84,805	Q2 20	ArrowXL	-	Dowley Turner Real Es...
Waxlow Rd	Ealing	62,000	Q4 20	The Arts Alliance	Levy Real Estate	Altus Group
Fulton Rd	Brent	58,068	Q2 20	-	-	-
Trojan Way	Croydon	43,805	Q2 20	Amazon	-	Knight Frank LLP
Leatherhead Rd	Kingston upon Thames	39,331	Q2 20	Synergy Health (UK)	-	Altus Group;Bridger Bel...
5-7 Bath Rd	Heathrow	39,159	Q3 20	PRS Distribution	-	Altus Group;Dowley Tu...
30 Engate St	Lewisham	38,394	Q1 20	Lovely Electricity Ltd	-	Colliers International
17 Wadsworth Rd	Ealing	34,421	Q2 20	Echo Pharmacy Limited	CBRE	Altus Group;Montagu E...
2 Jubilee Way	Merton	32,600	Q2 20	Ocado	Gerald Eve	Altus Group;Avison Yo...
62 Garman Rd	Haringey	32,550	Q4 20	Marlborough Highways	-	Drivers & Norris
Millmarsh Ln	Enfield	30,005	Q3 20	DPD	SBH	BNP Paribas Real Esta...
Eastern Perimeter Rd	Heathrow	27,452	Q3 20	-	-	Altus Group;JLL
3 Willen Field Rd	Ealing	27,111	Q3 20	Joe's Gourmet Foods Ltd	-	Altus Group;Knight Fra...
100 Union St	Southwark	25,005	Q3 20	One Night Records	-	Union Street Partners
Cranford Way	Haringey	23,904	Q2 20	-	-	Montagu Evans LLP;S...
Beddington Ln	Sutton	23,680	Q4 20	Hermes	Lambert Smith Ham...	Centro Commercial Ltd...
141 Garth Rd	Merton	22,909	Q4 20	St George's Uni Hospital...	-	Levy Real Estate
Crabtree Manorway S	Bexley	21,730	Q3 20	Citipost	-	Glenny LLP
4 Riverside Way	Hillingdon North	21,546	Q3 20	Vink UK Ltd	-	Colliers International;JLL
Riverwalk Rd	Enfield	21,500	Q3 20	-	-	BNP Paribas Real Esta...
Bath House Rd	Sutton	20,891	Q1 20	skanska	-	Stiles Harold Williams
Ullswater Cres	Croydon	20,493	Q2 20	Metropharm Limited	-	Altus Group
Manor Way	Havering	20,120	Q1 20	Nationwide Facilities Man...	-	SBH Page & Read
Steyning Way	Heathrow	20,075	Q4 20	-	-	JLL
160 Bidder St *	Newham	18,763	Q2 20	FDM	-	-
Staines Rd	Heathrow	17,435	Q4 20	Martin Trux Group Limited	Whybrow & Dodds Ltd	Altus Group;JLL
Manor Rd	Bexley	16,968	Q2 20	-	-	Altus Group
Silverdale Rd	Hillingdon North	16,530	Q3 20	Krasceva Ltd	-	Colliers International;D...
Galleywall Rd	Southwark	16,482	Q4 20	-	-	Kalmars;Union Street P...
Mulberry Way	Bexley	15,926	Q3 20	Plantinum Transport	-	Glenny LLP
233-236 Nestles Ave	Heathrow	14,960	Q1 20	Stockwell Beverages Ltd	-	Colliers International
Fairway Dr	Ealing	13,880	Q3 20	Kooper Associates	-	CBRE;Doherty Baines;...
2 Bashley Rd	Ealing	13,500	Q4 20	-	-	Pater Johnson Merriman
Leeside Rd	Haringey	13,380	Q3 20	Lomart	-	Colliers International
The Vale	Ealing	13,051	Q3 20	Cryogenic	-	CBRE;Doherty Baines;...

*Renewal

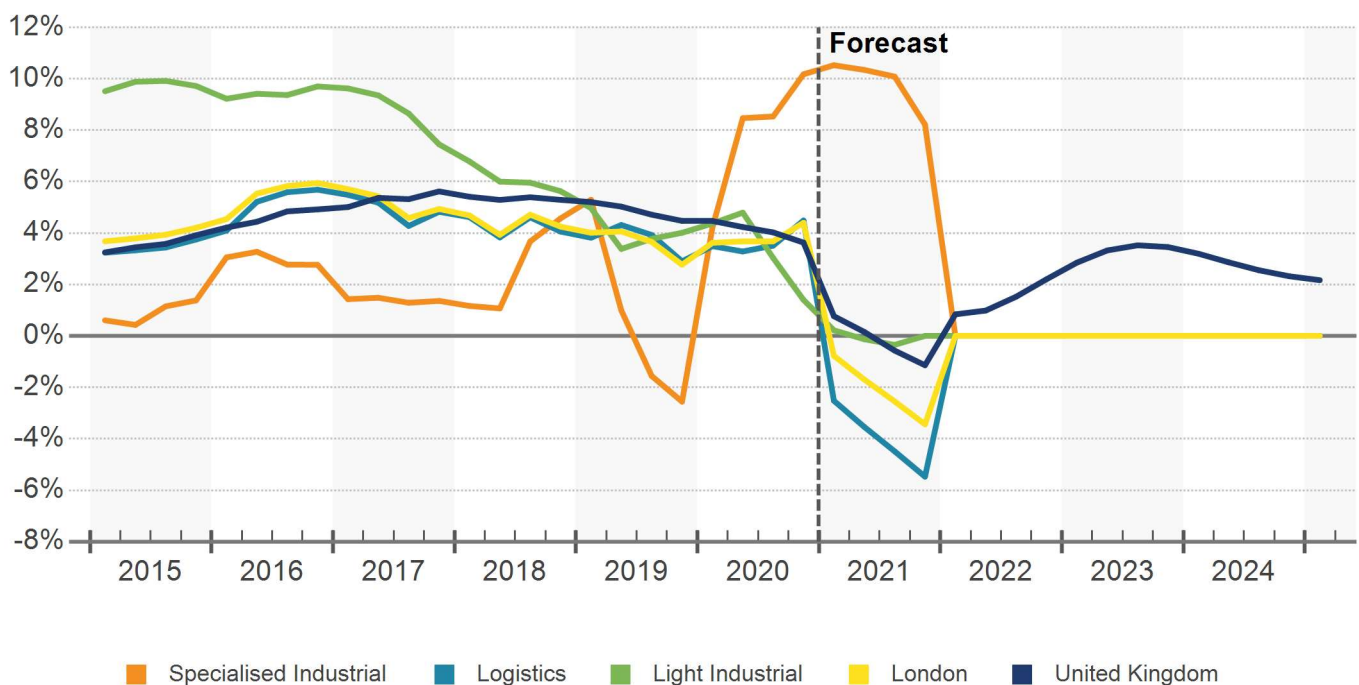
Industrial rents across the capital have surged over the past decade, growing by 80%—double the national average. And, while rent growth has slowed since peaking at 10% in 2016, year-over-year rent growth of 4.6% means industrial rents continue to strongly outpace office and retail rents across the capital.

Rent growth is expected to continue to decelerate over the next 18 months. However, given the surge in online deliveries and London's persistently low vacancy rate, industrial rents should keep growing, which stands in contrast to sectors more affected by the pandemic, especially retail. High demand for last-mile delivery units—and a shortage of supply—means this subsector is well placed to outperform. London industrials should continue to outperform the rest of the UK over the

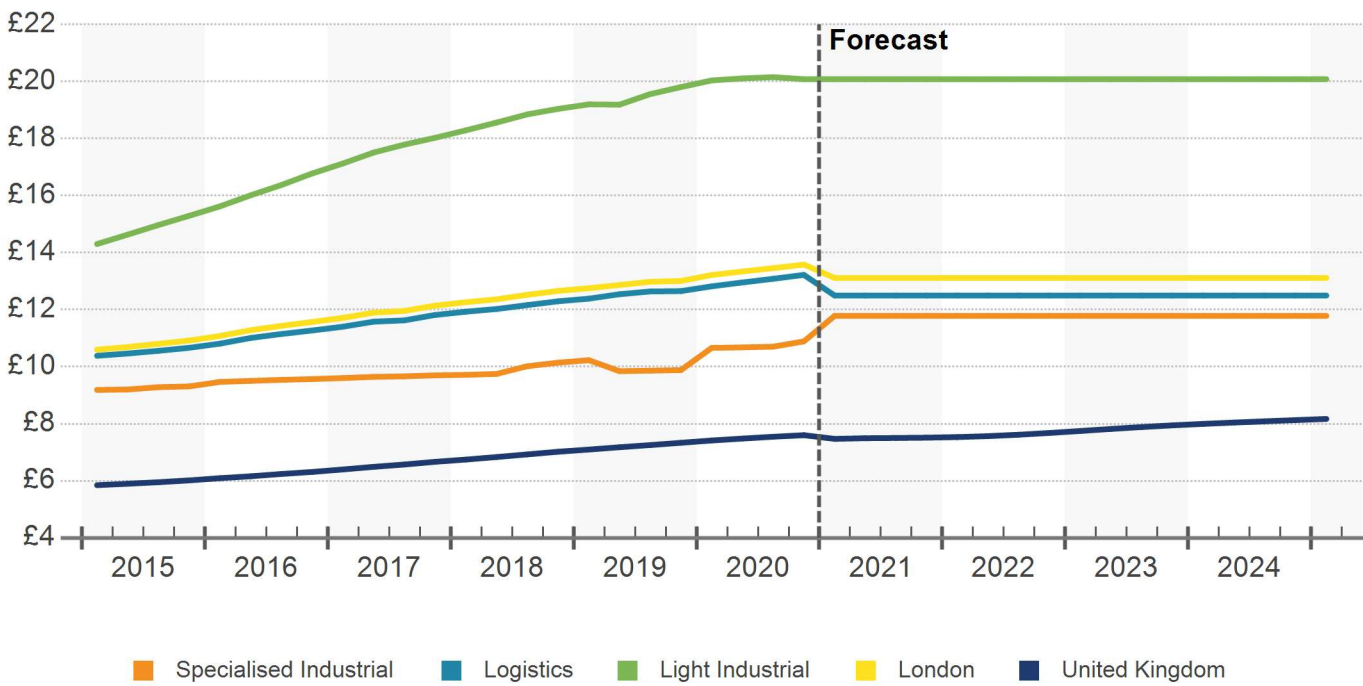
forecast period, albeit to a lesser extent than over the past decade.

Heathrow, London's most expensive submarket for logistics assets, has been among the strongest performers over the past couple of years. Prime logistics rents there are thought to be around £16/SF. Other western submarkets like Ealing and Hillingdon North, together with Enfield in the north, have also outperformed from a rent growth perspective in recent years, mirroring recent demand trends. Sutton and Croydon have been the strongest performers south of the River Thames, with Newham and Redbridge doing well in the east. Conversely, more central submarkets like Hackney and Kensington & Chelsea have recorded the weakest growth of late.

MARKET RENT GROWTH (YOY)



MARKET RENT PER SQUARE FEET



London contains just over 200 million SF of industrial space, around two-thirds of which is logistics. Very little new industrial space has delivered over the past decade. Indeed, London has lost a significant amount of industrial space on a net basis during this period, with many warehouses and several large factories being demolished and converted to more valuable uses (mostly residential-led development). Major examples include the former GlaxoSmithKline factory in Greenford in 2017 and the former Kodak factory in Harrow in 2018. Only in 2016 did London receive a significant injection of new supply, when several large schemes delivered in its eastern submarkets.

The only deliveries of note since the beginning of 2019 were either purpose-built or pre-let during construction. The 130,000-SF Beavertown Brewery facility delivered in Enfield in early 2020, which followed the completion of Martinspeed's 152,000-SF new warehouse at Prologis Park West in Hillingdon North last year. The biggest delivery in the first half of 2020 was similarly spoken for, with DO & CO pre-letting a 200,000-SF unit at SEGRO Park Heathrow in 2018.

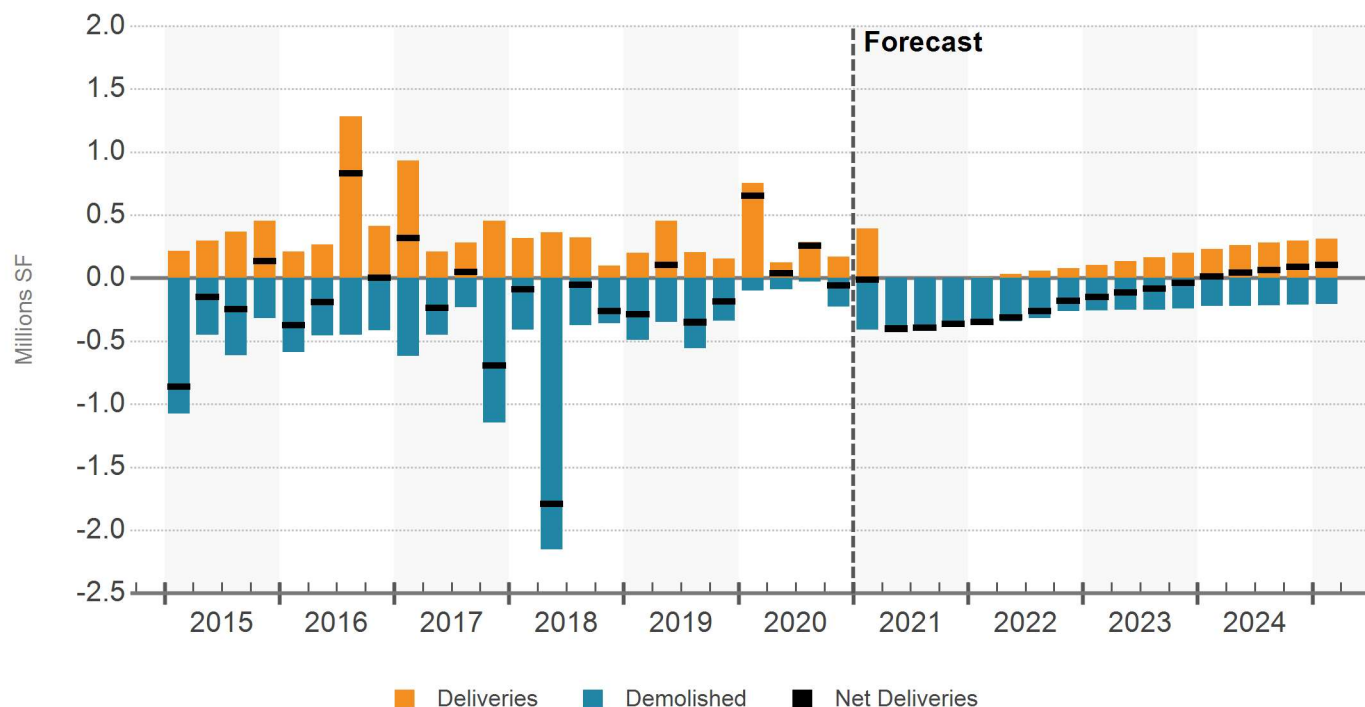
Speculative construction has picked up over the past couple of years, albeit moderately. Much of the

development is concentrated in areas where recent demand has been strongest, such as Ealing, Heathrow, Hillingdon North and Enfield. Only a handful of units underway are above 50,000 SF (although a huge 2.3-million-SF Amazon warehouse will shortly begin in Dartford, which is just outside of the London boundary).

The largest speculative start so far this year occurred in February, when Prologis began building a 146,000-SF warehouse in Croydon on a speculative basis. Around two-thirds of the 400,000 SF currently underway across London remains available. The bulk of this space will deliver in 2020, which is set to be the biggest year for net industrial deliveries in the capital since 2012.

Future supply will be boosted by retail-to-industrial conversions. In May 2020, Amazon fought off a host of residential developers to buy a retail park in Mill Hill for conversion to last-mile logistics. Amazon also bought a former Toys R Us store in Croydon with the same intention. This trend is likely to continue in the coming years, given the ongoing struggles facing the retail sector, the likely rise in retailer administrations and recent planning relaxations announced by the government.

DELIVERIES & DEMOLITIONS



SUBMARKET CONSTRUCTION

No.	Submarket	Under Construction Inventory					Average Building Size		
		Bldgs	SF (000)	Pre-Leased SF (000)	Pre-Leased %	Rank	All Existing	Under Constr	Rank
1	Sutton	3	221	0	0%	4	22,479	73,547	1
2	Havering	2	124	16	13.0%	3	19,647	62,143	2
3	Kingston upon Thames	1	26	26	100%	1	17,818	25,743	3
4	Enfield	3	16	0	0%	4	27,682	5,368	5
5	Hackney	1	9	9	100%	1	10,046	8,719	4
6	Barking & Dagenham	0	-	-	-	-	37,362	-	-
7	Barnet	0	-	-	-	-	11,223	-	-
8	Bexley	0	-	-	-	-	28,380	-	-
9	Brent	0	-	-	-	-	18,602	-	-
10	Bromley	0	-	-	-	-	16,443	-	-
	All Other	0	-	-	-		18,651	-	
Totals		10	395	51	12.8%		19,656	39,549	

Under Construction Properties

London Industrial

Properties

Square Feet

Percent of Inventory

Released

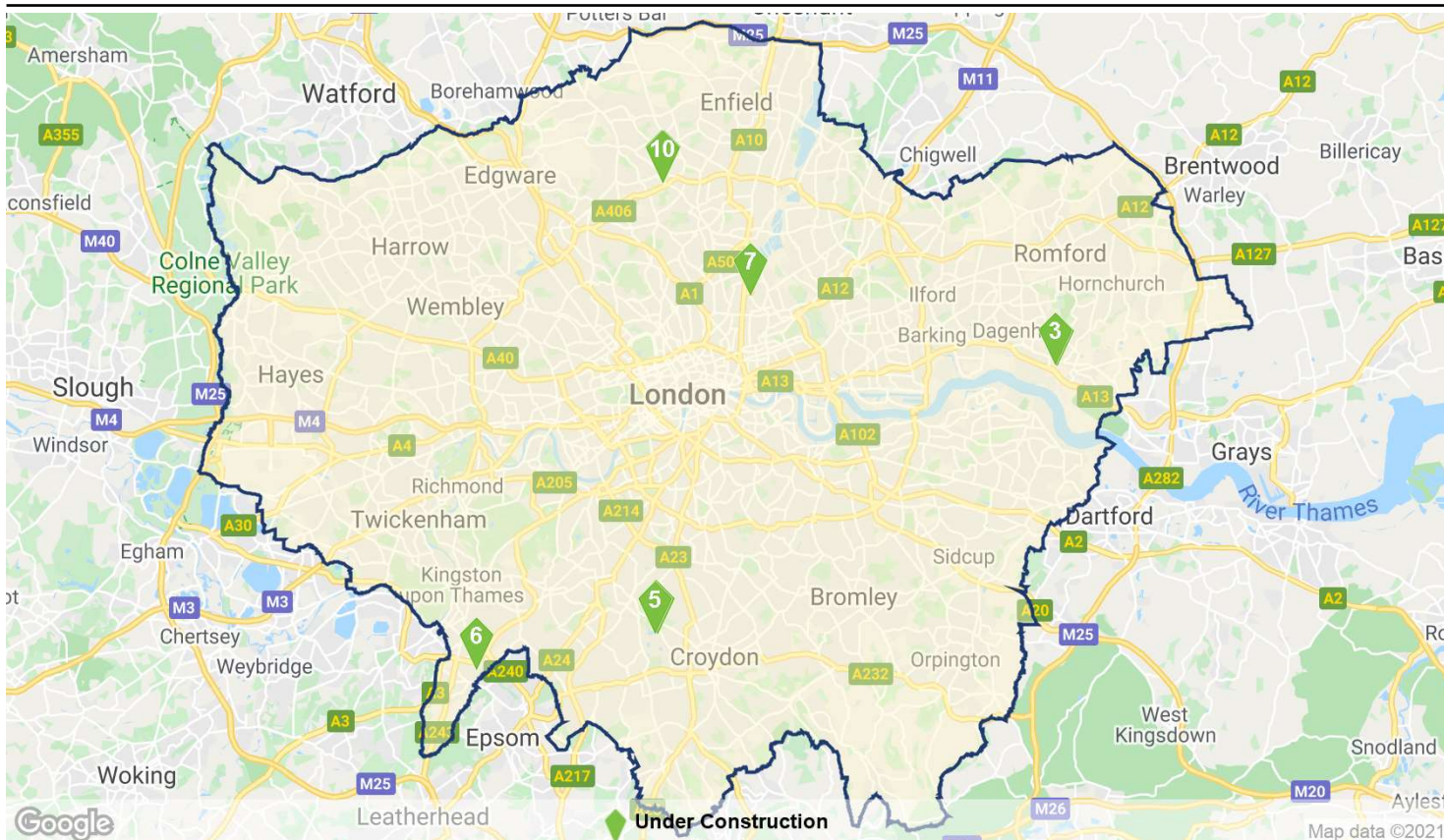
10

395,490

0.2%

12.8%

UNDER CONSTRUCTION PROPERTIES



UNDER CONSTRUCTION

	Property Name/Address	Rating	Bldg SF	Floors	Start	Complete	Developer/Owner
1	DC3-DC4 Beddington Ln	★★★★★	146,120	1	Feb 2020	Feb 2021	Prologis, Inc. Prologis, Inc.
2	Segro Park Manor Way	★★★★★	67,425	3	Jan 2017	Feb 2021	SEGRO plc SEGRO
3	Segro Park Manor Way	★★★★★	56,860	2	Jan 2017	Feb 2021	SEGRO plc SEGRO
4	DC2A-DC2C Beddington Ln	★★★★★	43,180	2	Feb 2020	Feb 2021	Prologis, Inc. Prologis, Inc.
5	DC1 Beddington Ln	★★★★★	31,340	1	Feb 2020	Feb 2021	Prologis, Inc. Prologis, Inc.
6	Clipstone Development Cox Ln	★★★★★	25,743	1	Mar 2020	Mar 2021	Clipstone Logistics REIT PLC Clipstone Logistics REIT PLC
7	Authorised Treatment Fa... 1A Downs Rd	★★★★★	8,719	3	Mar 2018	Mar 2021	Laxcon Construction Union Developments

Under Construction Properties

London Industrial

UNDER CONSTRUCTION

	Property Name/Address	Rating	Bldg SF	Floors	Start	Complete	Developer/Owner
8	Station Rd	★ ★ ★ ★ ★	7,510	7	May 2018	Feb 2021	-
9	Station Rd	★ ★ ★ ★ ★	5,140	5	Apr 2018	Feb 2021	-
10	Station Rd	★ ★ ★ ★ ★	3,453	7	May 2018	Feb 2021	-

London's industrial investment market has been relatively busy since the coronavirus crisis began, especially when compared to other sectors like office, hospitality and retail. While investment volumes did sink to an eight-year low in 2020, investors from home and abroad remain attracted by the defensive characteristics and rent growth potential of industrial property, particularly in supply-starved London. A host of investors are targeting last-mile opportunities in the capital. This is being reflected in keen yields and competitive bidding on most deals that have occurred since the pandemic began.

Two large sales in 2020 illustrate the strength of demand for industrial property in London. In October, industrial giant SEGRO paid £133 million to acquire Electra Logistics Park in Canning Town in east London, with competitive bidding driving the yield down to just 2.6%. A similar type of deal occurred in June, when SEGRO fought off a host of bidders to acquire Perivale Park for £202.5 million, a yield of just 3.5%. Sub-4% yields have become commonplace in London over the past couple of years.

At the smaller end, Blackstone and M7 continue to acquire last-mile units for their Mileway joint venture, after buying urban logistics specialist Hansteen for £500 million early last year. In July 2020, they bought a strategically located unit at Midpoint in Enfield for £15.8 million. The warehouse was vacant at the time of sale and will be repurposed to tap into rising demand for last-mile logistics. The duo also paid £16.1 million for a 45,000-SF warehouse in Park Royal in March 2020, a yield of just 3.6%.

Other investors are sharpening their focus towards London urban logistics too, encouraged by the market's supply-demand imbalance and supportive demographics. Meyer Bergman is identifying opportunities in and around the capital for its pan-European Crossbay platform. LondonMetric plans to acquire a London-focused sale-and-leaseback portfolio following a recent capital raise. Canadian giant Oxford Properties is also targeting the sector, acquiring a 15-acre site near Heathrow in October 2020 in partnership with Logistics Capital Partners. The acquisition marks its first direct logistics investment in Europe, with plans to redevelop the site to provide purpose-built logistics space.

Logistics properties were also in demand prior to the coronavirus crisis. Indeed, industrial investment in London exceeded £1 billion for only the third time ever in

2019, with volumes rising 30% at a time when office and retail investment in the capital fell. Structural factors like the rise of online shopping and next-day delivery continued to act as tailwinds, overriding a slowing economy and Brexit concerns.

Retail-to-industrial conversions are also growing in popularity amid soaring demand for last-mile units. Online giant Amazon paid £65 million for a retail park in Mill Hill in May 2020 for conversion to last-mile logistics. Amazon also acquired a former Toys R Us store in Croydon for the same purpose.

Big industrial specialists like Prologis, SEGRO and Goodman were particularly acquisitive at the larger end of the market in the second half of 2019, too. In November 2019, Goodman Group bought Sony's Distribution Centre in Enfield for £48.6 million (a keen 3.2% yield), with SEGRO acquiring a Safehouse Self Storage unit on White Hart Lane in nearby Tottenham for £37 million in the same month. Prologis was involved in two big warehouse transactions a couple of months earlier, paying £70.2 million to acquire Royal Mail's 200,000-SF distribution centre on Greenford Green Business Park in August and £24 million for a 69,000-SF warehouse at 15 Central Way in Park Royal in September. The yields on these deals were also very low, at just 3.2% and 3.5%, respectively, illustrating the strength of demand for warehouses in the most dynamic parts of London.

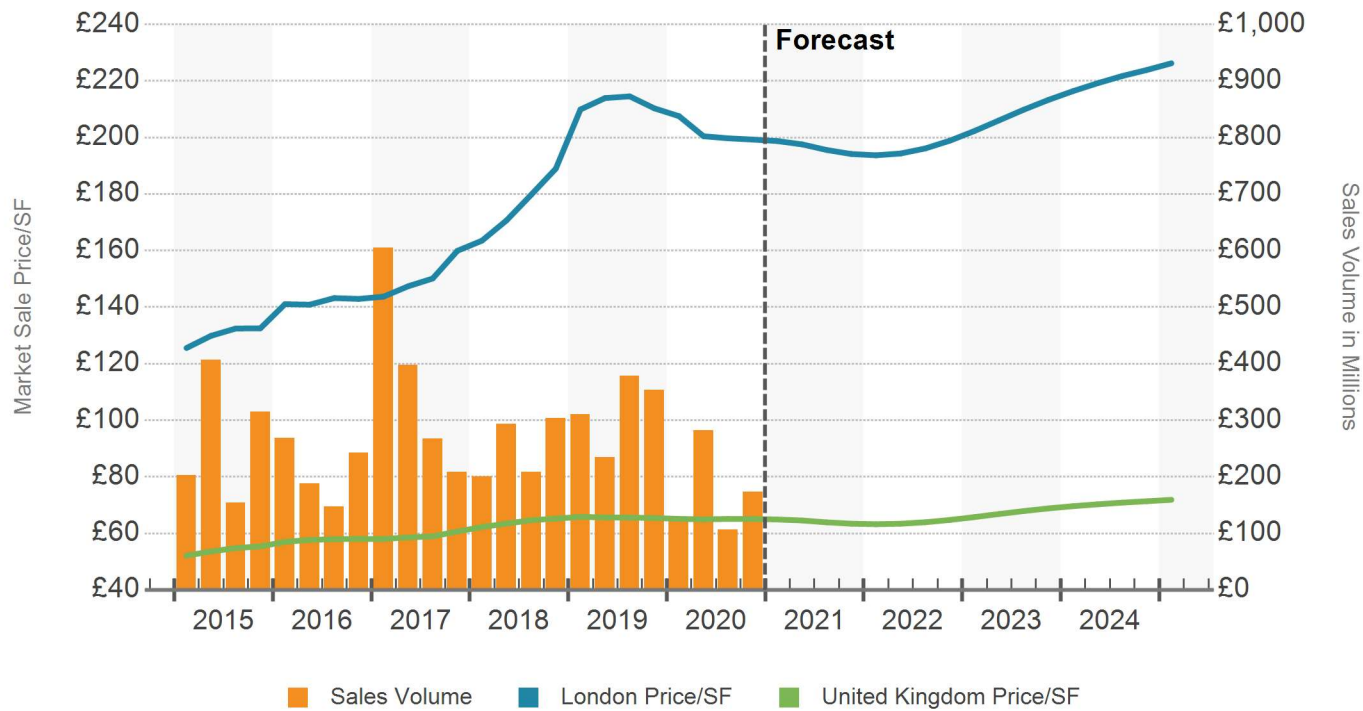
Evidence of soaring price growth has also been seen in repeat sale prices. Competitive bidding for a 74,000-SF warehouse let to Matthew Clark Wholesale in Park Royal drove the sale price up to £34.5 million in February 2019, which was 19% above the asking price and nearly treble the price Ignis UK Property Fund, the seller, paid for the asset in 2011 (£13.8 million). Prologis was the buyer behind this deal, too. Other large warehouse deals in 2019 include M&G Real Estate's £48.5 million acquisition of a warehouse on Charlton Gate Business Park in January (a keen 3.1% yield) and UPS buying its own sorting office in Camden for £61.1 million (a 2% yield) in the same month.

Investors have also been targeting industrial-to-residential conversion opportunities across the capital. Some of the largest transactions over the past few years were made with this purpose in mind. In May 2018, an industrial site on Herringham Road in Charlton was bought by the Hyde Housing Group for £58 million. In December 2017, Hancock Works, a 41,000-SF Calor

Gas and Ideal Furniture warehouse in Bromley-by-Bow, was bought by the Southern Housing Group for £30.8 million. In the same month, 12 light industrial units at 63

Pratt Street in King's Cross were purchased by Westminster Real Estate for a combined £30.6 million, again with redevelopment in mind.

SALES VOLUME & MARKET SALE PRICE PER SF



Sales Past 12 Months

London Industrial

Sale Comparables

131

Avg. Yield

3.9%

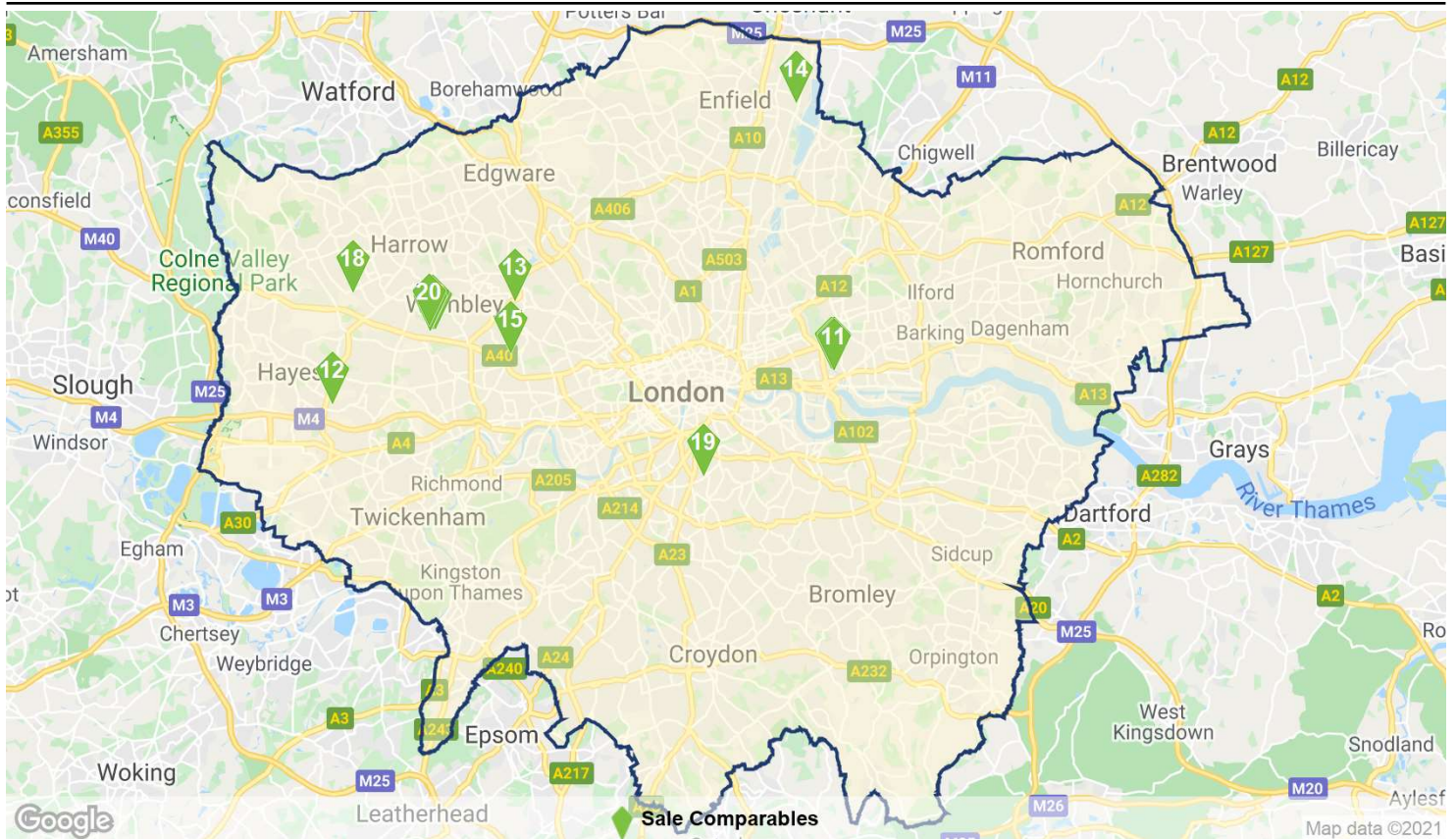
Avg. Price/SF

£282

Avg. Vacancy At Sale

3.3%

SALE COMPARABLE LOCATIONS



SALE COMPARABLES SUMMARY STATISTICS

Sales Attributes	Low	Average	Median	High
Sale Price	£65,507	£7,754,286	£4,562,222	£43,115,645
Price/SF	£44	£282	£254	£1,414
Yield	2.8%	3.9%	3.6%	5.2%
Time Since Sale in Months	1.1	7.5	7.0	11.8
Property Attributes	Low	Average	Median	High
Building SF	990	31,866	20,016	229,747
Ceiling Height	7'	19'7"	19'1"	32'10"
Docks	0	0	0	13
Vacancy Rate At Sale	0%	3.3%	0%	100%
Year Built	1887	1982	1982	2020
Star Rating	★ ★ ★ ★ ★	★ ★ ★ ★ ★ 2.6	★ ★ ★ ★ ★	★ ★ ★ ★ ★

Sales Past 12 Months

London Industrial

RECENT SIGNIFICANT SALES

Property Name - Address	Property				Sale			
	Rating	Yr Built	Bldg SF	Vacancy	Sale Date	Price	Price/SF	NIY
1 160 Bidder St	★★★★★	2003	61,904	0%	21/10/2020	£43,115,645	£696	-
2 Building 1 Horsenden Ln S	★★★★★	1982	129,049	0%	08/06/2020	£30,717,883	£238	-
3 160 Bidder St	★★★★★	2002	41,618	0%	21/10/2020	£27,745,315	£667	-
4 Horsenden Ln S	★★★★★	1982	117,914	0%	08/06/2020	£26,839,248	£228	-
5 160 Bidder St	★★★★★	2002	53,403	0%	21/10/2020	£25,245,254	£473	-
6 Horsenden Ln S	★★★★★	1982	79,157	0%	08/06/2020	£19,871,717	£251	-
7 160 Bidder St	★★★★★	2002	36,179	0%	21/10/2020	£19,796,255	£547	-
8 Horsenden Ln S	★★★★★	1982	74,860	0%	08/06/2020	£18,713,806	£250	-
9 Horsenden Ln S	★★★★★	1982	60,217	0%	08/06/2020	£18,214,386	£302	-
10 Horsenden Ln S	★★★★★	1982	68,784	0%	08/06/2020	£18,084,567	£263	-
11 160 Bidder St	★★★★★	2002	35,385	0%	21/10/2020	£17,097,531	£483	-
12 149 Brent Rd	★★★★★	2005	97,000	0%	30/01/2020	£16,350,000	£169	-
13 Victory Great Central Way	★★★★★	2016	45,300	0%	01/03/2020	£16,100,000	£355	3.6%
14 Midpoint Enfield 54 Jeffreys Rd	★★★★★	2020	67,495	100%	10/07/2020	£15,800,000	£234	-
15 5-9 School Rd	★★★★★	1966	42,722	0%	27/07/2020	£15,325,000	£359	2.8%
16 Metropolitan Police Car... Walmgate Rd	★★★★★	2007	49,422	0%	08/06/2020	£15,027,023	£304	-
17 Horsenden Ln S	★★★★★	1990	53,958	0%	08/06/2020	£15,014,095	£278	-
18 Hawkers Yard 15 Stonefield Close	★★★★★	2020	47,104	100%	28/08/2020	£14,250,000	£303	-
19 Shakespeare Business C... 245A Coldharbour Ln	★★★★★	1887	33,747	0%	07/05/2020	£13,549,999	£402	-
20 Horsenden Ln S	★★★★★	1982	51,149	0%	08/06/2020	£13,496,795	£264	-

London's economy is enduring a sharp downturn due to the coronavirus crisis. Social distancing measures, multiple lockdowns and reduced public transport use have brought about a sharp fall in economic activity, with London set to enter recession in 2020 for the first time since 2009. In its December forecasts, Oxford Economics expected London's GVA to drop by 10.3% in 2020 (down from the -8.3% predicted in September), before rebounding by 6% per year in 2021 and 2022. Total employment is predicted to fall by 3.1% in 2020–21, which equates to the loss of nearly 200,000 jobs, with around 290,000 jobs forecast to be added in 2022–23. London should continue to outperform the national average in the coming years, both in terms of GVA growth and employment growth, but to a lesser extent than it has done over the past decade.

Some industry sectors and London boroughs will be impacted more than others by the unfolding crisis. Although the early months of the crisis saw a lot of equity market trading, and a surge in bank lending to the corporate sector, the financial sector has since experienced more difficult times, with Brexit an added risk. However, on the whole, job losses have and will continue to be heaviest in the retail, leisure and hospitality sectors. In this respect, London's economy is more insulated than most UK regions, given that it is largely driven by office-based sectors where staff can more easily work from home. Oxford Economics predicts office-based employment to fall by 44,000 in 2020–21, with 50,000 such jobs then expected to be added in 2022 and a further 37,000 in 2023.

Inner London boroughs are expected to fare better than Outer London boroughs as a result of these dynamics. Oxford Economics predicts that GVA in Inner London will be 9.2% lower in 2020 than it was in 2019, which compares with a more severe 12.6% drop in Outer London. Boroughs such as Hillingdon, Hounslow and Ealing are expected to fare worst, largely due to their proximity to Heathrow Airport, with the likes of Tower Hamlets and the City of London recording more moderate declines.

The extent to which different boroughs and sectors bounce back will depend on the extent to which consumer behaviour, business practices and government policy change after the pandemic subsides. Large infrastructure projects like Heathrow's third runway and

Crossrail 2 have become less likely, partly due to strains on public finances but also because of the rise of flexible working and online shopping. Much will also depend upon the speed and extent to which tourism returns after the crisis abates.

Overall, the 'new normal' may mean a lot of changes, but the capital should continue to enjoy unique advantages over competing cities and is likely to retain its position as Europe's pre-eminent centre for finance, insurance and TMT. The likes of Amazon, Apple, Facebook and Google have all committed to big expansions in London in recent years and are proving particularly resilient during the current crisis.

At a national level, the UK economy bounced back from recession in 20Q3. The country's real GDP rose by a record 15.5%, following the unprecedented 19.8% fall in 20Q2. Despite the Q3 rebound, the economy remained 8.2% smaller at the end of September than before the coronavirus struck, with much of the services sector reporting significantly larger gaps.

The pace of growth eased as the quarter unfolded. Despite schools re-opening, September's 1.1% expansion was the weakest monthly growth rate since April. Increasing coronavirus infections and resultant lockdown restrictions over the autumn have raised the likelihood of another economic contraction in 20Q4. Extra support has been provided to mitigate the economic damage. The furlough scheme has been extended until March 2021 in a bid to curb further rises in unemployment (the unemployment rate rose from 4.1% to 4.8% during Q3), while the Bank of England announced another £150 billion of quantitative easing in November.

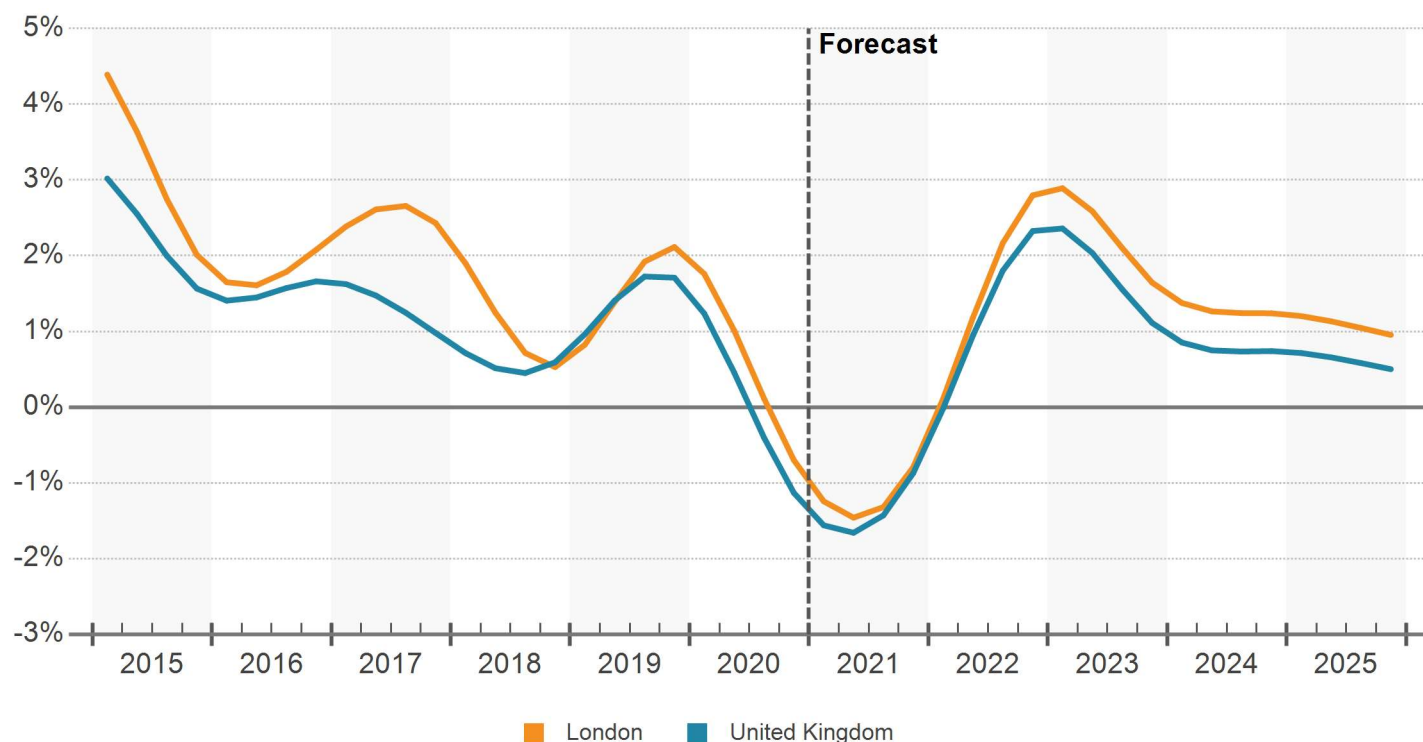
Oxford Economics revised its near-term forecasts downwards on 17th November. The firm now expects UK GDP to fall by 11.3% in 2020 (from -10.3% a month earlier), before recovering to expand by 5.2% and 6.4% in 2021 and 2022, respectively. Total employment is predicted to decline by 3.8% in 2020–21, equating to 1.4 million job losses, before rebounding by 3.1% in 2022. These forecasts assumed that a free trade agreement came into force between the UK and the EU on 1st January 2021, with weaker growth likely should Brexit negotiations have failed to result in a deal.

LONDON EMPLOYMENT BY INDUSTRY IN THOUSANDS

Industry	Current Level		12 Month Change		10 Year Change		5 Year Forecast	
	Jobs	LQ	Market	UK	Market	UK	Market	UK
Manufacturing	133	0.3	-1.71%	-2.22%	0.31%	0.31%	-1.69%	-1.25%
Transportation Warehouse Utilities	303	0.8	-2.25%	-1.46%	0.74%	2.03%	0.56%	0.40%
Retail Trade	661	0.8	0.02%	-0.85%	1.40%	0.22%	0.91%	0.69%
Financial Activities	568	1.9	2.59%	2.88%	2.24%	1.20%	0.31%	0.19%
Government	248	0.9	2.74%	2.61%	0.14%	-1.04%	0.21%	-0.10%
Natural Resources, Mining and Construction	6	0.1	-0.56%	-3.17%	2.68%	-0.78%	-2.18%	0.29%
Education and Health Services	1,058	0.8	0.45%	0.50%	2.50%	1.06%	1.10%	0.76%
Professional and Business Services	1,409	1.4	-2.03%	-2.61%	2.56%	2.33%	1.74%	1.47%
Information	481	1.8	1.09%	0.81%	3.28%	2.63%	1.32%	1.04%
Leisure and Hospitality	624	1.1	-5.08%	-5.85%	2.93%	1.62%	2.01%	1.73%
Other Services	183	1.0	-0.95%	-1.56%	1.98%	1.23%	1.43%	1.02%
Total Employment	6,005	1.0	-0.74%	-1.16%	2.21%	1.13%	1.17%	0.76%

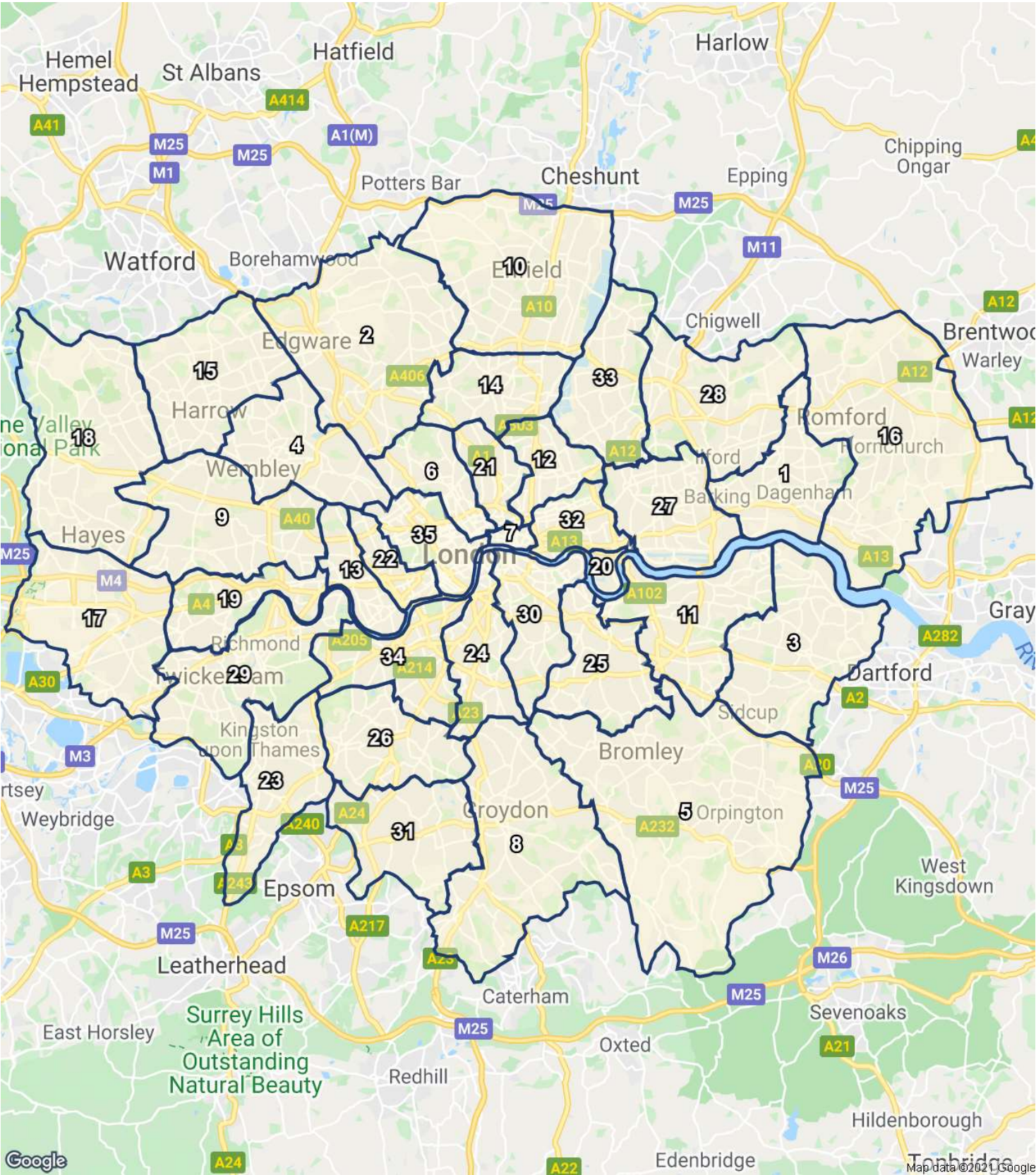
Source: Oxford Economics
LQ = Location Quotient

YEAR OVER YEAR JOB GROWTH



Source: Oxford Economics

LONDON SUBMARKETS



SUBMARKET INVENTORY

No.	Submarket	Inventory				12 Month Deliveries				Under Construction			
		Bldgs	SF (000)	% Market	Rank	Bldgs	SF (000)	Percent	Rank	Bldgs	SF (000)	Percent	Rank
1	Barking & Dagenham	359	13,413	6.4%	4	0	0	0%	-	0	-	-	-
2	Barnet	229	2,570	1.2%	28	1	9	0.4%	12	0	-	-	-
3	Bexley	390	11,068	5.3%	5	0	0	0%	-	0	-	-	-
4	Brent	505	9,394	4.5%	6	2	43	0.5%	8	0	-	-	-
5	Bromley	231	3,798	1.8%	21	2	103	2.7%	5	0	-	-	-
6	Camden	211	2,174	1.0%	29	0	0	0%	-	0	-	-	-
7	City Of London	6	129	0.1%	35	0	0	0%	-	0	-	-	-
8	Croydon	360	5,919	2.8%	14	0	0	0%	-	0	-	-	-
9	Ealing	982	27,060	12.9%	1	3	104	0.4%	4	0	-	-	-
10	Enfield	521	14,422	6.9%	3	5	414	2.9%	1	3	16	0.1%	4
11	Greenwich	304	7,682	3.7%	8	0	0	0%	-	0	-	-	-
12	Hackney	381	3,828	1.8%	20	0	0	0%	-	1	9	0.2%	5
13	Hammersmith & Fulham	186	3,119	1.5%	24	0	0	0%	-	0	-	-	-
14	Haringey	428	6,273	3.0%	12	0	0	0%	-	0	-	-	-
15	Harrow	130	1,711	0.8%	30	0	0	0%	-	0	-	-	-
16	Havering	363	7,132	3.4%	10	0	0	0%	-	2	124	1.7%	2
17	Heathrow	474	17,089	8.2%	2	3	253	1.5%	2	0	-	-	-
18	Hillingdon North	376	7,299	3.5%	9	2	146	2.0%	3	0	-	-	-
19	Hounslow	197	4,190	2.0%	18	0	0	0%	-	0	-	-	-
20	Isle of Dogs	14	598	0.3%	32	0	0	0%	-	0	-	-	-
21	Islington	237	3,420	1.6%	23	0	0	0%	-	0	-	-	-
22	Kensington & Chelsea	70	593	0.3%	33	0	0	0%	-	0	-	-	-
23	Kingston upon Thames	174	3,100	1.5%	25	1	26	0.8%	9	1	26	0.8%	3
24	Lambeth	344	3,522	1.7%	22	0	0	0%	-	0	-	-	-
25	Lewisham	283	3,035	1.5%	26	0	0	0%	-	0	-	-	-
26	Merton	297	5,860	2.8%	15	2	20	0.3%	11	0	-	-	-
27	Newham	409	9,255	4.4%	7	0	0	0%	-	0	-	-	-
28	Redbridge	158	2,669	1.3%	27	1	82	3.1%	6	0	-	-	-
29	Richmond upon Thames	100	1,674	0.8%	31	0	0	0%	-	0	-	-	-
30	Southwark	476	6,197	3.0%	13	0	0	0%	-	0	-	-	-
31	Sutton	205	4,608	2.2%	17	3	58	1.3%	7	3	221	4.8%	1
32	Tower Hamlets	476	6,587	3.1%	11	0	0	0%	-	0	-	-	-
33	Waltham Forest	417	5,559	2.7%	16	1	26	0.5%	10	0	-	-	-
34	Wandsworth	310	4,019	1.9%	19	0	0	0%	-	0	-	-	-
35	Westminster	44	311	0.1%	34	0	0	0%	-	0	-	-	-

SUBMARKET RENT

No.	Submarket	Market Rent		12 Month Market Rent		QTD Annualised Market Rent	
		Per SF	Rank	Growth	Rank	Growth	Rank
1	Barking & Dagenham	-	-	-	-	-	-
2	Barnet	-	-	-	-	-	-
3	Bexley	£10.00	18	0.9%	22	0%	-
4	Brent	£13.11	11	4.1%	14	-0.6%	4
5	Bromley	£13.31	9	3.9%	15	0%	-
6	Camden	£10.62	16	6.5%	5	0%	-
7	City Of London	-	-	-	-	-	-
8	Croydon	£18.73	4	26.7%	1	243.2%	1
9	Ealing	£18.69	5	3.5%	18	5.4%	3
10	Enfield	£13.26	10	5.8%	9	151.9%	2
11	Greenwich	£9.13	20	6.7%	4	0%	-
12	Hackney	£34.00	1	2.0%	19	0%	-
13	Hammersmith & Fulham	-	-	-	-	-	-
14	Haringey	£15.15	6	4.2%	12	0%	-
15	Harrow	-	-	-	-	-	-
16	Havering	£13.09	13	3.6%	17	0%	-
17	Heathrow	£13.09	12	6.4%	6	0%	-
18	Hillingdon North	£10.49	17	14.9%	2	0%	-
19	Hounslow	-	-	-	-	-	-
20	Isle of Dogs	-	-	-	-	-	-
21	Islington	-	-	-	-	-	-
22	Kensington & Chelsea	-	-	-	-	-	-
23	Kingston upon Thames	£14.44	7	4.2%	13	0%	-
24	Lambeth	£19.71	3	1.4%	20	0%	-
25	Lewisham	£11.17	15	1.2%	21	0%	-
26	Merton	£13.38	8	6.2%	8	0%	-
27	Newham	£7.72	22	7.7%	3	0%	-
28	Redbridge	-	-	-	-	-	-
29	Richmond upon Thames	-	-	-	-	-	-
30	Southwark	£12.15	14	3.6%	16	0%	-
31	Sutton	-	-	-	-	-	-
32	Tower Hamlets	£9.48	19	4.4%	10	0%	-
33	Waltham Forest	£9.13	21	4.2%	11	0%	-
34	Wandsworth	£31.15	2	6.3%	7	-163.4%	5
35	Westminster	-	-	-	-	-	-

SUBMARKET VACANCY & NET ABSORPTION

No.	Submarket	Vacancy			12 Month Absorption			
		SF	Percent	Rank	SF	% of Inv	Rank	Construc. Ratio
1	Barking & Dagenham	322,916	2.4%	15	(197,086)	-1.5%	33	-
2	Barnet	60,047	2.3%	14	(43,516)	-1.7%	20	-
3	Bexley	355,601	3.2%	21	(5,060)	0%	9	-
4	Brent	394,912	4.2%	29	(282,481)	-3.0%	34	-
5	Bromley	420,388	11.1%	33	(41,350)	-1.1%	19	-
6	Camden	48,154	2.2%	12	(2,929)	-0.1%	7	-
7	City Of London	-	-	-	0	0%	-	-
8	Croydon	91,259	1.5%	8	(30,367)	-0.5%	16	-
9	Ealing	923,105	3.4%	23	(144,451)	-0.5%	30	-
10	Enfield	1,065,759	7.4%	31	(152,586)	-1.1%	31	-
11	Greenwich	85,303	1.1%	4	(47,732)	-0.6%	21	-
12	Hackney	51,152	1.3%	7	(85,322)	-2.2%	26	-
13	Hammersmith & Fulham	18,084	0.6%	1	(13,788)	-0.4%	11	-
14	Haringey	224,744	3.6%	25	(72,272)	-1.2%	24	-
15	Harrow	43,445	2.5%	18	(27,111)	-1.6%	15	-
16	Havering	172,263	2.4%	16	(126,503)	-1.8%	29	-
17	Heathrow	613,936	3.6%	26	21,923	0.1%	1	3.0
18	Hillingdon North	632,732	8.7%	32	(300,691)	-4.1%	35	-
19	Hounslow	104,162	2.5%	17	(48,743)	-1.2%	22	-
20	Isle of Dogs	7,414	1.2%	5	(7,414)	-1.2%	10	-
21	Islington	58,780	1.7%	10	(22,107)	-0.6%	13	-
22	Kensington & Chelsea	7,466	1.3%	6	(4,350)	-0.7%	8	-
23	Kingston upon Thames	34,057	1.1%	3	7,218	0.2%	3	3.6
24	Lambeth	146,575	4.2%	28	(87,673)	-2.5%	27	-
25	Lewisham	62,960	2.1%	11	4,504	0.1%	4	-
26	Merton	150,353	2.6%	19	(32,209)	-0.5%	17	-
27	Newham	150,471	1.6%	9	(56,687)	-0.6%	23	-
28	Redbridge	130,103	4.9%	30	(22,616)	-0.8%	14	-
29	Richmond upon Thames	10,314	0.6%	2	(1,693)	-0.1%	6	-
30	Southwark	143,592	2.3%	13	(91,506)	-1.5%	28	-
31	Sutton	148,102	3.2%	22	(17,657)	-0.4%	12	-
32	Tower Hamlets	225,936	3.4%	24	(163,752)	-2.5%	32	-
33	Waltham Forest	214,650	3.9%	27	(80,037)	-1.4%	25	-
34	Wandsworth	110,393	2.7%	20	(35,582)	-0.9%	18	-
35	Westminster	-	-	-	18,989	6.1%	2	-

OVERALL SUPPLY & DEMAND

Year	Inventory			Net Absorption		
	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2025	207,320,922	501,317	0.2%	308,787	0.1%	1.6
2024	206,819,605	204,455	0.1%	449,678	0.2%	0.5
2023	206,615,150	(391,386)	-0.2%	335,042	0.2%	-
2022	207,006,536	(1,100,078)	-0.5%	(272,557)	-0.1%	-
2021	208,106,614	(1,172,122)	-0.6%	(2,545,654)	-1.2%	-
YTD	209,278,736	0	0%	(120,494)	-0.1%	-
2020	209,278,736	889,741	0.4%	(2,052,443)	-1.0%	-
2019	208,388,995	(685,359)	-0.3%	764,933	0.4%	-
2018	209,074,354	(2,171,995)	-1.0%	1,253,067	0.6%	-
2017	211,246,349	(566,720)	-0.3%	(1,308,213)	-0.6%	-
2016	211,813,069	306,472	0.1%	1,483,234	0.7%	0.2
2015	211,506,597	(1,079,358)	-0.5%	(234,652)	-0.1%	-
2014	212,585,955	(1,897,055)	-0.9%	780,830	0.4%	-
2013	214,483,010	(707,821)	-0.3%	109,359	0.1%	-
2012	215,190,831	1,303,227	0.6%	1,337,723	0.6%	1.0
2011	213,887,604	974,222	0.5%	(525,292)	-0.2%	-
2010	212,913,382	577,093	0.3%	(869,120)	-0.4%	-
2009	212,336,289	-	-	(1,248,533)	-0.6%	-

SPECIALISED INDUSTRIAL SUPPLY & DEMAND

Year	Inventory			Net Absorption		
	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2025	31,501,278	75,422	0.2%	85,506	0.3%	0.9
2024	31,425,856	55,106	0.2%	121,867	0.4%	0.5
2023	31,370,750	24,505	0.1%	123,642	0.4%	0.2
2022	31,346,245	(49,760)	-0.2%	25,550	0.1%	-
2021	31,396,005	(94,514)	-0.3%	(346,039)	-1.1%	-
YTD	31,490,519	0	0%	65,316	0.2%	0
2020	31,490,519	148,843	0.5%	(37,040)	-0.1%	-
2019	31,341,676	(132,708)	-0.4%	(20,187)	-0.1%	-
2018	31,474,384	(1,922,927)	-5.8%	(8,033)	0%	-
2017	33,397,311	(1,130,508)	-3.3%	(855,744)	-2.6%	-
2016	34,527,819	(261,401)	-0.8%	(108,046)	-0.3%	-
2015	34,789,220	(122,749)	-0.4%	(1,119,576)	-3.2%	-
2014	34,911,969	(1,398,621)	-3.9%	(1,164,345)	-3.3%	-
2013	36,310,590	(105,460)	-0.3%	(52,858)	-0.1%	-
2012	36,416,050	244,929	0.7%	390,342	1.1%	0.6
2011	36,171,121	147,043	0.4%	19,042	0.1%	7.7
2010	36,024,078	123,883	0.3%	(10,671)	0%	-
2009	35,900,195	-	-	(931,474)	-2.6%	-

LOGISTICS SUPPLY & DEMAND

Year	Inventory			Net Absorption		
	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2025	141,335,063	347,844	0.2%	169,971	0.1%	2.0
2024	140,987,219	100,083	0.1%	226,049	0.2%	0.4
2023	140,887,136	(389,801)	-0.3%	107,473	0.1%	-
2022	141,276,937	(965,830)	-0.7%	(286,620)	-0.2%	-
2021	142,242,767	(916,087)	-0.6%	(1,611,181)	-1.1%	-
YTD	143,158,854	0	0%	(159,555)	-0.1%	-
2020	143,158,854	807,402	0.6%	(1,602,352)	-1.1%	-
2019	142,351,452	(364,000)	-0.3%	991,350	0.7%	-
2018	142,715,452	(174,948)	-0.1%	1,072,847	0.8%	-
2017	142,890,400	649,499	0.5%	(409,582)	-0.3%	-
2016	142,240,901	727,441	0.5%	1,709,853	1.2%	0.4
2015	141,513,460	(278,901)	-0.2%	787,690	0.6%	-
2014	141,792,361	(586,260)	-0.4%	2,378,214	1.7%	-
2013	142,378,621	(532,573)	-0.4%	(148,873)	-0.1%	-
2012	142,911,194	917,800	0.6%	685,771	0.5%	1.3
2011	141,993,394	235,195	0.2%	(819,707)	-0.6%	-
2010	141,758,199	416,876	0.3%	(887,772)	-0.6%	-
2009	141,341,323	-	-	(30,951)	0%	-

LIGHT INDUSTRIAL SUPPLY & DEMAND

Year	Inventory			Net Absorption		
	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2025	34,484,581	78,051	0.2%	53,310	0.2%	1.5
2024	34,406,530	49,266	0.1%	101,762	0.3%	0.5
2023	34,357,264	(26,090)	-0.1%	103,927	0.3%	-
2022	34,383,354	(84,488)	-0.2%	(11,487)	0%	-
2021	34,467,842	(161,521)	-0.5%	(588,434)	-1.7%	-
YTD	34,629,363	0	0%	(26,255)	-0.1%	-
2020	34,629,363	(66,504)	-0.2%	(413,051)	-1.2%	-
2019	34,695,867	(188,651)	-0.5%	(206,230)	-0.6%	-
2018	34,884,518	(74,120)	-0.2%	188,253	0.5%	-
2017	34,958,638	(85,711)	-0.2%	(42,887)	-0.1%	-
2016	35,044,349	(159,568)	-0.5%	(118,573)	-0.3%	-
2015	35,203,917	(677,708)	-1.9%	97,234	0.3%	-
2014	35,881,625	87,826	0.2%	(433,039)	-1.2%	-
2013	35,793,799	(69,788)	-0.2%	311,090	0.9%	-
2012	35,863,587	140,498	0.4%	261,610	0.7%	0.5
2011	35,723,089	591,984	1.7%	275,373	0.8%	2.1
2010	35,131,105	36,334	0.1%	29,323	0.1%	1.2
2009	35,094,771	-	-	(286,108)	-0.8%	-

OVERALL RENT & VACANCY

Year	Market Rent			Vacancy		
	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2025	£13.11	0%	-3.4%	7,010,824	3.4%	0.1%
2024	£13.11	0%	-3.4%	6,818,112	3.3%	-0.1%
2023	£13.11	0%	-3.4%	7,062,950	3.4%	-0.3%
2022	£13.11	0%	-3.4%	7,789,028	3.8%	-0.4%
2021	£13.11	-3.4%	-3.4%	8,616,250	4.1%	0.7%
YTD	£13.62	0.3%	0.3%	7,229,128	3.5%	0.1%
2020	£13.58	4.4%	0%	7,108,634	3.4%	1.4%
2019	£13.01	2.8%	-4.2%	4,166,450	2.0%	-0.7%
2018	£12.66	4.3%	-6.8%	5,639,438	2.7%	-1.6%
2017	£12.14	4.9%	-10.6%	9,091,742	4.3%	0.3%
2016	£11.57	5.9%	-14.8%	8,480,497	4.0%	-0.6%
2015	£10.92	4.2%	-19.6%	9,721,182	4.6%	-0.4%
2014	£10.48	3.1%	-22.8%	10,587,039	5.0%	-1.2%
2013	£10.16	1.5%	-25.2%	13,264,935	6.2%	-0.3%
2012	£10.01	0.4%	-26.3%	14,022,990	6.5%	-0.1%
2011	£9.97	0.6%	-26.5%	14,115,442	6.6%	0.7%
2010	£9.91	-0.4%	-27.0%	12,663,258	5.9%	0.7%
2009	£9.96	-	-26.7%	11,217,045	5.3%	-

SPECIALISED INDUSTRIAL RENT & VACANCY

Year	Market Rent			Vacancy		
	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2025	£11.78	0%	8.2%	446,579	1.4%	0%
2024	£11.78	0%	8.2%	456,688	1.5%	-0.2%
2023	£11.78	0%	8.2%	523,468	1.7%	-0.3%
2022	£11.78	0%	8.2%	622,613	2.0%	-0.2%
2021	£11.78	8.2%	8.2%	697,930	2.2%	0.8%
YTD	£11.78	8.2%	8.2%	372,802	1.2%	-0.2%
2020	£10.89	10.2%	0%	438,118	1.4%	0.6%
2019	£9.88	-2.6%	-9.2%	252,235	0.8%	-0.4%
2018	£10.14	4.6%	-6.9%	366,323	1.2%	-5.7%
2017	£9.70	1.4%	-10.9%	2,281,217	6.8%	-0.6%
2016	£9.57	2.8%	-12.1%	2,555,987	7.4%	-0.4%
2015	£9.31	1.4%	-14.5%	2,709,342	7.8%	3.0%
2014	£9.18	1.5%	-15.7%	1,687,875	4.8%	-0.5%
2013	£9.05	-0.7%	-16.9%	1,922,159	5.3%	-0.1%
2012	£9.12	-0.3%	-16.3%	1,973,592	5.4%	-0.4%
2011	£9.14	0.2%	-16.1%	2,119,005	5.9%	0.3%
2010	£9.12	-1.1%	-16.2%	1,991,004	5.5%	0.4%
2009	£9.22	-	-15.3%	1,856,450	5.2%	-

LOGISTICS RENT & VACANCY

Year	Market Rent			Vacancy		
	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2025	£12.49	0%	-5.5%	5,636,786	4.0%	0.1%
2024	£12.49	0%	-5.5%	5,458,857	3.9%	-0.1%
2023	£12.49	0%	-5.5%	5,584,667	4.0%	-0.3%
2022	£12.49	0%	-5.5%	6,081,749	4.3%	-0.4%
2021	£12.49	-5.5%	-5.5%	6,760,752	4.8%	0.6%
YTD	£13.21	-0.1%	-0.1%	6,115,126	4.3%	0.1%
2020	£13.22	4.5%	0%	5,955,571	4.2%	1.7%
2019	£12.65	2.9%	-4.3%	3,545,817	2.5%	-0.9%
2018	£12.29	4.1%	-7.0%	4,902,287	3.4%	-0.9%
2017	£11.81	4.8%	-10.6%	6,177,324	4.3%	0.6%
2016	£11.27	5.7%	-14.7%	5,252,089	3.7%	-0.7%
2015	£10.66	3.7%	-19.3%	6,272,131	4.4%	-0.8%
2014	£10.28	2.6%	-22.2%	7,384,513	5.2%	-2.1%
2013	£10.01	1.1%	-24.2%	10,348,987	7.3%	-0.2%
2012	£9.91	0.1%	-25.0%	10,674,731	7.5%	0.1%
2011	£9.90	0.5%	-25.1%	10,500,658	7.4%	0.7%
2010	£9.85	-0.6%	-25.5%	9,493,086	6.7%	0.9%
2009	£9.91	-	-25.0%	8,188,438	5.8%	-

LIGHT INDUSTRIAL RENT & VACANCY

Year	Market Rent			Vacancy		
	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2025	£20.08	0%	0%	927,459	2.7%	0.1%
2024	£20.08	0%	0%	902,567	2.6%	-0.2%
2023	£20.08	0%	0%	954,815	2.8%	-0.4%
2022	£20.08	0%	0%	1,084,666	3.2%	-0.2%
2021	£20.08	0%	0%	1,157,568	3.4%	1.3%
YTD	£20.08	0%	0%	741,200	2.1%	0.1%
2020	£20.08	1.4%	0%	714,945	2.1%	1.0%
2019	£19.80	4.0%	-1.4%	368,398	1.1%	0%
2018	£19.04	5.6%	-5.2%	370,828	1.1%	-0.7%
2017	£18.02	7.5%	-10.2%	633,201	1.8%	-0.1%
2016	£16.77	9.7%	-16.5%	672,421	1.9%	-0.2%
2015	£15.29	9.7%	-23.8%	739,709	2.1%	-2.1%
2014	£13.93	9.0%	-30.6%	1,514,651	4.2%	1.4%
2013	£12.78	6.7%	-36.3%	993,789	2.8%	-1.1%
2012	£11.98	3.6%	-40.3%	1,374,667	3.8%	-0.4%
2011	£11.56	2.3%	-42.4%	1,495,779	4.2%	0.8%
2010	£11.30	1.8%	-43.7%	1,179,168	3.4%	0%
2009	£11.10	-	-44.7%	1,172,157	3.3%	-

OVERALL SALES

Year	Completed Transactions (1)						Market Pricing Trends (2)		
	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2025	-	-	-	-	-	-	£232.89	241	4.1%
2024	-	-	-	-	-	-	£223.83	231	4.1%
2023	-	-	-	-	-	-	£213.25	220	4.1%
2022	-	-	-	-	-	-	£198.84	206	4.2%
2021	-	-	-	-	-	-	£194.13	201	4.2%
YTD	-	-	-	-	-	-	£197.83	204	4.1%
2020	132	£684.9M	1.5%	£7,754,286	£283.19	3.9%	£199.23	206	4.1%
2019	265	£1.3B	2.8%	£6,454,403	£250.32	4.2%	£210.28	217	3.8%
2018	294	£1B	2.9%	£5,046,789	£206.32	4.8%	£188.96	195	3.9%
2017	311	£1.5B	3.4%	£7,109,751	£245.02	4.4%	£159.89	165	4.6%
2016	270	£845.7M	3.6%	£5,052,692	£131.38	5.1%	£142.89	148	4.7%
2015	347	£1.1B	4.6%	£5,762,279	£148.07	5.8%	£132.50	137	5.1%
2014	348	£920.9M	3.9%	£5,548,170	£138.17	5.9%	£121.67	126	5.4%
2013	354	£881.8M	4.3%	£5,986,529	£127.62	7.4%	£111.59	115	6.2%
2012	273	£687.5M	3.4%	£5,469,573	£129.17	6.8%	£101.22	105	6.7%
2011	254	£445.2M	3.6%	£2,297,214	£68.38	6.7%	£98.50	102	6.8%
2010	206	£340.6M	2.3%	£2,444,058	£95.59	7.5%	£91.33	94	7.4%

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(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

SPECIALISED INDUSTRIAL SALES

Year	Completed Transactions (1)						Market Pricing Trends (2)		
	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2025	-	-	-	-	-	-	£198.10	232	4.1%
2024	-	-	-	-	-	-	£190.30	222	4.1%
2023	-	-	-	-	-	-	£180.97	212	4.1%
2022	-	-	-	-	-	-	£168.59	197	4.2%
2021	-	-	-	-	-	-	£164.66	192	4.2%
YTD	-	-	-	-	-	-	£168.33	197	4.1%
2020	32	£76.3M	2.0%	£3,298,556	£235.79	3.3%	£169.15	198	4.1%
2019	70	£177.7M	2.7%	£3,133,417	£298.67	4.7%	£179.13	209	3.8%
2018	62	£134M	1.6%	£2,735,015	£294.25	5.3%	£160.67	188	3.9%
2017	69	£85.9M	1.0%	£1,701,913	£351.73	3.7%	£135.31	158	4.6%
2016	72	£124.8M	6.4%	£2,530,815	£58.21	4.9%	£122.83	144	4.7%
2015	63	£56.6M	5.0%	£1,299,442	£150.26	5.9%	£115.78	135	5.0%
2014	81	£96.9M	2.4%	£1,801,044	£137.91	5.5%	£104.14	122	5.4%
2013	69	£67.3M	2.2%	£2,378,894	£130.49	7.8%	£98.71	115	6.1%
2012	51	£165.8M	4.7%	£5,526,179	£122.53	6.4%	£90.26	106	6.6%
2011	55	£50.8M	3.5%	£1,289,842	£42.84	6.4%	£87.42	102	6.7%
2010	53	£29.1M	0.8%	£749,512	£133.66	7.5%	£81.33	95	7.3%

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LOGISTICS SALES

Year	Completed Transactions (1)						Market Pricing Trends (2)		
	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2025	-	-	-	-	-	-	£241.20	242	4.1%
2024	-	-	-	-	-	-	£231.87	233	4.1%
2023	-	-	-	-	-	-	£221.04	222	4.1%
2022	-	-	-	-	-	-	£206.14	207	4.2%
2021	-	-	-	-	-	-	£201.29	202	4.2%
YTD	-	-	-	-	-	-	£204.92	206	4.0%
2020	80	£556M	1.5%	£10,096,085	£306.50	3.7%	£206.55	207	4.0%
2019	141	£886.7M	2.8%	£8,556,237	£244.57	4.1%	£217.80	218	3.8%
2018	170	£712.6M	3.1%	£6,285,236	£195.06	4.2%	£195.66	196	3.9%
2017	181	£1.1B	4.0%	£9,322,435	£232.47	4.5%	£165.58	166	4.6%
2016	143	£617.7M	3.2%	£7,422,891	£183.98	5.2%	£147.79	148	4.7%
2015	212	£831.4M	4.8%	£7,581,020	£142.24	5.4%	£136.72	137	5.0%
2014	186	£589.2M	3.3%	£7,851,485	£151.55	6.2%	£126.36	127	5.3%
2013	235	£723.6M	5.1%	£6,705,929	£131.19	7.2%	£114.73	115	6.2%
2012	163	£298.7M	3.5%	£3,837,223	£84.45	6.6%	£103.78	104	6.7%
2011	156	£342.5M	3.8%	£2,814,491	£75.94	6.6%	£101.15	101	6.8%
2010	111	£279.4M	2.8%	£3,810,487	£98.08	7.4%	£93.93	94	7.4%

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LIGHT INDUSTRIAL SALES

Year	Completed Transactions (1)						Market Pricing Trends (2)		
	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2025	-	-	-	-	-	-	£230.35	243	4.2%
2024	-	-	-	-	-	-	£221.28	234	4.2%
2023	-	-	-	-	-	-	£210.46	222	4.2%
2022	-	-	-	-	-	-	£196.20	207	4.3%
2021	-	-	-	-	-	-	£191.39	202	4.3%
YTD	-	-	-	-	-	-	£195.48	207	4.2%
2020	20	£52.6M	1.3%	£5,350,555	£187.21	5.2%	£196.35	208	4.2%
2019	54	£212.4M	3.0%	£5,748,090	£241.30	4.8%	£207.60	219	3.9%
2018	62	£158.3M	3.3%	£4,590,273	£207.75	7.8%	£187.16	198	4.0%
2017	61	£305.8M	3.3%	£7,483,519	£274.21	4.9%	£158.91	168	4.7%
2016	55	£103.2M	2.7%	£3,088,249	£110.24	5.1%	£140.91	149	4.8%
2015	72	£188.6M	3.7%	£5,672,167	£179.70	6.7%	£130.14	138	5.2%
2014	81	£234.8M	7.5%	£6,309,046	£113.17	5.6%	£117.86	125	5.6%
2013	50	£90.9M	3.0%	£8,237,207	£103.50	9.7%	£110.35	117	6.3%
2012	59	£223M	1.6%	£12,267,374	£516.35	7.8%	£100.68	106	6.8%
2011	43	£51.9M	3.0%	£1,601,327	£63.72	8.0%	£97.67	103	6.9%
2010	42	£32.1M	2.3%	£1,185,166	£64.62	8.7%	£89.53	95	7.6%

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Industrial Submarket Report

Richmond upon Thames

London

PREPARED BY



Andrew Jackson
Director



INDUSTRIAL SUBMARKET REPORT

Submarket Key Statistics	2
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12 Mo Deliveries in SF

0

12 Mo Net Absorption in SF

(1.7 K)

Vacancy Rate

0.6%

12 Mo Rent Growth

-

Richmond upon Thames is a relatively small submarket, containing about 1.7 million square feet of industrial space.

Vacancies haven't moved much at all in the past year, and at 0.6%, there isn't much room left for tightening. Net absorption was flat over the past year, and is effectively unchanged over the past five years.

There are no supply-side pressures on vacancy or rent in the near-term, as nothing is underway. Moreover, the inventory has actually contracted over the past 10 years, as demolition activity has outpaced new construction.

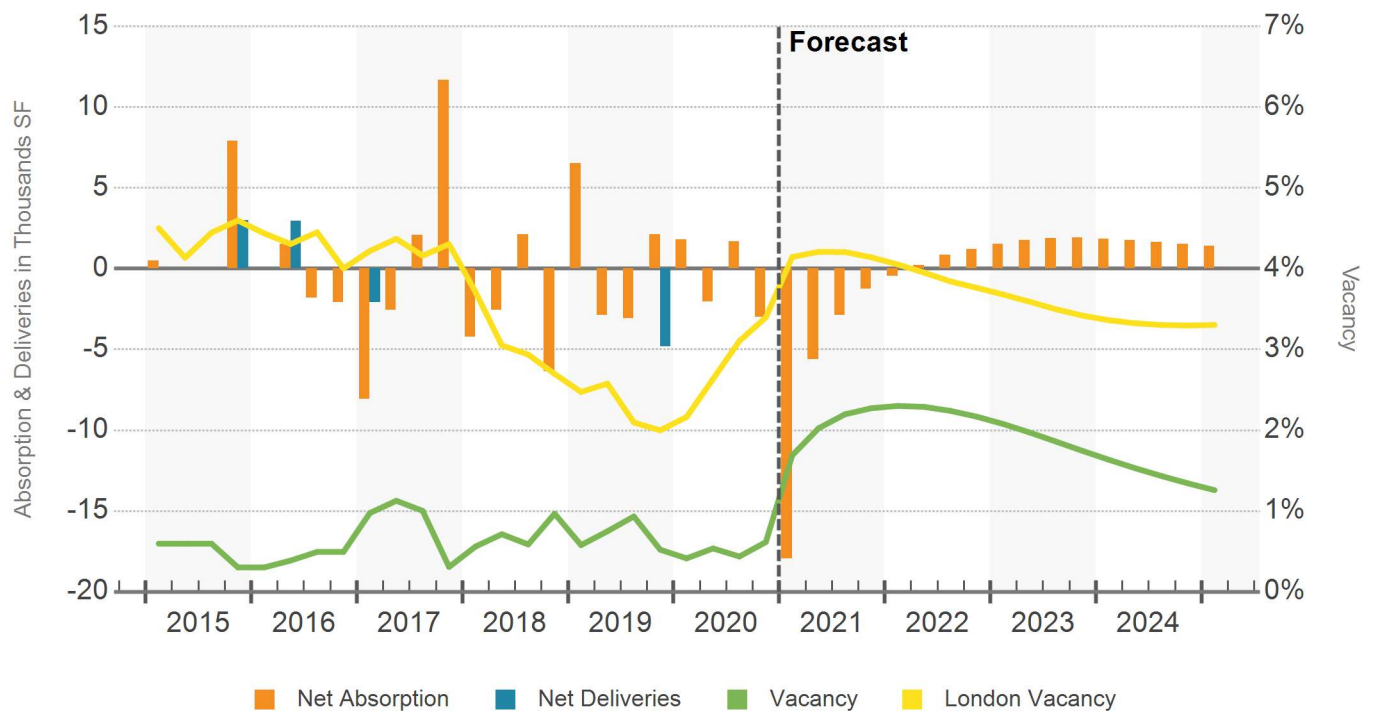
Only one deal has closed over the past year, and only a handful of properties generally trade in a normal year.

KEY INDICATORS

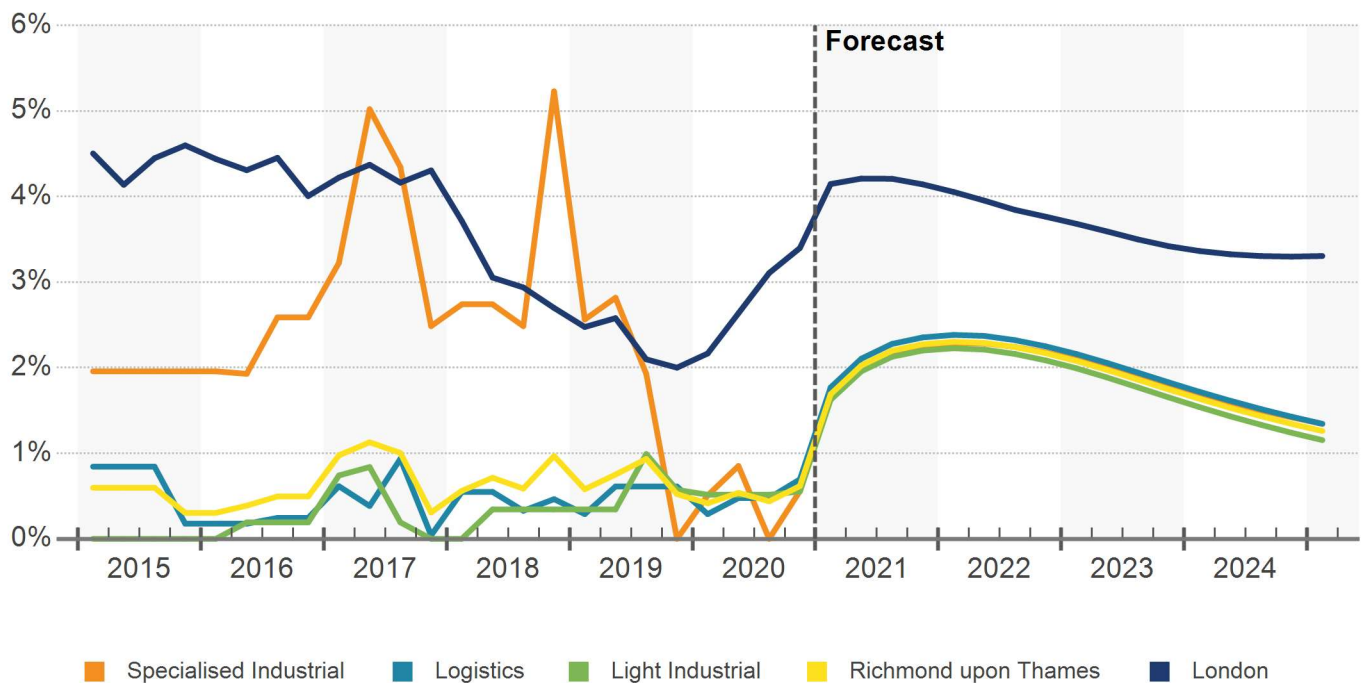
Current Quarter	GIA	Vacancy Rate	Market Rent	Availability Rate	Net Absorption SF	Deliveries SF	Under Construction
Logistics	736,514	0.7%	-	1.1%	0	0	0
Specialised Industrial	196,362	0.6%	-	39.6%	0	0	0
Light Industrial	741,095	0.6%	-	0.7%	0	0	0
Submarket	1,673,971	0.6%	-	5.4%	0	0	0

Annual Trends	12 Month	Historical Average	Forecast Average	Peak	When	Trough	When
Vacancy Change (YOY)	0.1%	3.4%	1.8%	12.5%	2010 Q2	0.3%	2016 Q1
Net Absorption SF	(1.7 K)	10,335	(2,350)	93,636	2012 Q4	(32,862)	2010 Q1
Deliveries SF	0	515	0	5,928	2016 Q3	0	2020 Q4
Rent Growth	-	-	-	-	-	-	-
Sales Volume	£2.1 M	£5M	N/A	£14M	2019 Q4	£0	2017 Q2

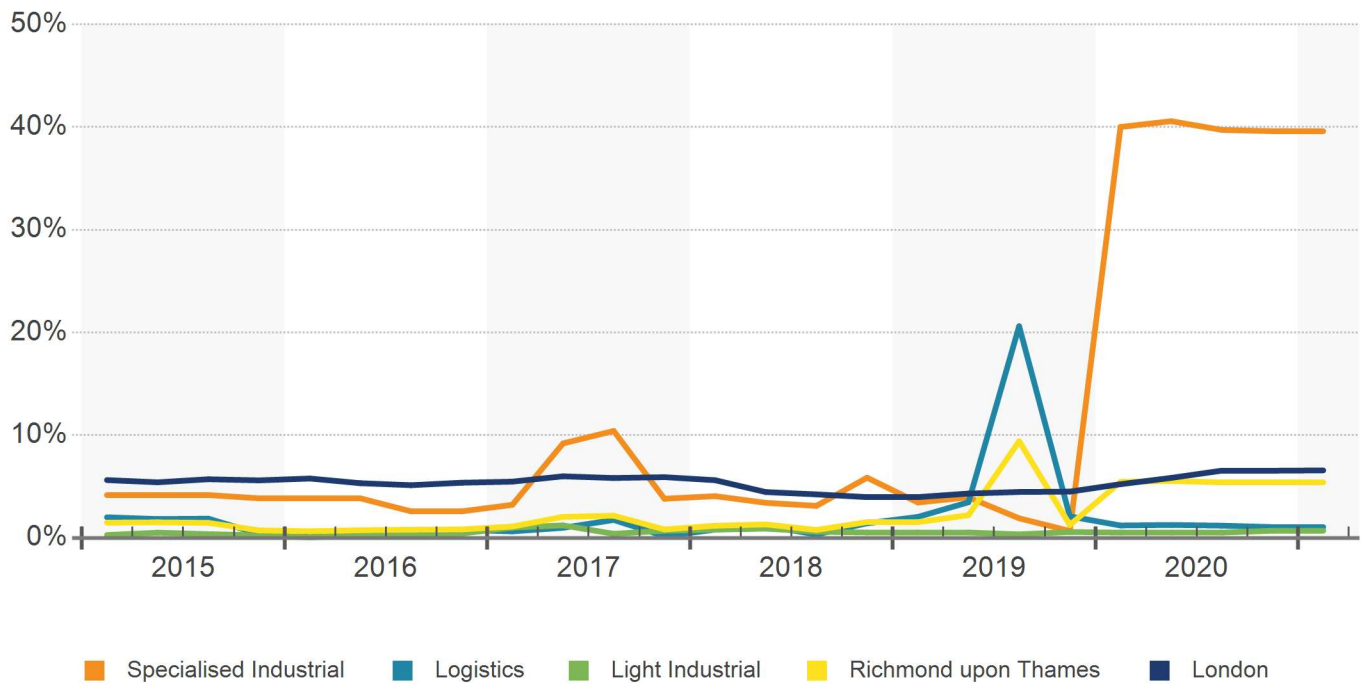
NET ABSORPTION, NET DELIVERIES & VACANCY



VACANCY RATE



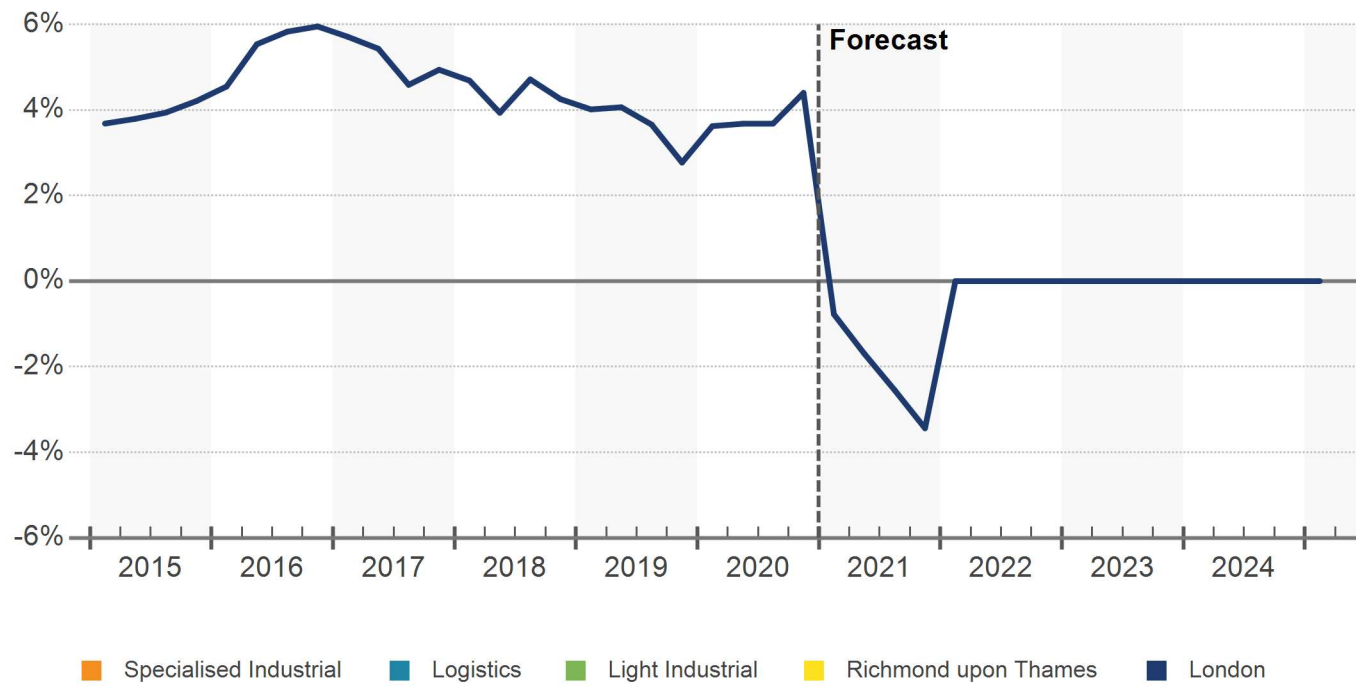
AVAILABILITY RATE



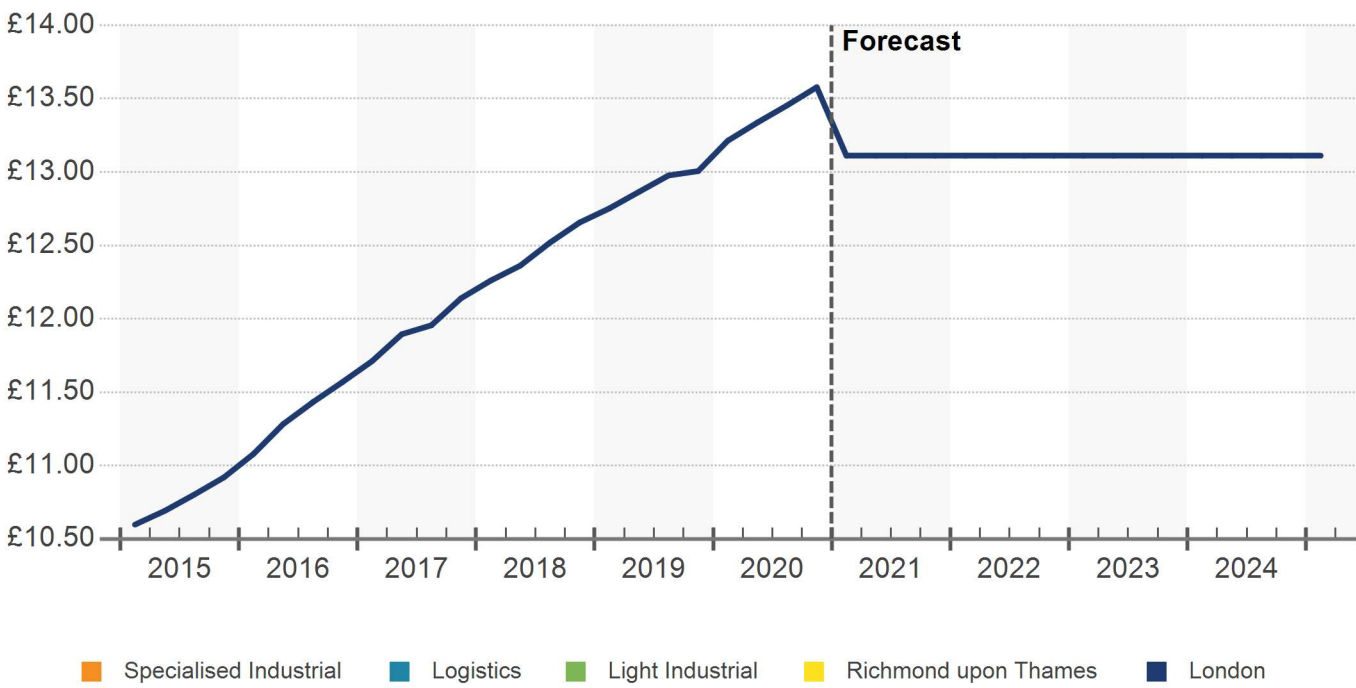
3 STAR MOST ACTIVE BUILDINGS IN SUBMARKET - PAST 12 MONTHS

Property Name/Address	Rating	GIA	Deals	Leased SF	12 Mo Vacancy	12 Mo Net Absorp SF
Units 11 - 14 Millfarm Business Park	★★★★★	5,676	1	1,327	0%	0
Former Stag Brewery Site Mortlake High St	★★★★★	129,660	1	119,823	0%	0
74 Oldfield Rd	★★★★★	16,559	1	465	1.8%	(139)

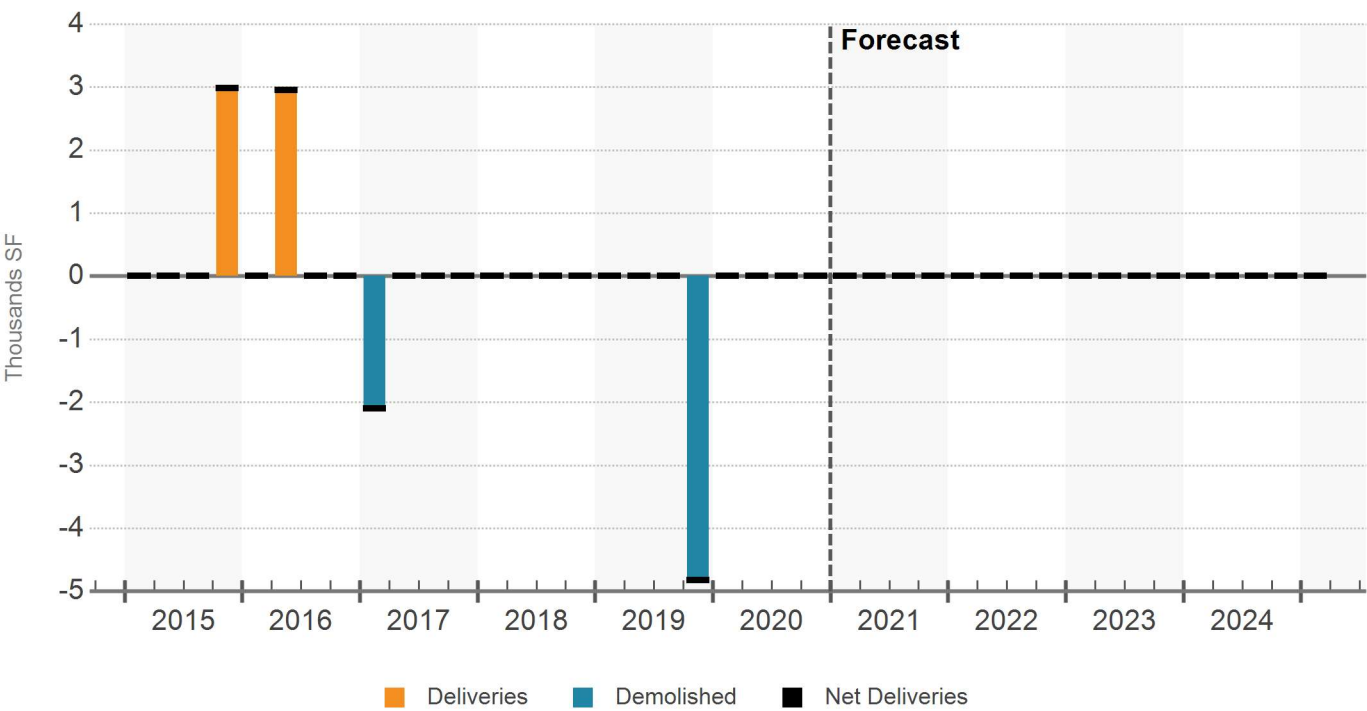
MARKET RENT GROWTH (YOY)



MARKET RENT PER SQUARE FEET

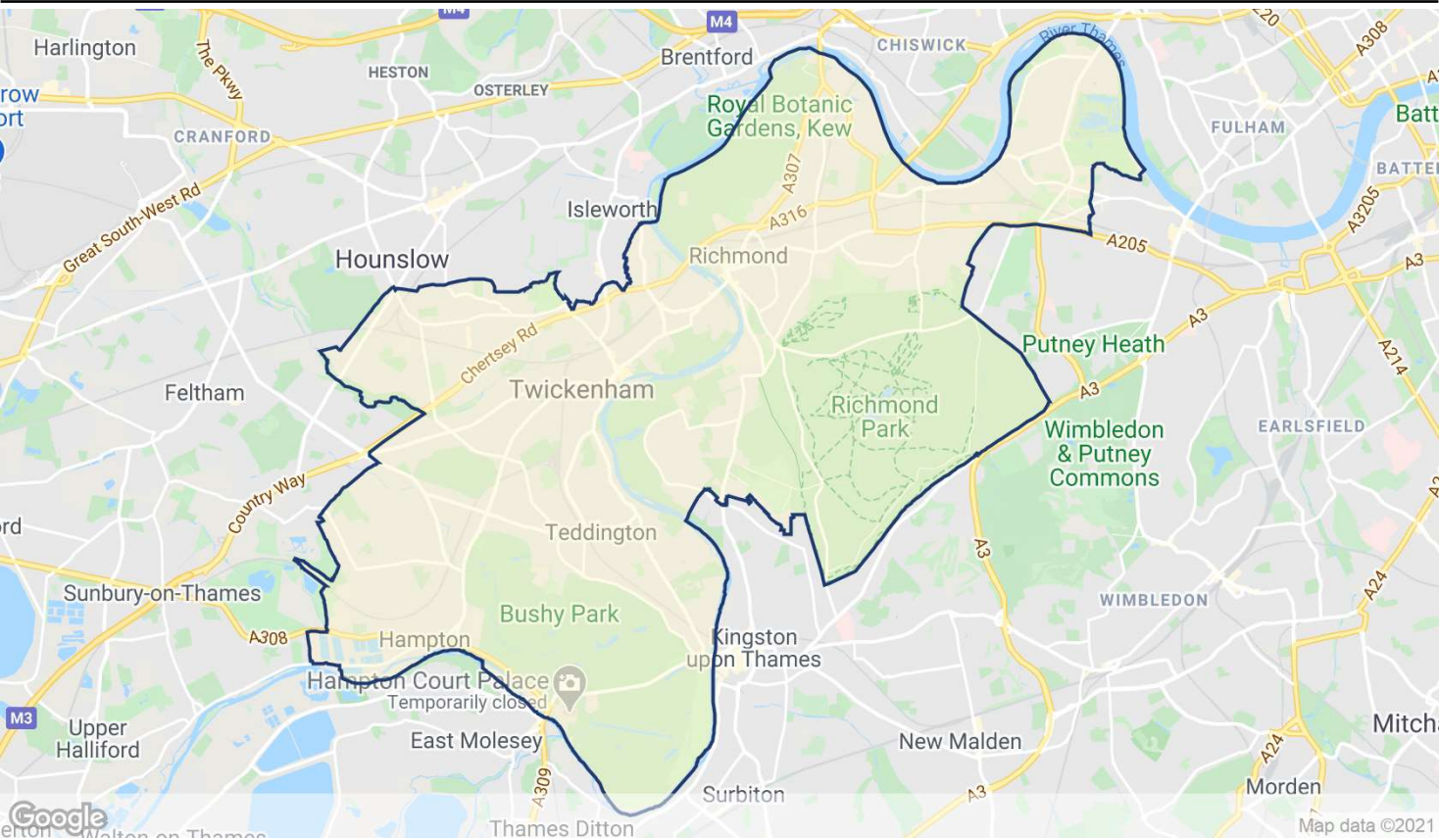


DELIVERIES & DEMOLITIONS

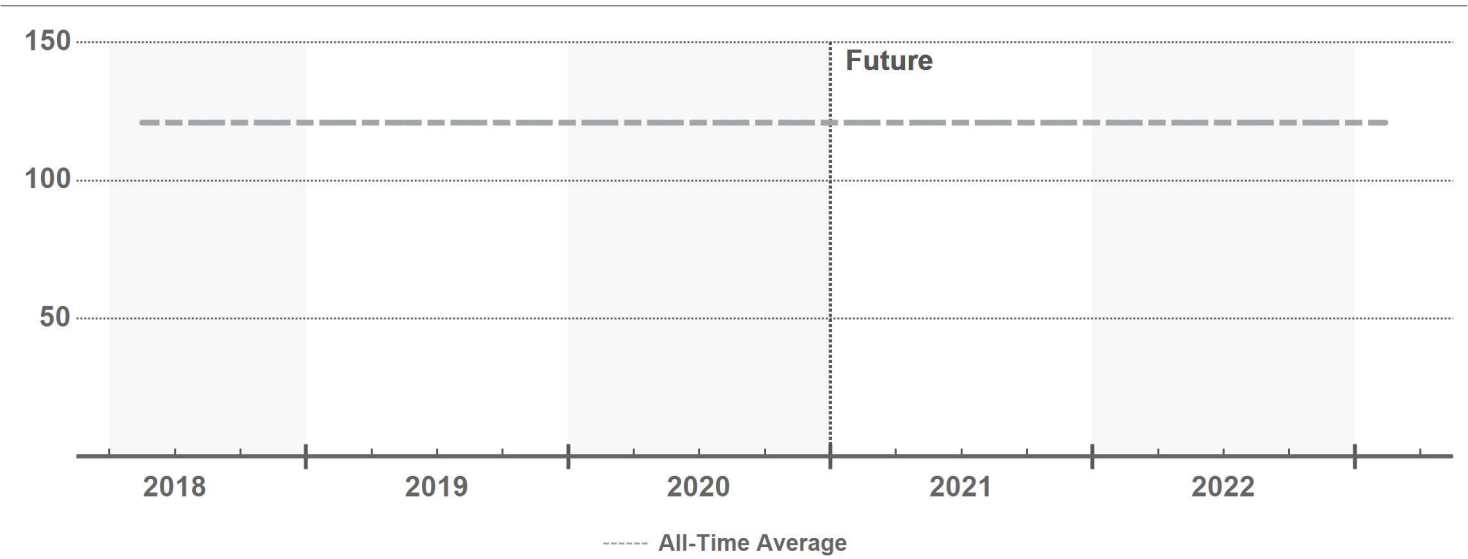


All-Time Annual Avg. Square Feet	Delivered Square Feet Past 8 Qtrs	Delivered Square Feet Next 8 Qtrs	Proposed Square Feet Next 8 Qtrs
484	0	0	0

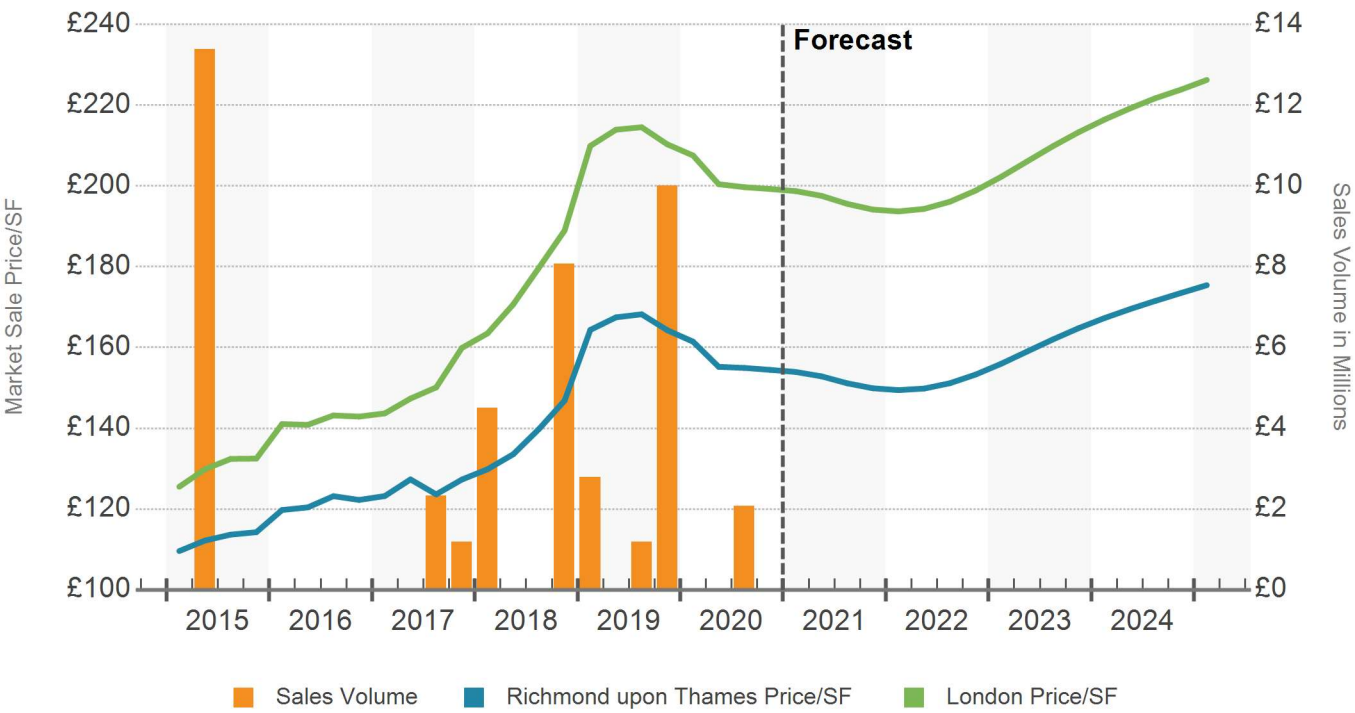
PAST 8 QUARTERS DELIVERIES, UNDER CONSTRUCTION, & PROPOSED



PAST & FUTURE DELIVERIES IN SQUARE FEET



SALES VOLUME & MARKET SALE PRICE PER SF



Sales Past 12 Months

Richmond upon Thames Industrial

Sale Comparables

Avg. Yield

Avg. Price/SF

Avg. Vacancy At Sale

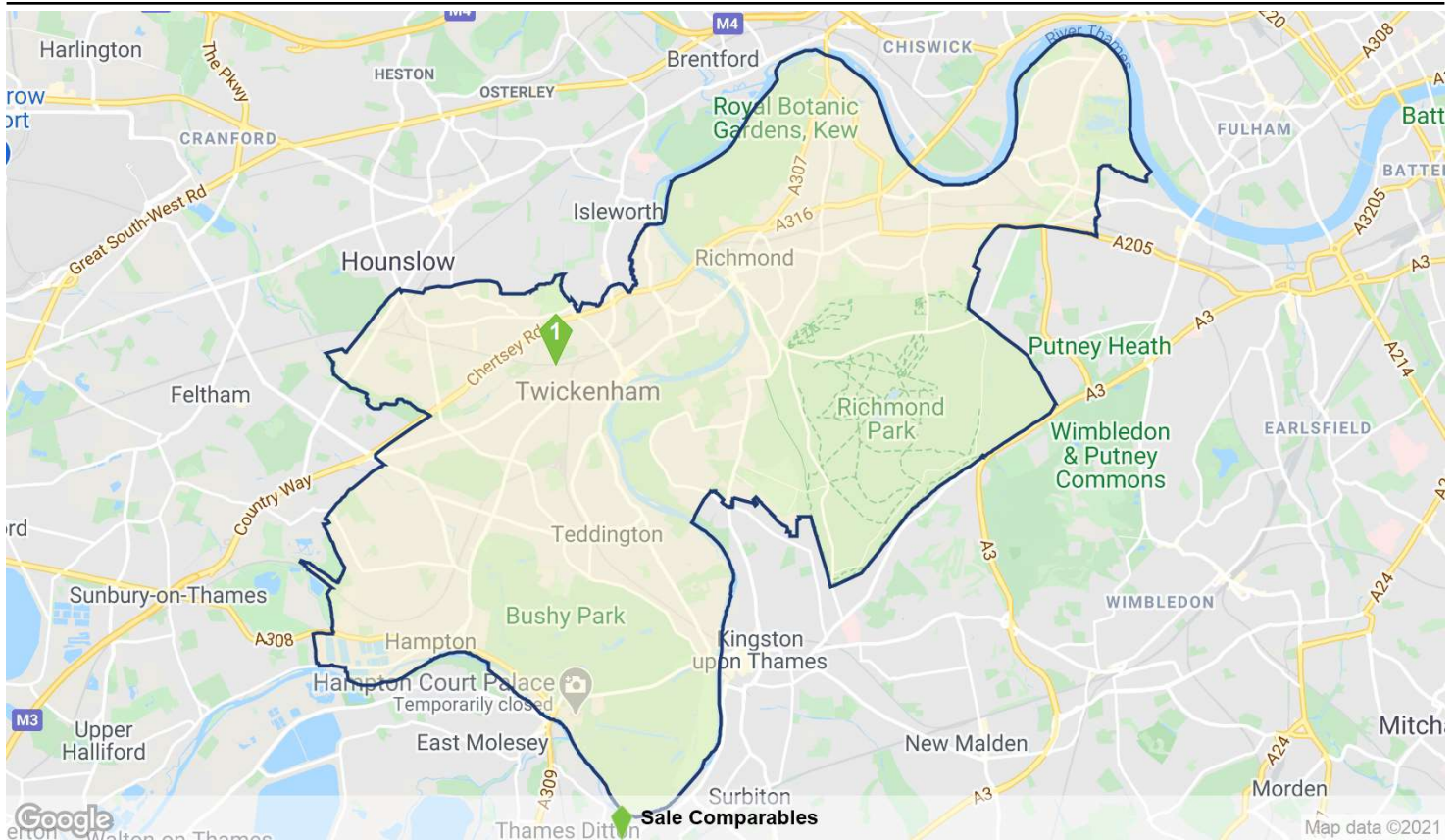
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-

£599

0%

SALE COMPARABLE LOCATIONS




SALE COMPARABLES SUMMARY STATISTICS

Sales Attributes	Low	Average	Median	High
Sale Price	£2,081,063	£2,081,063	£2,081,063	£2,081,063
Price/SF	£599	£599	£599	£599
Yield	-	-	-	-
Time Since Sale in Months	5.9	5.9	5.9	5.9
Property Attributes	Low	Average	Median	High
Building SF	3,475	3,475	3,475	3,475
Ceiling Height	-	-	-	-
Docks	0	0	0	0
Vacancy Rate At Sale	0%	0%	0%	0%
Year Built	-	-	-	-
Star Rating	★★★★★	★★★★★ 2.0	★★★★★	★★★★★

Sales Past 12 Months

Richmond upon Thames Industrial

RECENT SIGNIFICANT SALES

Property Name - Address	Property				Sale			
	Rating	Yr Built	Bldg SF	Vacancy	Sale Date	Price	Price/SF	NIY
 75 Norcutt Rd	★★★★★	-	3,475	0%	10/07/2020	£2,081,063	£599	-

OVERALL SUPPLY & DEMAND

Year	Inventory			Net Absorption		
	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2025	1,673,971	0	0%	2,760	0.2%	0
2024	1,673,971	0	0%	6,743	0.4%	0
2023	1,673,971	0	0%	7,072	0.4%	0
2022	1,673,971	0	0%	1,769	0.1%	0
2021	1,673,971	0	0%	(27,739)	-1.7%	-
YTD	1,673,971	0	0%	-	-	-
2020	1,673,971	0	0%	(1,573)	-0.1%	-
2019	1,673,971	(4,822)	-0.3%	2,678	0.2%	-
2018	1,678,793	0	0%	(11,062)	-0.7%	-
2017	1,678,793	(2,100)	-0.1%	3,132	0.2%	-
2016	1,680,893	2,948	0.2%	(2,379)	-0.1%	-
2015	1,677,945	2,980	0.2%	8,393	0.5%	0.4
2014	1,674,965	0	0%	16,899	1.0%	0
2013	1,674,965	(10,330)	-0.6%	9,449	0.6%	-
2012	1,685,295	(38,270)	-2.2%	93,636	5.6%	-
2011	1,723,565	0	0%	(6,144)	-0.4%	-
2010	1,723,565	0	0%	27,430	1.6%	0
2009	1,723,565	-	-	(32,005)	-1.9%	-

SPECIALISED INDUSTRIAL SUPPLY & DEMAND

Year	Inventory			Net Absorption		
	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2025	196,362	0	0%	341	0.2%	0
2024	196,362	0	0%	727	0.4%	0
2023	196,362	0	0%	764	0.4%	0
2022	196,362	0	0%	143	0.1%	0
2021	196,362	0	0%	(3,324)	-1.7%	-
YTD	196,362	0	0%	-	-	-
2020	196,362	0	0%	(1,095)	-0.6%	-
2019	196,362	0	0%	10,265	5.2%	0
2018	196,362	0	0%	(5,386)	-2.7%	-
2017	196,362	0	0%	200	0.1%	0
2016	196,362	2,948	1.5%	1,653	0.8%	1.8
2015	193,414	0	0%	-	-	-
2014	193,414	0	0%	(2,284)	-1.2%	-
2013	193,414	0	0%	11,700	6.0%	0
2012	193,414	(9,970)	-4.9%	16,200	8.4%	-
2011	203,384	0	0%	1,262	0.6%	0
2010	203,384	0	0%	(9,888)	-4.9%	-
2009	203,384	-	-	1,900	0.9%	-

Supply & Demand Trends

Richmond upon Thames Industrial

LOGISTICS SUPPLY & DEMAND

Year	Inventory			Net Absorption		
	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2025	736,514	0	0%	1,231	0.2%	0
2024	736,514	0	0%	2,954	0.4%	0
2023	736,514	0	0%	3,103	0.4%	0
2022	736,514	0	0%	768	0.1%	0
2021	736,514	0	0%	(12,211)	-1.7%	-
YTD	736,514	0	0%	-	-	-
2020	736,514	0	0%	(618)	-0.1%	-
2019	736,514	0	0%	(1,088)	-0.1%	-
2018	736,514	0	0%	(3,113)	-0.4%	-
2017	736,514	0	0%	1,500	0.2%	0
2016	736,514	0	0%	(500)	-0.1%	-
2015	736,514	0	0%	5,413	0.7%	0
2014	736,514	0	0%	19,183	2.6%	0
2013	736,514	0	0%	6,541	0.9%	0
2012	736,514	(28,300)	-3.7%	69,940	9.5%	-
2011	764,814	0	0%	(18,632)	-2.4%	-
2010	764,814	0	0%	35,970	4.7%	0
2009	764,814	-	-	(15,142)	-2.0%	-

LIGHT INDUSTRIAL SUPPLY & DEMAND

Year	Inventory			Net Absorption		
	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2025	741,095	0	0%	1,188	0.2%	0
2024	741,095	0	0%	3,062	0.4%	0
2023	741,095	0	0%	3,205	0.4%	0
2022	741,095	0	0%	858	0.1%	0
2021	741,095	0	0%	(12,204)	-1.6%	-
YTD	741,095	0	0%	-	-	-
2020	741,095	0	0%	140	0%	0
2019	741,095	(4,822)	-0.6%	(6,499)	-0.9%	-
2018	745,917	0	0%	(2,563)	-0.3%	-
2017	745,917	(2,100)	-0.3%	1,432	0.2%	-
2016	748,017	0	0%	(3,532)	-0.5%	-
2015	748,017	2,980	0.4%	2,980	0.4%	1.0
2014	745,037	0	0%	0	0%	-
2013	745,037	(10,330)	-1.4%	(8,792)	-1.2%	-
2012	755,367	0	0%	7,496	1.0%	0
2011	755,367	0	0%	11,226	1.5%	0
2010	755,367	0	0%	1,348	0.2%	0
2009	755,367	-	-	(18,763)	-2.5%	-

OVERALL RENT & VACANCY

Year	Market Rent			Vacancy		
	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2025	-	-	-	19,709	1.2%	-0.2%
2024	-	-	-	22,469	1.3%	-0.4%
2023	-	-	-	29,212	1.7%	-0.4%
2022	-	-	-	36,284	2.2%	-0.1%
2021	-	-	-	38,053	2.3%	1.7%
YTD	-	-	-	10,314	0.6%	0%
2020	-	-	-	10,314	0.6%	0.1%
2019	-	-	-	8,741	0.5%	-0.4%
2018	-	-	-	16,241	1.0%	0.7%
2017	-	-	-	5,179	0.3%	-0.2%
2016	-	-	-	8,311	0.5%	0.2%
2015	-	-	-	5,084	0.3%	-0.3%
2014	-	-	-	10,497	0.6%	-1.0%
2013	-	-	-	27,396	1.6%	-1.2%
2012	-	-	-	47,175	2.8%	-7.6%
2011	-	-	-	179,081	10.4%	0.4%
2010	-	-	-	172,937	10.0%	-1.6%
2009	-	-	-	200,367	11.6%	-

SPECIALISED INDUSTRIAL RENT & VACANCY

Year	Market Rent			Vacancy		
	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2025	-	-	-	2,444	1.2%	-0.2%
2024	-	-	-	2,785	1.4%	-0.4%
2023	-	-	-	3,512	1.8%	-0.4%
2022	-	-	-	4,276	2.2%	-0.1%
2021	-	-	-	4,419	2.3%	1.7%
YTD	-	-	-	1,095	0.6%	0%
2020	-	-	-	1,095	0.6%	0.6%
2019	-	-	-	0	0%	-5.2%
2018	-	-	-	10,265	5.2%	2.7%
2017	-	-	-	4,879	2.5%	-0.1%
2016	-	-	-	5,079	2.6%	0.6%
2015	-	-	-	3,784	2.0%	0%
2014	-	-	-	3,784	2.0%	1.2%
2013	-	-	-	1,500	0.8%	-6.0%
2012	-	-	-	13,200	6.8%	-12.5%
2011	-	-	-	39,370	19.4%	-0.6%
2010	-	-	-	40,632	20.0%	4.9%
2009	-	-	-	30,744	15.1%	-

LOGISTICS RENT & VACANCY

Year	Market Rent			Vacancy		
	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2025	-	-	-	9,274	1.3%	-0.2%
2024	-	-	-	10,505	1.4%	-0.4%
2023	-	-	-	13,459	1.8%	-0.4%
2022	-	-	-	16,562	2.2%	-0.1%
2021	-	-	-	17,330	2.4%	1.7%
YTD	-	-	-	5,119	0.7%	0%
2020	-	-	-	5,119	0.7%	0.1%
2019	-	-	-	4,501	0.6%	0.1%
2018	-	-	-	3,413	0.5%	0.4%
2017	-	-	-	300	0%	-0.2%
2016	-	-	-	1,800	0.2%	0.1%
2015	-	-	-	1,300	0.2%	-0.7%
2014	-	-	-	6,713	0.9%	-2.6%
2013	-	-	-	25,896	3.5%	-0.9%
2012	-	-	-	32,437	4.4%	-12.7%
2011	-	-	-	130,677	17.1%	2.4%
2010	-	-	-	112,045	14.6%	-4.7%
2009	-	-	-	148,015	19.4%	-

LIGHT INDUSTRIAL RENT & VACANCY

Year	Market Rent			Vacancy		
	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2025	-	-	-	7,991	1.1%	-0.2%
2024	-	-	-	9,179	1.2%	-0.4%
2023	-	-	-	12,241	1.7%	-0.4%
2022	-	-	-	15,446	2.1%	-0.1%
2021	-	-	-	16,304	2.2%	1.6%
YTD	-	-	-	4,100	0.6%	0%
2020	-	-	-	4,100	0.6%	0%
2019	-	-	-	4,240	0.6%	0.2%
2018	-	-	-	2,563	0.3%	0.3%
2017	-	-	-	0	0%	-0.2%
2016	-	-	-	1,432	0.2%	0.2%
2015	-	-	-	0	0%	0%
2014	-	-	-	0	0%	0%
2013	-	-	-	0	0%	-0.2%
2012	-	-	-	1,538	0.2%	-1.0%
2011	-	-	-	9,034	1.2%	-1.5%
2010	-	-	-	20,260	2.7%	-0.2%
2009	-	-	-	21,608	2.9%	-

OVERALL SALES

Year	Completed Transactions (1)						Market Pricing Trends (2)		
	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2025	-	-	-	-	-	-	£180.80	211	4.3%
2024	-	-	-	-	-	-	£173.49	202	4.3%
2023	-	-	-	-	-	-	£164.75	192	4.4%
2022	-	-	-	-	-	-	£153.29	179	4.4%
2021	-	-	-	-	-	-	£149.90	175	4.4%
YTD	-	-	-	-	-	-	£154.40	180	4.3%
2020	1	£2.1M	0.2%	£2,081,063	£598.87	-	£154.46	180	4.3%
2019	4	£14M	3.2%	£3,495,313	£257.85	-	£164.26	191	4.0%
2018	4	£12.6M	3.0%	£4,190,000	£273.81	2.6%	£146.86	171	4.2%
2017	2	£3.5M	0.5%	£1,750,000	£433.87	-	£127.31	148	4.8%
2016	1	£0.00	0.2%	-	-	-	£122.26	143	4.8%
2015	1	£13.4M	4.7%	£13,375,000	£168.89	5.5%	£114.28	133	5.1%
2014	6	£4M	2.3%	£800,000	£119.13	-	£105.28	123	5.4%
2013	9	£6.4M	6.3%	£3,210,000	£162.20	7.3%	£97.09	113	6.3%
2012	1	£280K	0.2%	£280,000	£84.85	-	£91.10	106	6.7%
2011	-	-	-	-	-	-	£88.58	103	6.8%
2010	4	£1.8M	3.6%	£875,000	£79.06	-	£80.54	94	7.5%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.

(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

SPECIALISED INDUSTRIAL SALES

Year	Completed Transactions (1)						Market Pricing Trends (2)		
	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2025	-	-	-	-	-	-	£165.50	268	4.2%
2024	-	-	-	-	-	-	£158.77	257	4.2%
2023	-	-	-	-	-	-	£150.71	244	4.2%
2022	-	-	-	-	-	-	£140.09	227	4.3%
2021	-	-	-	-	-	-	£137.04	222	4.3%
YTD	-	-	-	-	-	-	£141.50	229	4.2%
2020	1	£2.1M	1.8%	£2,081,063	£598.87	-	£141.50	229	4.2%
2019	2	£2.8M	4.1%	£1,395,000	£345.51	-	£145.98	236	3.9%
2018	-	-	-	-	-	-	£132.63	215	4.1%
2017	1	£1.2M	1.7%	£1,180,000	£363.64	-	£109.97	178	4.8%
2016	1	£0.00	1.7%	-	-	-	£103.45	168	4.8%
2015	-	-	-	-	-	-	£90.31	146	5.3%
2014	3	£2.2M	10.0%	£719,192	£111.53	-	£83.61	135	5.7%
2013	-	-	-	-	-	-	£69.94	113	6.8%
2012	1	£280K	1.7%	£280,000	£84.85	-	£64.47	104	7.3%
2011	-	-	-	-	-	-	£62.09	101	7.5%
2010	-	-	-	-	-	-	£56.94	92	8.3%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.

(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

LOGISTICS SALES

Year	Completed Transactions (1)						Market Pricing Trends (2)		
	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2025	-	-	-	-	-	-	£188.93	218	4.5%
2024	-	-	-	-	-	-	£181.29	209	4.5%
2023	-	-	-	-	-	-	£172.17	199	4.5%
2022	-	-	-	-	-	-	£160.27	185	4.6%
2021	-	-	-	-	-	-	£156.79	181	4.6%
YTD	-	-	-	-	-	-	£161.47	186	4.5%
2020	-	-	-	-	-	-	£161.47	186	4.5%
2019	2	£11.2M	6.3%	£5,595,626	£242.51	-	£170.15	196	4.2%
2018	2	£12.4M	5.6%	£6,200,000	£301.35	2.6%	£157.68	182	4.3%
2017	-	-	-	-	-	-	£135.97	157	5.0%
2016	-	-	-	-	-	-	£126.22	146	5.0%
2015	1	£13.4M	10.8%	£13,375,000	£168.89	5.5%	£120.43	139	5.3%
2014	2	£1.8M	1.9%	£921,213	£129.47	-	£113.79	131	5.6%
2013	8	£6.4M	14.1%	£3,210,000	£162.20	7.3%	£100.70	116	6.5%
2012	-	-	-	-	-	-	£90.15	104	7.1%
2011	-	-	-	-	-	-	£87.44	101	7.3%
2010	1	£0.00	5.0%	-	-	-	£79.09	91	8.0%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.

(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

LIGHT INDUSTRIAL SALES

Year	Completed Transactions (1)						Market Pricing Trends (2)		
	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2025	-	-	-	-	-	-	£178.91	203	4.3%
2024	-	-	-	-	-	-	£171.69	194	4.3%
2023	-	-	-	-	-	-	£163.04	185	4.3%
2022	-	-	-	-	-	-	£151.68	172	4.4%
2021	-	-	-	-	-	-	£148.29	168	4.4%
YTD	-	-	-	-	-	-	£152.71	173	4.2%
2020	-	-	-	-	-	-	£152.80	173	4.2%
2019	-	-	-	-	-	-	£163.78	185	3.9%
2018	2	£170K	1.3%	£170,000	£35.71	-	£143.59	163	4.1%
2017	1	£2.3M	0.6%	£2,320,000	£481.13	-	£125.42	142	4.8%
2016	-	-	-	-	-	-	£122.73	139	4.7%
2015	-	-	-	-	-	-	£114.36	129	5.0%
2014	1	£0.00	0.6%	-	-	-	£103.99	118	5.4%
2013	1	£0.00	0.3%	-	-	-	£98.73	112	6.1%
2012	-	-	-	-	-	-	£94.79	107	6.4%
2011	-	-	-	-	-	-	£92.33	105	6.5%
2010	3	£1.8M	3.2%	£875,000	£79.06	-	£84.09	95	7.2%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.

(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

APPENDIX 2 – DETAILS RELEVANT TO RECENT PERMISSION AT LOCKCORP HOUSE

APPLICATION	19/2789/FUL
ADDRESS	Lockcorp House, 75 Norcutt Road, Twickenham TW2 6SR
PROPOSAL	Demolition of existing commercial building and erection of building to provide 15 affordable residential units, together with 12 parking spaces and communal amenity space.
APPLICANT	Leek Real Estate (No.1) Limited/Paragon Asra Housing
AGENT	Mr Kevin Goodwin
CONTACT OFFICER	William Tysterman
APPLICATION RECEIVED	25/9/2019
WARD	South Twickenham

https://www2.richmond.gov.uk/lbrplanning/Planning_CaseNo.aspx?strCASENO=19/2789/FUL



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Do not scale'

1. SUMMARY

The site is currently occupied by a two-storey commercial building. The application site comprises an area of approximately 720m². The northern boundary of the site is formed with a post and wire security fence to the adjacent Network Rail land. Most notably within the immediate context is the former Greggs Bakery site, immediately to the west of this application site, currently the subject of redevelopment proposals (application reference 19/0646/FUL). Immediately to the east of the application site (to the north end of Warwick Road) lies a local electricity substation. Immediately to the south of the site is the recent development of apartments and a terrace of houses which were granted permission in 2009 following an application in 2006. Both vehicular and pedestrian access is solely from the northern end of Norcutt Road via the new access driveway of the recent residential development at 51-73 Norcutt Road.

The application proposes the demolition of existing commercial building and erection of building to provide 15 affordable residential units, together with 12 parking spaces and communal amenity space.

The site has relevant planning history specifically application ref 17/1033/FUL and appeal reference APP/L5810/W/17/3187677 for student flats. Although the current proposal would mean the loss of an employment use and would be contrary to the Development Plan Policies LP40 and LP42, given the fallback position for student flats which also did not continue an employment use, the scheme does support the delivery of the scheme of 15 affordable flats as 100% shared ownership. The current scheme would provide the benefit of improving the local need for affordable housing without creating adverse impacts in terms of other material planning considerations. The application is considered the maximum reasonable amount of affordable housing and in accordance with Policy LP36.

The proposal would have an acceptable design would not adversely impact on the character of the area, trees, or protected species subject to conditions. The proposal would also be acceptable for existing and future residents as well as not adversely impacting on technical considerations such as Highway Safety, parking, drainage and contamination. The proposal would also result in a sustainable development with regards to CO2 emissions and zero carbon payments although an update on this is expected within the late representations.

Consequently, officers have a recommendation of approval subject to conditions and a Section 106 securing the provision of the affordable housing units, car club membership, parking permit restrictions and zero carbon payments.

1.1

It is recommended the Planning Committee grants planning permission with the conditions listed in Section 12 of this report.	
It is recommended the Planning Committee authorises the Assistant Director (Planning & Transport Strategy):	
1.	To grant planning permission on the satisfactory completion of an undertaking to secure the obligations in Section 11 of this report and with the conditions listed in Section 12 of this report.
2.	To refuse planning permission if an undertaking to secure the infrastructure in Section 11 of this report has not been satisfactorily completed within 6 months of the date of determination for the reason that the proposed development would not be accompanied by affordable housing, zero carbon payments and transport mitigation measures .

2. REASON FOR PLANNING COMMITTEE DETERMINATION

2.1 The Council’s Constitution does not give the Assistant Director of Environment & Community Services (Planning & Transport Strategy) delegated powers to determine the application in the way recommended; such decisions can only be made by the Planning Committee.

3. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

3.1 The site is located approx. three quarters of a mile to the west of Twickenham town centre with Twickenham Railway Station a similar distanceto the north east. The site is currently occupied by a two storey commercial building. The application site comprises a parcel of land located at the northern end of Norcutt Road which is a residential street consisting mainly of typical late Victorian terraced 'cottages'. There are similar roads arranged parallel to Norcutt Road, each of which are cul-de-sacs terminated by the railway line. The northern boundary of the site is formed with a post and wire security fence to the adjacent Network Rail land. There is a wide verge with overgrown scrub vegetation between the site boundary and the railway lines.

- 3.2 The local area also has various commercial and light industrial sites that have developed in parallel with the houses. Most notably within the immediate context is the former Greggs Bakery site, immediately to the west of this application site. This is currently the subject of redevelopment proposals and is awaiting the determination of a planning application that would provide a total of 116 residential units with 175sqm of commercial space (application reference 19/0646/FUL). It is separated from it by a tall 2m+ high boundary (acoustic type) timber fence. Immediately to the east of the application site (to the north end of Warwick Road) lies a local electricity substation. Immediately to the south of the site is the recent development of apartments and a terrace of houses which were granted permission in 2009 following an application in 2006. The rear (north) elevation of the apartment building forms the southern boundary of the application site.
- 3.3 Both vehicular and pedestrian access is solely from the northern end of Norcutt Road via the new access driveway of the recent residential development at 51-73 Norcutt Road. The site is in Flood Zone 1 as designated by the Council's Strategic Flood Risk Assessment.

4. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

- 4.1 The application proposes the demolition of existing commercial building and erection of a building to provide 15 affordable residential units, together with 12 parking spaces and communal amenity space. The application is supported by the following documents:
- Application Form
 - Site location Plan, Block/Roof Plan, Existing and Proposed Floor Plans, Elevations, Topographical Survey
 - Air Quality Assessment
 - Construction Logistics Plan
 - Design and Access Statement
 - Energy Report
 - Flood Risk Assessment
 - Health Impact Assessment
 - Marketing Statement
 - Noise Risk Assessment and Acoustic Design Statement
 - Overheating Report
 - Phase 1 Contamination Report
 - Planning Statement
 - Schedule of Accommodation
 - Statement of Community Involvement
 - Sustainability Statement
 - Transport Assessment
 - Travel Plan
 - Daylight and Sunlight Report
 - Land Register
 - Land Title Plan

Amendments

4. All additional information has been submitted, no amendments have been received.

Relevant Planning Applications

Reference	Description	Decision
19/1580/DEMPN	Demolition of building.	Approved – 13/6/2019
17/1033/FUL	Demolition of Lockcorp House; erection of a part four, part five-storey building comprising 9 no. student cluster flats (49 study/bedrooms in total); three car parking spaces	Refused – 19/9/2019, allowed on appeal – 23/5/2018

	including one disabled space, ancillary cycle and refuse storage and landscaping.	
14/0157/FUL	Demolition of the existing light industrial building and replacement with a detached three-storey building (with accommodation in roof) to provide 9 No.flats (all affordable housing) together with 6 off-street car parking spaces and associated amenity and landscaping areas.	Approved – 23/6/2016

The site has also been subject to a number of pre application enquiries.

5 DEVELOPMENT PLAN

London Plan (2016)

New London Plan (Intend to publish 2020)

Policy T6 - Parking

Richmond Local Plan (2018)

5.1 The main Development Plan policies applying to the site are:

- LP1 Local Character and Design Quality
- LP2 Building Heights
- LP3 Designated Heritage Assets
- LP7 Archaeology
- LP8 Amenity and Living Conditions
- LP15 Biodiversity
- LP16 Trees, Woodlands and Landscape
- LP20 Climate Change Adaptation
- LP21 Flood Risk and Sustainable Drainage
- LP22 Sustainable Design and Construction
- LP24 Waste Management
- LP34 New Housing
- LP35 Housing Mix and Standards
- LP36 Affordable Housing
- LP 37 Housing Needs of Different Groups
- LP38 Loss of Housing
- LP39 Infill, Backland and Back garden Development
- LP40 Employment and local Economy
- LP41 Offices
- LP42 Industrial land and business Parks
- LP44 Sustainable Travel Choices
- LP45 Parking standards and servicing

These policies can be found at

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

6. MATERIAL PLANNING CONSIDERATIONS

National Planning Policy Framework Sections (NPPF) (2019)

These policies can be found at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

Supplementary Planning Documents

Affordable Housing
Buildings of Townscape Merit
Car Club Strategy
Design Quality
Development Control for Noise Generating and Noise Sensitive Development
House Extension and External Alterations
Front Garden and Other Off Street Parking Standards
Planning Obligations
Refuse and Recycling Storage Requirements
Residential Development Standards
Small and Medium Housing Sites
Sustainable Construction Checklist
Village Plan - Twickenham

These policies can be found at:

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

Other Local Strategies or Publications

- 6.3 Other Strategies or publications material to the proposal are:
- Community Infrastructure Levy
 - Twickenham Green Conservation Area Statement
 - West Twickenham Cluster 30/11/14 / Ref: ART4/CJ/012 / Article 4 Direction - Effective from: 30/11/2014

7. CONSULTATIONS CARRIED OUT

Comments from interested parties

- 7.1 82 occupiers were notified directly of the application.
- 7.2 A statutory notice advertising the application was posted at the site on 4/10/19 and the application was advertised in a local paper distributed in the borough on 4/10/19.

0 letters were received supporting the application.

- 3 letters were received objecting to the application, summarised as:
- Parking problems within the area, does not fall within CPZ. Units must be matched by parking spaces, residents may have 2 cars.
 - Noise and disturbance generated by the development disrupting a quiet street
 - Loss of light or overshadowing
 - Overlooking loss of privacy
 - Visual amenity

6 letters were received with observations to the application, summarised below:

- Parking – 12 carparking spaces, 2 electric car spaces and 2 for visitors only 7 for the flats – not enough parking, will there be communal use of the Electric car spaces.
- Norcutt Road is part of the CPZ – would residents be eligible for new permits
- Not enough disabled spaces in Norcutt Road
- Will the speed limit be reduced from 30mph to 20mph?
- Damage to Norcutt Road and road during construction and site deliveries

- Road cleaning
- Has Thames Water agreed construction over the existing sewer? Will there be access?
- Fire safety conditions of the louvred panel screening and any cladding
- Proposal is an improvement on student housing
- Can site be turned into a green area/recreational ground for kids to play
- Design not in keeping with the rest of the road, and why is the building 4 storeys high? Can the design be amended?
- Construction Management Plan concerns

Consultees

Consultee	Comment
LBRUT Transport	No in principle objections, however concerns regarding parking. Comments summarised within the officer report below.
LBRUT Urban Design	Recommend Approval, comments summarised within the report below, recommend conditions re materials, fenestration and landscaping
LBRUT Trees	No objections, subject to tree protection conditions, comments summarised within report below
LBRUT Ecology	No objections, subject to ecological enhancement conditions, comments summarised within report below
Environmental Health	No objections, subject to conditions, comments summarised within the report below
Network Rail	No comments received
Thames Water	No comments received
Environment Agency	No comments received

8. EXPLANATION OF OFFICER RECOMMENDATION

- 8.1 As set out in the Planning and Compulsory Purchase Act 2004 (Section 38(6)) and the Town and Country Planning Act 1990 (Section 70(2)) in dealing with planning applications the Local Planning Authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. This position is repeated in the NPPF. The development plan is defined in Section 28(3)(b) of the 2004 Act as “the development plan documents (taken as a whole) that have been adopted or approved in that area” – See Planning Policy section above).
- 8.2 The report addresses the principal, important and controversial issues which are in this case:
- Principle of development and Affordable Housing
 - Impact upon the character of the area
 - Residential standards
 - Residential Amenity
 - Access and Transport
 - Sustainability
 - Ecology and Biodiversity
 - Flooding and Drainage
 - Contamination
 - Other Matters

Issue i- Principle of Development

- 8.3 Policy LP40 states that the Council will support a diverse and strong local economy by requiring land in employment use to be retained in employment use for business, industrial or storage purposes.

Policy LP42 states there is a presumption against loss of industrial land in all parts of the borough. Loss of industrial space will only be permitted where:

1. Robust and compelling evidence is provided which clearly demonstrates that there is no longer demand for an industrial based use in this location and that there is not likely to be in the foreseeable future. This must include evidence of completion of a full and proper marketing exercise of the site at realistic prices both for the existing use or an alternative industrial use completed over a minimum period of two continuous years
2. A sequential approach to redevelopment or change of use is applied as follows:
 - a. Redevelopment for office or alternative employment uses.
 - b. Mixed use including other employment generating or community uses, and residential providing it does not adversely impact on the other uses and maximises the amount of affordable housing delivered as part of the mix.

B. The Council has identified locally important industrial land and business parks. In these areas:

- a. loss of industrial floorspace will be resisted unless appropriate replacement floorspace is provided;
- b. development of new industrial floorspace and improvement and expansion of existing premises is encouraged; and
- c. proposals for non-industrial uses will be resisted where the introduction of such uses would impact unacceptably on industrial activities (which may include waste sites).

At para.10.3.1 the policy defines 'industrial land' as that being used for general industry, light industry, open storage, self-storage, distribution and logistics and other similar types of development as well as any other uses which fall within B1c, B2 or B8 Use Classes or are considered to be Sui Generis.

The site is also located within a Key Office Area where there is a presumption that the quantum of existing office floorspace which need be retained or enhanced. Only if it has been clearly demonstrated that other industrial type uses (as existing use is industrial) were not feasible will the LPA consider redevelopment for offices.

The site is currently occupied by a building that was formerly in light industrial use. The existing building is currently vacant and the submitted planning statement outlines, has not been used for employment for approximately a year. The application is accompanied by a marketing report which considers the demand position for employment uses including office use. It states the site was offered to the market in 2018 when the applicants purchased the site, there were no interest through any enquires in taking the site for continued employment purposes. It has continued to remain on the market and been offered for alternative employment generating uses through redevelopment. The marketing report concludes that there is no demand as the character of the area has changed.

As stated above, the site has a varied planning history. The previous application for student flats (17/01033/FUL, allowed on appeal reference APP/L5810/W/17/3187677). The appeal inspector considered the *"loss of employment land in the absence of a legal agreement linking the proposed student accommodation to a particular local education institution with a demonstrated existing or/and future need as a key issue within her decision"*. The Inspector then went on to discuss this issue and at paragraph 14 they state: *"Whilst the loss of this existing employment site would conflict with Policies DM EM 2 and LP 40 the proposed student accommodation would meet an identified housing need which Policies DM HO 5 and LP37 support. On the evidence before me, including what I heard at the hearing, I consider the need for the development outweighs that of retaining the employment use of the site. The UU would secure the development for student accommodation"*. The appeal decision went onto state *"I have found that the loss of employment land would be acceptable as the UU would secure the development for student accommodation linked with local education institutions within the Borough or within five miles of its boundary and within Greater London"*.

By the time of the appeal hearing on 24th April 2018, Main Modifications had been published to the draft plan (December 2017). The Local Plan Inspector reported on 26th April 2018, so before the appeal decision on 23rd May 2018. The appeal inspector was aware of the Main Modifications had been published to the draft plan (December 2017) and would have been aware of the site's inclusion in a proposed Locally Important Industrial Land and Business Park. They refer to Policy LP40 that is the overarching policy on employment land and states: *"With regard to emerging London Borough of Richmond upon Thames Local Plan (the LP) Policies LP 37 and LP 40, the Council is awaiting the Inspector's report following the plan's Examination in Public and main modifications. There are no proposed changes to the wording of Policy LP37 but there are changes in respect of criterion 4 of Policy LP 40. It is clear to me that the LP is at an advanced stage and the policies it contains can be given significant weight"*.

The Inspector gave the emerging policy significant weight but considered that notwithstanding the conflict with policy, the need for the development outweighs that of retaining the employment use of the site. The above appeal decision, notwithstanding it was issued before the actual adoption of the local plan, is still a material consideration of some weight. It forms a 'backstop' permission that the applicant can rely upon and is capable of implementation. Therefore, the position reached on that application in terms of meeting a local need remain relevant for the current application.

As discussed within the submitted appeal statement, the Council must consider whether there is a fall-back use of the historic permissions outlined within the relevant planning history section coming forward. The student flat permission (application ref 17/1033/FUL) is still extant. Within the High Court case, *Samuel Smith Old Brewery v Secretary of State [2009] EWHC Civ 333, 1326*, it discusses a development with a real prospect of coming forward. This does not necessarily mean it is likely, just possible to come forward rather not possible. This was confirmed in the *Mansell v Tonbridge and Malling BC (2017) EWCA Civ 1314* with regards to permitted development rights. The judgments effectively consider that should the current application be refused, it is entirely reasonable that the applicant would implement a previous permission such as the student flats (ref 17/1033/FUL) which is a real prospect because it is possible in the absence of the proposed development for an extent permission to come forward without an alternative employment use.

A comparison should be made between the current development and the historic fall back positions. Compared to all the fall back positions, the proposed development is not likely to have impacts that a worse than the student flat permission in terms of other material planning considerations, (this is discussed further below). The proposed development and other fall-back positions would result in a similar loss of employment land. As well as this, given the identified need for affordable housing within the London Brough of Richmond upon Thames, the current proposal would provide more affordable housing than previous permissions, has greater benefits to the Council and is perceived as less harm to surrounding neighbours as observed in the content and number of representations submitted as part of this application. Whilst the proposed development would meet a different housing need to that of the student flats, Policy LP37 of the Local Plan states that planning permission will be granted for new accommodation where housing is providing for an identified need. The need for affordable housing can outweigh the conflict with employment policies when combined with the fall-back position.

Therefore, significant weight can be given to the fall back positions and it possible for such a consideration to outweigh any conflict with policies resisting loss of employment within the Development Plan. The existence of the fallback position on this site is unique and this also does not set a precedent for other sites within the Borough that did not have such a fallback position. The 'Affordable Housing' within this application will be discussed below, however given the previous inspector's conclusions and the absence of interest for employment use here, that the proposal is considered to be acceptable in principle.

Issue ii - Affordable Housing

Policy LP36 expects at least 50% on-site affordable housing provision on all former employment sites. Any residential use replacing employment floorspace/land should be in the form of affordable housing and comply with the tenure split (of 40% of the affordable housing for rent and 10% of the affordable intermediate housing) required by Policy LP36 and relevant housing strategies. The provision of affordable housing should normally be discussed with the Council's Housing Development Manager and Registered Providers who are interested in exploring opportunities and maximising funding opportunities.

The Council seeks evidence of discussions and that comments raised by a Registered Provider (RP) have been addressed including an opportunity to influence the proposed tenure and design to address local priorities. The applicant has agreed to develop the site in conjunction with PA Housing a local registered provider.

The proposal is for a wholly affordable housing scheme for 100% shared ownership. The scheme provides 6 x 1 bed 2 person, 7 x 2 bed 3 person, 2 x 3 bed 4 person and 1 x 3 bed 5 person flats. The Planning Statement states the applicant has agreed to develop the site in conjunction with PA Housing a local registered provider. It states PA housing are satisfied with the application scheme, in terms of dwelling and tenure mix.

The Council's Planning Policy officers have commented on the proposal. A Financial Viability Assessment by Knight Frank originally accompanied the application, which concluded that the affordable housing proposal offered by the Applicant is over and above the maximum that the scheme can economically support. The viability modelling includes appraisals of the affordable housing provided, which has been carried out on Pamwin Plus appraisal software, the industry standard appraisal Software. There is a reference that grant funding for the Shared Ownership units, at the Mayor approved rate of £28,000 per unit, would increase the GDV but still render the scheme unviable as this remains below the BLV of £1,350,000. As part of sensitivity testing, an indicative scheme policy compliant scheme is also modelled (4:1 ratio Social Rented to Intermediate), but it states in practice service charge and management issues would make this scheme undesirable to a Registered Provider due to the mixed tenures in a single core.

The Council's Housing officer also commented on the proposal. It is recognised that the scheme is designed as single core, and there is little opportunity for a mix of affordable tenures. Although the 1 bed and 2 bed 3 person units are not the Council's priority for rented units, rented units are the Council's identified local priority needs. It is important therefore, that to justify the different tenure split to that required by policy, a view is taken on whether the scheme is maximising the provision of affordable housing. With any scheme involving affordable housing the expectation is that availability of grant will have been investigated in order to confirm affordable housing unit numbers and tenure. In line with Policy LP36 and paragraph 9.3.4 the Council requires evidence of discussions with Registered Providers, optimising their use of all resources including borrowing and grant. The Council will also consider whether use of the Housing Capital Programme would also be justified.

Housing officers have provided further comments following receipt of further confidential information from PA Housing regarding the basis of their offer to assess the viability. As a result of this, housing officers have confirmed that the availability of grant has been investigated and conclude additional funding from the Council's Housing Capital Programme would not represent value for money for Affordable Rent and support the delivery of the scheme as 100% shared ownership. The application is therefore considered the maximum reasonable amount of affordable housing and in accordance with Policy LP36.

A Section 106 Agreement will be necessary to secure the shared ownership units including compliance with the Council's adopted Intermediate Housing Policy Statement in particular with regard to affordability and priority eligibility criteria.

Issue iii- Design Considerations

- 8.5 Section 72 of The Planning (Listed Buildings and Conservation Areas) Act 1990, requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of the conservation area. There is a statutory presumption against granting planning permission for any development which would fail to preserve the setting or character and appearance of a conservation area.

Policy LP3 (Heritage Assets) state that any development which could potentially affect these heritage assets by being of proximity to them would need to be sensitive to their setting, character and appearance.

The NPPF stresses the importance of achieving high quality design in all developments. This is repeated at a local level as summarised within Policy LP1 of the Local Plan which states new development must be of a high architectural quality based on sustainable design principles. Development must respect local character and contribute positively to its surrounding based on a thorough understanding of the site and its context.

Policy LP13 states that views and vistas from and towards Metropolitan Open Land (MOL) are important to the open character of land designated as such.

Policy LP39 states that all infill and backland development must reflect the character of the surrounding area and protect the amenity and living conditions of neighbours.

Guidelines from the 'Small and Medium Housing Sites' SPD state that new residential development must have regards to potential impacts on local character, plot layout and grouping, amenity and parking amongst others. Re-development of previously developed sites should only take place where the proposal does not have an adverse impact on the local character.

Norcutt Road is a street of small Victorian terrace development, with a comparatively recent 2 storey terrace and 3 storey block towards the northern end. The current proposal is for a development of flats as an alternative to the approved student accommodation following application ref 17/1033/FUL and appeal reference APP/L5810/W/17/3187677. Within the appeal decision, the Inspector stated although the development would have 5 storeys, the fifth storey would have a setback when fronting onto Norcutt Road. Given the stepped height of the existing development along the street it was considered the height of the building would not appear out of keeping in the context of the existing developments.

The current proposal was subject to pre application advice where officers agreed with the Inspector's conclusion that the proposed architectural style is innocuous, and the proposed building would not cause harm to the character of the area. In the pre application it was identified the footprint is similar to the approved appeal scheme. However, whilst the proposed fourth floor is more extensive than that proposed in the approved student flat scheme, it is slightly lower in terms of ridge height. The overall design of the block was considered acceptable. The proposal is for a development of 15 dwellings and that on a site area of 0.072ha equates to 208dph. It is considered that this density is appropriate for this location.

Although the proposal is of a modern design compared to the more traditional development along Norcutt Road, the NPPF states that decisions should not attempt to impose architectural styles or particular tastes. The current scheme is mainly unchanged from the submitted pre application. It is clear from the previous student flat application (reference 17/1033/FUL) and subsequent appeal that the student housing building in terms of massing and scale was considered acceptable and appropriate in its context. Therefore, this sets a precedent for an alternative building of a similar scale that sits comfortably on the application site. Changes to the current proposal include minor fenestration changes, with improved and more considered glazing bar arrangements, and a less solid base to the proposed building, which beneficially lightens the overall appearance. There appears to have been a slight heightening of the top parapet of the building- to screen any roof plant, such as PV panels. It is considered

reasonable and necessary to request further details of the brown roof and solar panels by condition.

The Council's Urban Design officer considers that whilst the top floor of the current proposal is not recessed any further, the visual impact of the proposed building is now lightened with ground level views through to Metropolitan Open Land (MOL) beyond. Given the proposal is not considered to adversely impact upon the character of the area, it would preserve the setting of the adjacent conservation area and the openness of the nearby MOL.

With regards to landscaping, limited information has been submitted at this stage, particularly with boundary treatments with the adjacent flats to the South of the site. However, in terms of the relationship to river: there are now proposals for the landscape along the riverside on the Gregg's Bakery site. There are no objections with the indication of proposed materials. It would be preferable to keep the top floor reasonably light in finish, to reduce visual impact in views, both from the surrounding townscape and Crane Valley. However further details with regards to materials, fenestration, levels and landscaping including boundary treatments can be secured by condition.

Therefore, subject to conditional information, the proposed works would not adversely impact on the setting of the adjacent conservation area, nearby MOL, character of the area and would be in accordance with Policies LP1, LP3, LP13 and LP39 of the Local Plan.

8.7 Issue iv Residential Development Standards

Policy LP35 discusses housing mix and standards and states development should generally provide family sized accommodation, except within the five main centres and areas of mixed use, where a higher proportion of small units would be appropriate. The housing mix should be appropriate to the site-specifics of the location. The policy goes on to state all new housing development, including conversions, are required to comply with the Nationally Described Space Standard.

Policy LP35 and the Residential Development Standards SPD set the requirement for internal living standards, however, in addition to the requirements of this policy and guidance, since 1 October 2015 the Council has been applying nationally described space standards which are to be applied alongside relevant Council policy. The minimum standards are outlined below:

- *A single bedroom should be at least 7.5sqm and 2.15m wide*
- *A double should be 11.5sqm and 2.75m wide*
- *Head height should be at least 2.3m for a minimum of 75% of the gross internal floor area*
- *Suitable storage space to be incorporated into units*
- *Communal gardens to be sheltered from roads and not overlooked from habitable rooms.*

Policy LP35(D) states that external amenity space for all new dwellings, including conversions, should be:

- a. private, usable, functional and safe;*
- b. easily accessible from living areas;*
- c. orientated to take account of need for sunlight and shading;*
- d. of a sufficient size to meet the needs of the likely number of occupiers; and*
- e. accommodation likely to be occupied by families with young children should have direct and easy access to adequate private amenity space.*

The nationally described space standards also require the minimum GIA as set out below (as relevant to the scheme):

Table 3.3 Minimum space standards for new dwellings⁵⁷

Number of bedrooms	Number of bed spaces	Minimum GIA (m2)			Built-in storage (m2)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0

Furthermore, the Council's Residential Development Standards SPD requires the following minimum floorspace for kitchen / dining / living areas:

- 1 bed dwelling – 22sqm
- 2 bed dwelling – 24sqm
- 3 bed dwelling – 27sqm
- 4 bed dwelling - 30sqm

- 8.8 The Council seeks the provision of external amenity space in accordance with policy LP35 and, the Residential Development Standards SPD. The policy (in line with the London Plan) states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant. This is the minimum standard; however outside space should be maximised where possible.

As discussed, the proposal is for 15 flats – consisting of a mix of 6 x 1 bed, 7 x 2 bed, and 2 x 3 bed. The Council's Planning Policy officers do not object to the proposed mix given there is a mixture of smaller units as well as units which could accommodate small families which is in accordance with Policy LP35(A). The proposed units are all considered to meet the nationally described space standard to accord with Policy LP35(B). Each flat has a terrace/balcony, there is also a communal garden/community space to the rear and therefore it is considered in accordance with Policy LP35(C and D).

Since 1 October 2015, 90% of new housing would be expected to meet Building Regulation Requirement M4 (2) 'accessible and adaptable dwellings' and 10% would be expected to meet Building Regulation Requirement M4 (3) 'wheelchair user dwellings'; this is set out in Policy LP35 (E). Both M4 (2) and M4 (3) require step free access.

To accord with Policy LP35(E) if the application were to be approved, this would need to be secured by condition - Flat 1 is identified as M4(3), the remaining flats identified as M4 (2), which would be secured by condition. Subject to this, the proposal is therefore considered to be in accordance with Policy LP35 of the Local Plan 2018.

Issue v- Impact on Neighbouring Amenity

Policy LP8 of the Local Plan states in considering proposals for development, the Council will seek to protect adjoining properties from unreasonable loss of privacy, pollution, visual intrusion, noise and disturbance.

The 'Residential Development Standards' SPD states that alterations to residential buildings can make more effective use of urban land for modern living needs and well-considered alterations to dwellings which complement the appearance of a property can often increase

their value. However, changes can harm the amenity of neighbouring occupiers through increased noise, disturbance and activity due to an intensification of use. The 'Small and Medium Housing Sites' SPD mentions that in defining a layout, it is important that new developments do not infringe on the privacy, daylight and sunlight of adjacent properties nor that of the intended occupiers. Privacy, daylight and sunlight standards should be used as a check to ensure that a layout is acceptable but should not necessarily dictate the layout. To ensure that the privacy of occupiers is respected, the windows of main facing habitable rooms should preferably be no less than 20m apart. Where principal windows face a wall that contains no windows or those that are occluded separation distances can be reduced to 13.5m.

The only immediate nearby residential development is a residential building located to the south, Alcott House. This has some windows on its north elevation facing the application site. The other sides comprise of commercial development. These comprise the former Greggs property to the west, the railway line to the north and an electricity substation to the east. There are proposals for the redevelopment of the former Greggs site (application reference 19/0646/FUL) however given this application is not determined it cannot be given full weight. Notwithstanding this the proposals would not have a significant impact upon those in terms of residential amenity.

With regards to overlooking, windows on the North, East and West elevations of the proposed development would not cause adverse harm to existing residents given these elevations would overlook commercial uses or other land uses. On the South elevation, the proposed windows would face towards the existing residential building, Alcott House but would not achieve a suitable separation distance of 20m as stated above. However, windows on the South Elevation of the proposed development service non-habitable rooms or are secondary outlooks to rooms with multiple windows and can be conditioned for obscure glazing to prevent overlooking. The scheme also proposes the use of privacy louvres particularly on balconies on the south elevation of the proposed development. Further details are required to ensure the louvres would achieve the desired outcome of restricting views into the residential flats to the South. The details will be conditioned requiring specifications, usability and functions.

Representations have been received citing loss of light from the existing flats. The proposed building is North of Alcott House and is located further away than the building in the extant student permission (17/1033/FUL). In addition, any potential impact on daylight to the existing windows has been considered within the submitted Daylight and Sunlight Assessment that concludes that the proposal will not result in any significant adverse impact due to loss of light to the existing windows in relation to BRE guidelines. With regards to overbearing whilst the development would be visible in the outlook of occupiers, it is not considered it would be harmfully dominant and any impact is not significant enough for a refusal given the proposed development is further away from Alcott House than the previous permission.

The application site is adjacent to a railway line and commercial activity so is accompanied by a Noise Assessment which has been reviewed by Environmental Health officers.

With regard to 'adverse impacts' the NPPF refers to the 'Noise Policy Statement for England' (NPSE), which defines three categories, as follows:

'NOEL - No Observed Effect Level

- This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise.

LOAEL - Lowest Observed Adverse Effect Level

- This is the level above which adverse effects on health and quality of life can be detected.

SOAEL - Significant Observed Adverse Effect Level

- This is the level above which significant adverse effects on health and quality of life occur'.

The first aim of the NPSE states that significant adverse effects on health and quality of life should be avoided. The second aim refers to the situation where the impact lies somewhere

between LOAEL and SOAEL, and it requires that all reasonable steps are taken to mitigate and minimise the adverse effects of noise. However, the requirement to mitigate and minimise the adverse effects of noise does not mean that such adverse effects cannot occur.

The Planning Practice Guidance provides further detail about how the effect levels can be recognised. It is identified that above the NOEL, noise becomes noticeable, however it has no adverse effect as it does not cause any change in behaviour or attitude. Once noise crosses the LOAEL threshold it begins to have an adverse effect and consideration needs to be given to mitigating and minimising those effects, taking account of the economic and social benefits being derived from the activity causing the noise. Increasing noise exposure further might cause the SOAEL threshold to be crossed. If the exposure is above this level the planning process should be used to avoid the effect occurring by use of appropriate mitigation such as by altering the design and layout.

The Noise Policy Statement for England refers to the World Health Organisation (WHO) when discussing noise impacts. The WHO Guidelines for Community Noise 1999 suggest guideline values for internal noise exposure which take into consideration the identified health effects and are set, based on the lowest effect levels for general populations. Guideline values for annoyance which relate to external noise exposure are set at 50 or 55 dB(A), representing day time levels below which a majority of the adult population will be protected from becoming moderately or seriously annoyed respectively. The following guideline values are suggested by WHO:

- 35 dB LAeq (16 hour) during the day time in noise sensitive rooms
- 30 dB LAeq (8 hour) during the night time in bedrooms
- 45 dB LAmax (fast) during the night time in bedrooms
- 50 dB LAeq (16 hour) to protect majority of population from becoming moderately annoyed
- 55 dB LAeq (16 hour) to protect majority of population from becoming seriously annoyed

The British Standard 8233 "Guidance on sound insulation and noise reduction for buildings" 2014 bases its advice on the WHO Guidelines and draws further upon the guideline values with regards to internal and external noise levels. For internal noise, the British Standard 8233 sets out: "Where development is considered necessary or desirable, despite external noise levels above WHO guidelines, the internal target levels may be relaxed by up to 5 dB and reasonable internal conditions still achieved".

With regards to external noise, the BS8233, 2014 sets out: "For traditional external areas that are used for amenity space such as gardens and patios, it is desirable that the external noise level does not exceed 50 dB LAeq, with an upper guidance value of 55 dB LAeq, which would be acceptable in noisier environments such as inner cities. However, considering the site is next to a major transport route and within an urban area, it could be considered a noisier environment. It is also recognised that these guideline values are not achievable in all circumstances where development might be desirable. In higher noise areas, such as urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met, might be warranted. In such a situation, development should be designed to achieve the lowest practicable levels in these external amenity spaces but should not be prohibited".

Environmental Health officers have reviewed the submitted Noise Risk Assessment and Acoustic Design Statement. The main sources of sound included nearby roads on the public highway, air traffic noise and railway noise from passing commuting trains on the adjacent railway. The submitted noise assessment finds that the site is subject to noise levels of a medium risk. The report outlines through appropriate design, the proposed development would be subject to satisfactory internal and external environments with respect to the above guidance.

The noise assessment finds although alternative ventilation is suggested, future residents would need to keep their windows closed to ensure guidelines noise limits are met other than

for purge ventilation except for the southern facade. Similarly, the noise assessment finds that for external areas acoustic design and possibly mitigation will be needed to try and achieve levels below 55dB which the upper limit is suggested by British Standard 8233:2014.

The Environmental Health officer has not objected to the proposal but has recommended several conditions to protect the amenity of future occupants from the surrounding noise sources. These are considered reasonable and necessary to protect the amenity of future occupants. A condition for a construction method statement was also recommended with regards to impacts on adjoining the construction phase. With regards to air quality, the Environmental health officer has also recommended a dust management plan to be secured by condition. Details regarding the acoustic fencing with the adjoining railway land would also be required. Subject to this the proposal is not considered to adversely impact residential amenity and would be in accordance with Policies LP8 and LP10 of the Local Plan.

Issue vi - Trees and Ecology

Policy LP15 seeks to protect and enhance the borough's biodiversity, in particular, but not exclusively, the sites designated for their biodiversity and nature conservation value, including the connectivity between habitats.

Policy LP 16 states the following:

- A. The Council will require the protection of existing trees and the provision of new trees, shrubs and other vegetation of landscape significance that complement existing, or create new, high quality green areas, which deliver amenity and biodiversity benefits.*
- B. To ensure development protects, respects, contributes to and enhances trees and landscapes, the Council, when assessing development proposals, will:*

The application has been reviewed by the Council's Tree and Ecology officers and they have no objection to the scheme. Trees on this site are not protected by TPO nor conservation area. There are trees bordering the railway line which are important to retain as a noise and green screen. These trees provide screening between this development and MOL land to the North.

A BS5837:2012 tree survey and implications assessment has not been provided as part of this application. Although the proposal would not have a significant adverse impact on trees directly, it is considered reasonable and necessary to add a condition to ensure those trees are protected. Other conditions requested include hard and soft landscaping as discussed above, as well as conditions regarding biodiversity net gain and external lighting. Subject to this, the proposal is considered to be in accordance with Policies LP15 and LP16 of the Local Plan.

Issue vii- Highway consideration and parking provision.

Paragraph 109 of the NPPF states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. *Policy LP45 states that the Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car-based travel including on the operation of the road network and local environment and ensuring making the best use of land.*

The existing vehicular and pedestrian access on Norcutt Road would be retained for the proposed development to provide access to the car parking spaces. It is proposed that 12 car parking spaces will be provided with the provision one Blue Badge space on-site for the development and this will be closest to the main entrance. In line with the parking standards set out in the London Plan 2016, 20% of all spaces should be provided for electric vehicles with an additional 20% passive provision for electric vehicles in the future. It is therefore proposed 2 of the 12 proposed parking spaces will have electric charging points provided and a further 2 space will have a passive provision. 28 cycle spaces will be provided in the building

on the ground floor level and two visitor spaces will also be provided. The proposed cycle parking provisions are in accordance with the new draft London Plan (2018) cycle parking standards in order to encourage sustainable modes of travel, making use of the many local cycle paths. Further details of cycle parking can be secured by condition. It is proposed that all deliveries and refuse collection for the residential development can take place from the Norcott Road carriageway within the existing turning head provided adjacent to the site access. The applicant has full and unrestricted rights of access over this adjoining land.

A trip generation assessment has been undertaken to estimate the potential impact of the proposed development. The net trip generation assessment indicates that as a result of the proposed development an increase of just 1 car movement in the morning peak hour and an extra 1 car movement in the evening peak hour. There is anticipated to be a reduction of goods vehicle trip, which will be of benefit. It is considered that the increase in traffic flow is limited that and could be accommodated on the local road network.

The Institute of Highways and Transportation (IHT) provide guidance on desirable walk distances in their publication 'Providing for Journeys on Foot' which recommends suggested acceptable walking distances of between 500m (6 minutes, "Desirable") and 2km (25 minutes, "Preferred Maximum") for commuting and journeys to school. For non-commuter journeys the guidance suggests that a walk distance of up to 1,200 metres can be 'considered', with the 'acceptable' and 'desirable' distances being 800 and 400 metres respectively. Similarly, acceptable cycling distances vary between individuals and circumstances but trips up to 5km (3.1 miles) are accepted as having the potential to substitute car trips. However, these are not framed as absolute requirements: the SPD states that 'ideally' new homes will be built to be within those distances and the IFT guidance acknowledges that acceptable walking and cycling distances will vary between individuals.

The application site is accessible (PTAL 2) by modes of transport other than the private car. There are seven bus services, the nearest bus stops are situated on The Twickenham Green approximately 400m away and further bus stops on Heath Road to the South East of the site serving 110, 267, 281, 290, 490, H22 and R70. Twickenham railway station and Strawberry Hill railway stations are within walking distance of the site the former 1.3km providing services into central London and other centres such as Kingston and Richmond, as well as other national rail services. The public transport provision, along with the secure and covered cycle parking within the site will encourage residents to use an alternative mode to the private car.

The Site has a number of schools approximately 1.3km (a 9-minute cycle) south of the Site on Waldegrave Road, shops including a Tescos Express supermarket approximately 350m (a 5-minute walk) south east of the Site on Heath Road and a Sainsburys Local approximately 500m (a 7-minute walk) south of the Site on Twickenham Green, GP services and restaurants within walking and cycling distance of the Site. The area is subjected to a 30mph speed limit and is lit accordingly. The Site is located 800m (a 10-minute walk) from Twickenham Town Centre located east of the Site on Heath Road. Twickenham Town Centre provides access to a wide range of shops including banks, restaurants, takeaways and other facilities. The above therefore demonstrates that the site is not reliant on private car use and there are alternative sustainable transport options available.

The Council's Transport officer has commented on the proposal. Whilst the proposal incorporating cycle parking in excess of the London Plan requirements is welcomed, the PTAL score of the site at just 2 is considered low. In addition, the parking stress survey results demonstrate a stress in excess of 100% on Norcott Road. Therefore, the Council's transport officer has advised parking should be provided on at least a 1 for 1 basis in accordance.

However, the 'Intent to Publish' version of the London Plan states as the most up to date policy document on car parking can be given significant weight. Table 10.3 sets out maximum residential parking provision and for a development with an Outer London PTAL 2 of up to 1space/dwelling. Given this is a maximum standard, it is considered that the level of parking provided within the scheme is acceptable and appropriate for the location, given its location on

the edge of the twin centre. The Registered Provider will have the ability to select occupiers with nil or limited car parking requirements in the knowledge of the existing controlled parking zone in the existing streets.

The applicant has confirmed their acceptance that parking permits be restricted by an appropriate S106 agreement for residents. The car club proposals (each unit to enjoy free membership for a minimum of a five year period) are also considered acceptable subject to inclusion with the S106. Given the immediate parking stress in the area and acknowledging the commitments of the development plan and NPPF to sustainable development, it is important that the scheme minimises inconvenience and dangers arising from possible additional vehicle generation. This approach was taken by the Inspector on the previous student flats application.

A Construction Logistics Plan has also been submitted to accompany the application. Although the Council's transport officer requested further detail on issues within this document, it is considered reasonable that details can be finalised once the contractor is appointed and a condition for a construction method statement is hence recommended to be imposed. It would also be considered reasonable and necessary for a condition to restrict construction times to prevent an adverse impact on adjoining residents. Subject to the above, it is considered the application would not have an adverse impact with regards to Highway Safety and the proposal would be in accordance with Policies LP44 and LP45 of the Local Plan.

Issue viii - Sustainability

London Plan Policy 5.2 Minimising Carbon Dioxide Emissions states that proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor's energy hierarchy. The Mayor's Sustainable Design and Construction SPG states that a 35% reduction in carbon dioxide emissions (in relation to Part L Building Regulations 2013) needs to be achieved. Policy 5.2 further states that carbon dioxide reduction targets should be met on-site or where clearly demonstrated this is not possible the shortfall may be provided off-site or through a cash-in-lieu contribution to secure savings elsewhere.

Policy LP 22 requires that developments achieve the highest standards of sustainable design and construction to mitigate the likely effects of climate change. In relation to this proposal the following policy targets apply:

- 35% reduction in emissions on Part L 2013 for non-residential areas, achieved following the energy and cooling hierarchy.
- 35% onsite reduction in emissions on Part L 2013 residential areas, achieved following the energy and cooling hierarchy.
- Zero carbon homes achieved through carbon off-set payment.
- A 20% reduction in emissions through renewable technologies.

The submitted energy assessment advises that the scheme is capable of achieving a 39.8% reduction in relation to Part L Building Regulations 2013 and in line with policy. **However, at the time of writing the Council has yet to seek confirmation from their independent consultants that the development can meet these targets and achieve zero carbon standards in line with London Plan policy. Therefore, an update will be provided within the late representations to ensure this is the case. The appropriate payment will also be secured through a Section 106 agreement to ensure the targets are met.**

Policy LP 22 of the Local Plan states that new dwelling units will be required to incorporate water conservation measures to achieve a maximum water consumption of 110 litres per person per day. A completed Sustainable Construction Checklist has also been submitted. It is considered that there would be scope for this to be achieved and a compliance condition is recommended to ensure that the scheme meets these policy requirements.

Issue ix - Contaminated Land

The Council's Environmental Health officer commented on the proposal and has recommended that a condition is imposed to secure site investigation for potential contamination and remediation where required. Therefore, any issue of contamination can be dealt with prior to the commencement of development. Subject to the imposition of this condition, the proposed development is acceptable and complies with the NPPF in this regard, and Policy LP10 of the Local Plan.

Issue x- Drainage

The site is located within Flood Zone 1, classified as being at low risk and defined as having a less than 1 in 1,000 annual probability of fluvial and tidal flooding. The site has been identified to be in an area of 'very low' surface water flood risk. The application is accompanied by a detailed Flood Risk Assessment outlining the risks to the site and surface water drainage strategies. There is no objection from Thames Water or any other statutory consultee with regards to Flood Risk or surface water drainage. Subject to a condition with regards to surface water run offs the proposal is in accordance with LP21 of the Local Plan.

9. Other Material Considerations

Housing Land Supply

- 9.1 Paragraphs 10 and 11 of the NPPF set out that there will be a presumption in favour of Sustainable Development. The latter paragraph states that:

For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

- 9.2 Footnote 7 of the NPPF (2019) clarifies that:

'out-of-date policies include, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer..).'

- 9.3 At the time of writing, the Council is able to demonstrate more than 5 years of housing land supply including buffer and has a Local Plan which has been adopted within the last five years. Therefore, for the purpose of determining this planning application, the LPA is able to demonstrate a five-year supply of deliverable housing sites (with the appropriate buffer). The ordinary planning balance having regard to the statutory test in section 38(6) of the 2004 Act is therefore engaged.

Local Finance Considerations

10. Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. The weight to be attached to a local finance consideration remains a matter for the decision maker. The Mayor of London's CIL and Richmond CIL are therefore material considerations.
- 10.1 The development is liable for Mayoral CIL and Borough CIL in accordance with the relevant charging schedules.

11. PLANNING BALANCE AND CONCLUSION

- 11.1 The NPPF has at its heart the presumption in favour of sustainable development (para 11) and requires the approval of development proposals that accord with an up-to-date development plan without delay. The presumption in favour of sustainable development requires proposals to achieve economic, social and environmental gains; as such a balancing exercise has to be undertaken to weigh the benefits of the scheme against its disadvantages. When considered in the round, the proposal would contribute to the economic, environmental and social dimensions of sustainability for the following reasons:

In terms of the economic dimension of sustainable development, the proposal would contribute towards economic growth, including job creation - during the construction phase and in the longer term through the additional population assisting the local economy through spending on local services/facilities. There will also be Council Tax receipts arising from the development. The loss of an employment site is regrettable, however given the site is currently vacant, the loss of the site is outweighed by the positive economic benefits of this development specifically affordable housing, in this location.

Regarding the social dimension, in terms of physical constraints, with the exception of noise, which has already been discussed at length in previous sections of the report, the site appears to have no other physical constraints and is deliverable. There is a local and borough wide identified need for affordable housing, this carries significant weight and there would nevertheless be a net benefit in social terms. Whilst the Council can demonstrate a 5 year supply of deliverable housing land, the provision of additional affordable housing on the application site would amount to a moderate benefit in terms of providing a greater flexibility to the supply of housing.

In terms of the environmental dimension of sustainable development, the proposal offers potential for the incorporation of energy efficiency measures as well as additional planting and habitat enhancement.

Having fully assessed all three dimensions of sustainable development; economic, social and environmental within this report it is concluded that, on the whole the development of this site will:

- provide a supply of affordable housing to meet current and future generations;
- have an acceptable design and impact on the character of the area
- have an acceptable impact on residential amenity
- have an acceptable impact upon highway safety
- maximise the available opportunities for use of public transport, walking and cycling;
- maximise sustainability measures;
- manage flood risk and drainage effectively;
- have no significant adverse impacts on features of landscape or ecological value;
- provide infrastructure to meet the needs generated by the development.

When considered in the round, the proposal would contribute to the economic, social and environmental dimensions of sustainability. There are factors as outlined above that weighs against the proposal, however these are not considered sufficient to swing the planning balance and would be difficult to sustain such reasons for refusal at appeal (especially when considered in the round and in light of the benefits that will be forthcoming as a result of the proposed development). For the reasons set out above, there are no material considerations of sufficient weight to justify refusal.

RECOMMENDATION: The application is therefore recommended

1. for **PERMISSION subject to conditions and the completion of a section 106 agreement** securing the provision of the affordable housing units and the occupancy eligibility criteria, car club membership for a 5 year period, parking permit eligibility restrictions and a zero carbon payment.

2. for **REFUSAL** in the event that an undertaking to secure the infrastructure in Section 11 of this report has not been satisfactorily completed within 6 months of the date of determination for the reason that the proposed development would not be accompanied by affordable housing, zero carbon payments and transport mitigation measures .

12. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED

AT01 – Development begun within 3 years

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

REASON: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

DV48 - Approved Documents and Drawings

The development hereby permitted shall be carried out in accordance with the following approved plans and documents, where applicable.

5076_3_04_A, 5076_3_02_A, 5076_3_100_B, 5076_3_01_A all received 11th September 2019.

REASON: To accord with the terms of the application, for the avoidance of doubt and in the interests of proper planning.

DV49 – Construction Method statement

No development shall take place, including any works of demolition, until a Construction Management Statement (to include any demolition works) has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period. The Statement shall provide for:

1. The size, number, routing and manoeuvring tracking of construction vehicles to and from the site, and holding areas for these on/off site;
2. Site layout plan showing manoeuvring tracks for vehicles accessing the site to allow these to turn and exit in forward gear;
3. Details and location of parking for site operatives and visitor vehicles (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
4. Details and location where plant and materials will be loaded and unloaded;
5. Details and location where plant and materials used in constructing the development will be stored, and the location of skips on the highway if required;
6. Details of any necessary suspension of pavement, road space, bus stops and/or parking bays;
7. Details where security hoardings (including decorative displays and facilities for public viewing) will be installed, and the maintenance of such;
8. Details of any wheel washing facilities;
9. Details of a scheme for recycling/disposing of waste resulting from demolition and construction works (including excavation, location and emptying of skips);
10. Details of measures that will be applied to control the emission of noise, vibration and dust including working hours. This should follow Best Practice detailed within BS5288:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites;
11. Details of any highway licenses and traffic orders that may be required (such as for licences for any structures / materials on the highway or pavement; or suspensions to allow the routing of construction vehicles to the site);
12. Details of the phasing programming and timing of works;
13. A construction programme including a 24 hour emergency contact number;
14. See also TfL guidance on Construction Logistics Plans.

REASON: In the interests of highway and pedestrian safety together with the amenity of the area.

LT09A – Hard and Soft Landscaping Required

(A) No part of the development shall be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the local planning authority. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed

and existing utility services above and below ground (e.g. drainage, power, communications cables, pipelines etc, indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant; a program or timetable of the proposed works.

(B) Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); detailing the quantity, density, size, species, position and the proposed time or programme of planting of all shrubs, hedges, grasses etc., together with an indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance. All tree, shrub and hedge planting included within that specification shall be carried out in accordance with BS 3936:1986 (Parts 1, 1992, Nursery Stock, Specification for trees and shrubs, and 4, 1984, Specification for forest trees); BS 4043: 1989, Transplanting root-balled trees; and BS 4428:1989, Code of practice for general landscape operations (excluding hard surfaces).

(C) All hard and soft landscape works shall be carried out in accordance with the approved details and in any event prior to the occupation of any part of the development.

REASON: To ensure that the proposed development does not prejudice the appearance of the locality and to preserve and enhance nature conservation interests.

PK06A – Cycle Parking

No building/dwelling/part of the development shall be occupied until cycle parking facilities have been provided in accordance with detailed drawings to be submitted to and approved in writing by the Local Planning Authority, such drawings to show the position, design, materials and finishes thereof.

REASON: To accord with this Council's policy to discourage the use of the car wherever possible.

DV50A – Energy Reduction

The dwelling(s) hereby approved shall achieve at least a 35% reduction in Carbon dioxide emissions beyond Building Regulations requirements (2013).

REASON: In the interests of energy conservation in accordance with the Council's sustainability policies.

DV51A – Water Consumption

The dwellings hereby approved shall not be occupied other than in accordance with the water consumption targets of 105 litres or less per person per day, and 5 litres or less per head per day for external water use.

REASON: In the interests of water efficiency in accordance with the Council's sustainability policies.

DV52A – Building regulations M4(2)

The development hereby approved shall not be constructed other than in accordance with Building Regulation M4(2) except for Flat 1 which shall be constructed in accordance with Building Regulation M4(3).

Reason: In the interest of inclusive access in accordance with Council's policy to ensure homes meet diverse and changing needs.

NS09 - Level Threshold

The proposed finished floor levels of the building, the finished ground levels of the site, including the internal footpaths, parking spaces and roads, and in relation to existing site levels of surrounding land shall not be constructed other than in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the work is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access and future highway improvement, amenities of adjoining properties, and appearance of the development.

NS02 – Materials To Be Approved

No development above slab level shall take place until details of the materials to be used in the construction of the external surfaces of the residential development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: To ensure that the proposed development does not prejudice the appearance of the locality

NS03 - Fenestration

Prior to installation on site details of the external surfaces of the building, including fenestration and soffits, and, where applicable, all areas of permeable hard surfacing of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the proposed development does not prejudice the appearance of the locality

NS04 - Boundary Treatments

A plan indicating the positions, design, materials and type of boundary treatment to be erected shall be submitted to and approved in writing by the local planning authority. The boundary treatment shall be put in place prior to any occupation of the development hereby permitted. The development shall be carried out in accordance with the approved boundary treatment and shall be retained as such for the lifetime of the development.

REASON: To ensure that the proposed development does not prejudice the appearance of the locality

NS05 - Refuse

Prior to any occupation of the development hereby permitted details of the storage and disposal of refuse/waste shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved storage and disposal of refuse/waste details and shall be retained for the lifetime of the development.

REASON: To safeguard the appearance of the property and the amenities of the area.

NS06 - Brown Roof/PV Panels

Prior to any occupation of the development hereby permitted details of the solar panels and details/specification of the brown roof (including the precise extent and the plant species, if applicable, to be used, irrigation method and maintenance plan) shall be submitted to and approved in writing by the local planning authority. The brown roof/solar panels shall be implemented in accordance with the approved details prior to the first occupation of the development. The brown roof/solar panels shall thereafter be retained for the lifetime of the development.

REASON: To preserve the ecological value of the site hereby approved, to promote sustainable development and ensure that the proposed development is in keeping with the existing building(s) and does not prejudice the appearance of the locality.

NS08 - Drainage

The development shall be carried out in accordance with the details set out in the SUDS and Flood Risk Assessment by RPS received by the Local Planning Authority on 11th September 2019 and thereafter shall be retained in accordance with these details for the lifetime of the development.

REASON: Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework

NS09 - Parking

The development hereby permitted shall not be occupied until the car parking spaces shown on Drawing no 5076_3_02_A have been constructed and laid out. The parking spaces shall thereafter be retained for users in connection with the development hereby permitted over the lifetime of the development.

REASON: To ensure a satisfactory car parking provision.

NS10 - Disabled Parking

The development hereby permitted shall not be occupied until details of disabled parking spaces for people have been submitted to and approved in writing by the Local Planning Authority, such drawings to show surface treatment and method of delineation and signing of such spaces, which shall be retained as such thereafter. These spaces shall at no time be used for any other purpose.

REASON: To ensure the provision of as satisfactory and convenient form of development for

people with disabilities.

NS11 - Electric vehicle charging points

No development above slab level shall take place until details of Electric Vehicle (EV) charging points have been submitted to and approved in writing by the Local Planning Authority. Such details to include siting, external finishes and maintenance plan. The approved details shall be retained as active EV charging points at all times.

REASON: To ensure a sustainable form of development and to comply with London Plan Policy 6.13.

NS12 - Louvres

No development above slab level shall take place until details of the louvres and obscure glazing to be used on the South elevation of the building hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Details must include specifications, usability and functions. Development shall be carried out in accordance with the approved details.

REASON: To ensure that the proposed development does not prejudice the amenities of adjoining occupiers.

NS13 - Delivery and servicing management plan

Prior to any occupation of the development hereby permitted a delivery and servicing management plan, including vehicle tracking diagrams shall be submitted to and approved in writing by the local planning authority. Delivery and servicing shall be carried out in accordance with the approved management plan over the lifetime of the development.

REASON: In the interests of highway and pedestrian safety together with the amenity of the area.

NS14 - Railway

Prior to the commencement of the development hereby permitted, details confirming the integrity of the existing railway formation and structures in relation to any proposed excavation, piling and other construction methods shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

REASON: To protect the assets of Network Rail

NS15 - Network Rail

The development hereby permitted shall not include areas of reflective cladding or glazing on elevations which face onto the railway line. All structures shall be situated at a minimum distance of two metres from Network Rail's boundary fence and allow room for maintenance of both.

REASON: To protect the assets of Network Rail

NS16 - Contamination

1. No development shall take place until:

- a) a desk study detailing the history of the site, hazardous materials, substances used together with details of a site investigation strategy based on the information revealed in the desk study has been submitted to and approved in writing by the local planning authority
- b) an intrusive site investigation has been carried out comprising: sampling of soil, soil vapour, ground gas, surface water and groundwater to the satisfaction of the local planning authority. Such work to be carried out by suitably qualified and accredited geo-environmental consultants in accordance with the current U.K. requirements for sampling and testing.
- c) written reports of i) the findings of the above site investigation and ii) a risk assessment for sensitive receptors together with a detailed remediation strategy designed to mitigate the risk posed by the identified contamination to sensitive receptors have been submitted to and approved in writing by the local planning authority

Note: some demolition work, if required, could be allowed beforehand for enabling the above requirement (1b), subject to the agreement of the Local Planning Authority.

2. None of the dwellings/buildings hereby approved shall be occupied until:

- a) the remediation works approved as part of the remediation strategy have been carried out in full and in compliance with the approved strategy. If during the remediation or development work new areas of contamination are encountered, which have not been previously identified, then the additional contamination should be fully assessed in accordance with condition [1(b, c)] above and an

adequate remediation scheme shall be submitted to and approved in writing by the local planning authority and fully implemented thereafter.

b) a verification report, produced on completion of the remediation work, has been submitted to and approved in writing by the local planning authority. Such report to include i) details of the remediation works carried out and ii) results of verification sampling, testing and monitoring and iii) all waste management documentation showing the classification of waste, its treatment, movement and disposal in order to demonstrate compliance with the approved remediation strategy.

REASON: To protect future users of the site and the environment.

NS17 - External lighting

Within 6 months of the commencement of development hereby permitted, details setting out the external lighting for the site including locations, specifications, baffles, mounting heights, columns and types of lights and associated lux contour spread sheets, shall be submitted to and be approved in writing by the local planning authority. The approved external lighting shall be implemented in full and shall thereafter be retained for the lifetime of the development.

Reason: To safeguard the ecology of the site and neighbour amenity.

NS18 - Ecological Enhancement Plan

Prior to the commencement of the construction works, an Ecological Enhancement Plan shall be submitted to and approved in writing by the local planning authority. Details of swift bricks attached to the development, bat bricks built into the development and invertebrate habitats to supplement the wildlife friendly planting scheme shall be provided, and shall include specifications, locations, positions and aspects. The details shall also include details of roof nesting bird habitat such as gravel and kestrel boxes. The development shall be carried out in accordance with the Ecological Enhancement Plan and the ecological enhancement measures shall thereafter be retained for the lifetime of the development.

Reason: To ensure the proposal would achieve a net gain in biodiversity and would be in accordance with Paragraph 170 of the NPPF

NS19 - Tree Planting

1. Prior to the occupation of the development hereby approved, a tree planting scheme shall be submitted to and approved in writing by the local planning authority. This scheme shall be written in accordance with the British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations (sections 5.6) and BS 8545:2014 Trees: from nursery to independence in the landscape. Recommendations, and include:

- A) Details of the quantity, size, species, and position,
- B) Planting methodology
- C) Proposed time of planting (season)
- D) 5 year maintenance and management programme.

2. If within a period of 5 years from the date of planting that tree or any tree planted in replacement for it, is removed, uprooted, destroyed or dies (or becomes in the opinion of the local planning authority seriously damaged) then the tree shall be replaced to reflect the specification of the approved planting scheme in the next available planting season or in accordance with a timetable agreed in writing with the local planning authority.

REASON: To safeguard the appearance of the locality.

NS20 - Tree Protection

No building operations, site preparation or the delivery of materials to the site shall commence until a tree protection strategy, including a tree protection plan and arboricultural method statement (in accordance with the BS 5837:2012 standard), have been submitted to and approved in writing by the Local Planning Authority. The protection measures recommended in the approved tree protection strategy shall be implemented prior to the commencement of building operations, site preparation or delivery materials and remain in position until the practical completion of the development.

REASON: To ensure that the tree (s) are not damaged or otherwise adversely affected by building operations and soil compaction

NS21 - Construction Hours

During the period of construction, no power operated machinery shall be operated on the site, and there shall be no construction activity on site, or construction related deliveries taken at or dispatched from the site, before 0700 hours and after 1900 hours on weekdays and before 0700 hours and after 1330 hours on Saturdays, nor at any time on Sundays and Bank Holidays.

Reason: To minimise noise disturbance for adjoining residents

NS22 - Noise

The building hereby permitted shall be constructed to provide sound attenuation against externally generated (transportation) noise sources including road, rail and aircraft so as to achieve the internal ambient noise levels detailed in Table 2.2 ProPG Internal Noise Level Guidelines of the Noise Risk Assessment and Acoustic Design Statement by RPS received by the Local Planning Authority 11th September 2019. The measured or calculated noise levels shall be determined in accordance to the latest British Standard 8233:2014 Guidance on sound insulation and noise reduction for buildings.

Any works which form part of the scheme shall be completed in accordance with the approved details before the dwellings are occupied and shall thereafter be retained as approved.

Internal noise levels should be achieved with windows open for rapid ventilation purposes. Where this cannot be achieved alternative means of ventilation and cooling will be required. Where whole house ventilation is provided then acoustically treated inlets and outlets should be located away from the façade(s) most exposed to noise (and any local sources of air pollution). The measured or calculated noise levels Activity shall be determined in accordance to the latest British Standard 8233:2014

Guidance on sound insulation and noise reduction for buildings.

REASON: To ensure that the amenity of the occupiers of the proposed development are not adversely affected by road traffic, rail traffic and air traffic noise.

NS23 - External Noise

The design and layout of the development shall be constructed to protect amenity spaces (including gardens, balconies and terraces) against externally generated transportation noise sources including road, rail and aircraft to achieve 50dB(A) LAeq,16 hours with a maximum limit of 55dB(A) LAeq,16hour. Any works which form part of the scheme shall be completed in accordance with the approved details before the dwellings are occupied and shall thereafter be retained as approved.

REASON: To ensure that the amenity of the occupiers of the proposed development are not adversely affected by road traffic, rail traffic and air traffic noise.

NS24 - Dust Management Plan

No development shall be commenced until a dust management plan has been submitted to and approved by the Local Planning Authority and carried out in accordance with the approved details. The dust management plan shall include the following details:

(a) Demonstrates compliance with the guidance found in the control of dust and emissions from construction and demolition Best Practice produced by the Greater London Authority (GLA)

(b) The dust management strategy must include a risk assessment of dust generation for each phase of the demolition and construction. The assessment and identified controls must include the principles of prevention, suppression and containment and follow the format detailed in the guidance above. The outcome of the assessment must be fully implemented for the duration of the construction and demolition phase of the proposed development and include dust monitoring where appropriate.

(c) where the outcome of the risk assessment indicates that monitoring is necessary, a monitoring protocol including information on monitoring locations, frequency of data collection and how the data will be reported to the Local Planning Authority;

(d) details of dust generating operations and the subsequent management and mitigation of dust demonstrating full best practicable means compliance and covering construction activities, materials storage, on and off-site haul routes, operational control, demolition, and exhaust emissions; and

(e) where a breach of the dust trigger level may occur a response procedure should be detailed including measures to prevent repeat incidence

REASON: To ensure that the amenity of the occupiers of the proposed development are not adversely affected

NS25 – Refuse Storage

No refuse or waste material of any description shall be left or stored anywhere on the site other than within a building or refuse enclosure.

REASON: To safeguard the appearance of the property and the amenities of the area.

NS26 – Obscure glazed/non-openable windows

The proposed window(s) and doors in the south elevation(s) of the building(s) hereby approved shall at no time be openable(save for the doors) or glazed, otherwise than in obscured glass, below a minimum height of 1.7 metres (5'7") above the relevant floor level.

REASON: To ensure that the proposed development does not prejudice the amenities of adjoining occupiers.

13. INFORMATIVES RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED

IL25D	NPPF APPROVAL - Para. 38-42
COMH08	Composite Informative
IL24	CIL liable
IL29	Construction Method Statement
IL13	Section 106
IM13	Street numbering
IT05	Trees – Size of New Stock
IT06	Nature conservation
IX10A	Network Rail

Marketing Report

In respect of

**Lockcorp House
75 Norcutt Road
Twickenham
TW2 6SR**

On behalf of

Leek Real Estate (No.1) Ltd

September 2019



CHARTERED SURVEYORS
AND PROPERTY MANAGEMENT

Teddington Office
Bridge House
74 Broad Street
Teddington TW11 8QT
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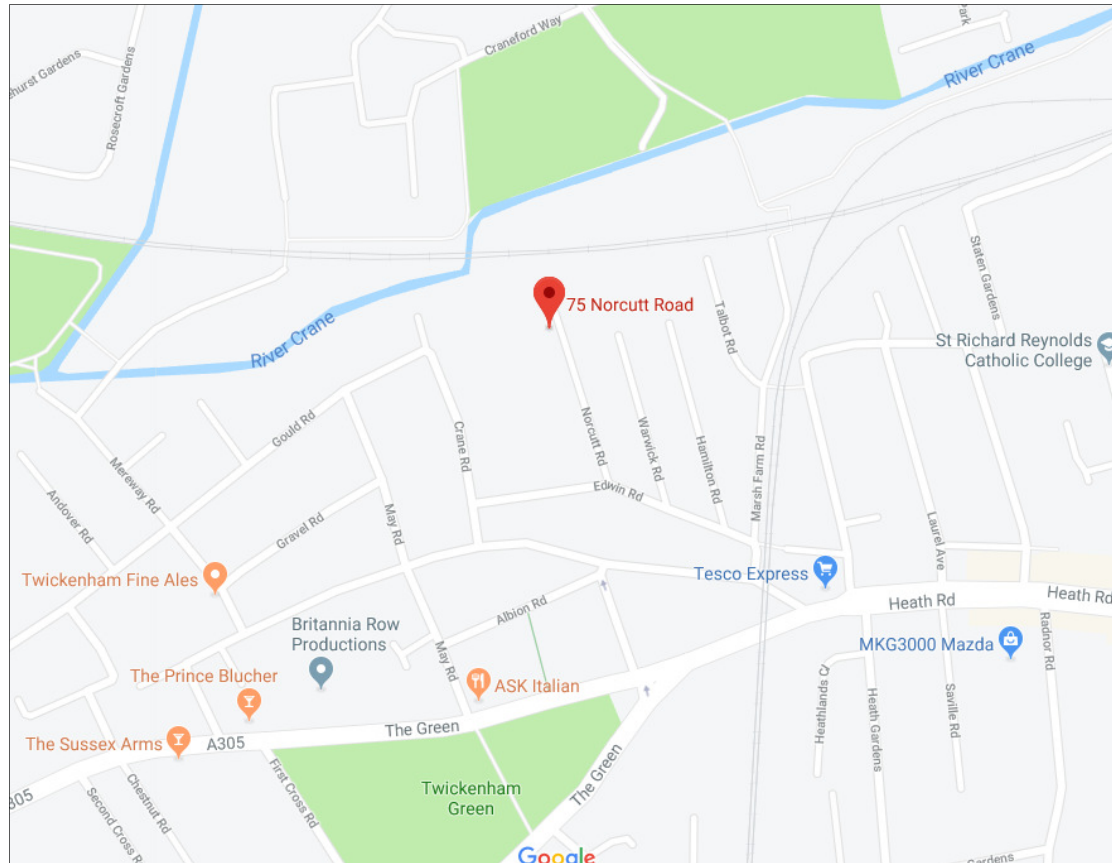
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1.0 LOCATION

1.1 Commentary



The property is situated at the furthest end of Norcutt Road, a narrow residential street in Twickenham. The property is approximately 0.7 miles from both Strawberry Hill and Twickenham railway stations. Local amenities can be found on Twickenham Green where there are a number of independent restaurants and retailers along with multi national occupiers such as Ask Italian and Sainsbury's Local.

The immediate area surrounding the property is predominantly residential in nature with no other commercial properties located on Norcutt Road itself. The residents of the original terraced housing on the road, which forms the majority of households, have no off street parking leading to vehicles being parked on both sides of the road. This leaves a narrow access for vehicles travelling along the road, with no room for two way traffic to pass each other.

Within a quarter of a mile of the property there are pockets of small commercial units with the exception being the former Greggs factory on Edwin Road. When operational, the position of this factory in a mostly residential location with access through narrow streets caused a number of problems with neighbours in the vicinity. Please see the article below published by the Richmond and Twickenham Times. Whilst a number of years old now, it highlights the difficulties experienced.

<https://www.richmondandtwickenhamtimes.co.uk/news/514089.bakery-lorries-causing-havoc-to-residents/>

The Greggs factory has no physical connection to the subject property but it has suffered from the same access issues even though the access to this site is better than the subject site. The Greggs factory has now closed and is subject to a live application to become a residential scheme.

1.2 Context Photographs



Aerial view demonstrating the relationship between the subject site and the Greggs site.



View looking north up Norcutt Road.



View looking north up Norcutt Road.



Context of the subject site, accessed through an allocated parking area associated with the adjoining residential building but with full access rights.



Context of the subject site and access gates next to residential accommodation.

2.0 DESCRIPTION

2.1 Description

The property comprises a single storey warehouse building with part mezzanine storage. There are internal offices to the front of the property. The property used to be part of a larger terrace of industrial units which were demolished to make way for the development of the front section of the site, exposing the blockwork on the southern elevation of the subject property. This has been covered with a temporary weatherproofing. Externally the property has a yard area providing storage and parking. The site is approximately 0.17 acres in total.

2.2 Accommodation (Internal)

The property has the following approximate gross internal floor areas:

Ground:	184.77 SQ. M	(1,989 SQ. FT)
Mezz:	57.1 SQ. M	(614 SQ. FT)
Total:	241.87 SQ. M	(2,603 SQ. FT)

3.0 MARKET DEMAND & MARKETING

3.1 Market Commentary

There is some demand in the local Twickenham market for industrial units, mainly of around 1,000 - 1,500 sq ft. When the demand for units increases to over around 2,000 sq ft, occupiers tend to be looking at buildings in more established industrial locations which offer much better infrastructure, access and availability. The subject property is of a size where occupiers will be concerned with accessibility and potential problems as a result of the close proximity to residential accommodation.

The office market in Twickenham and the wider borough has been difficult in recent months, possibly due to the uncertainty surrounding the UK's departure from the European Union. The subject site has the benefit of an implemented planning permission for a 900 sqm office block. If this scheme was built out and advertised in today's market, we would predict low demand owing both to the market uncertainty and to the location of the offices at the end of a narrow residential street.

The existing building could be let at a rent of around £11.00 per square foot, resulting in an annual rent of around £28,500 per annum. We would expect a tenant to undertake their own fit out and improvement works to the property to suit their individual requirements. Given enough time, we consider it possible that a tenant could be found for the property, however the previously mentioned issues of access and location will cause concern to a number of potential occupiers limiting its appeal.

If there were to be a mixed use scheme on the site, for example ground floor offices with residential accommodation above, we would expect low demand from commercial occupiers due to the location, proximity to residential accommodation and lack of parking and local amenities, including access to Twickenham Station for employees and visitors.

3.2 Marketing Summary to Date

We started marketing the property for sale on behalf of the previous owners in September 2018. Our marketing consisted of; PDF details being sent to our internal database, listing the details on our website and on Zoopla Commercial, advertising in the Estates Gazette and listing the details on various agent to agent portals.

We received a total of 9 offers, of which only one was interested in the property for their own occupation. This party needed 50% bank funding and also a change of use on the building to a Place of Worship (D1 Use) so the offer was not considered any further. The remaining 8 parties were interested on the basis of redeveloping the site for Student accommodation or for residential accommodation.

The sale to the present owners was concluded and the property marked as sold. The property remained on our website until March when it was marked as sold and no further enquiries were received during this time.

The property has been remarketed on the basis of a pre-let commercial redevelopment either as an office or an industrial building, subject to planning. We commenced marketing in early June with PDF particulars on our website, a marketing board on the gate of the property (erected 13 June 2019) and an advert in the Estates Gazette and the Richmond and Twickenham Times. To date we have had only one enquiry for the property from a party mistakenly thinking it was being advertised as an investment sale and there have been no enquires as a result of the board.

3.3 Future Potential Use

There are a number of potential redevelopment options for the site subject to planning permission, including the construction of new industrial or office accommodation. In our opinion, a development of this nature would not be viable due to the limitations of the site.

The biggest issues from an occupiers point of view would be the tight access over a residential curtilage and close proximity to the surrounding residential properties. The narrow access and size of the yard for parking and turning limits the ability for large vehicles to reach the site which in turn will limit the demand of units in this particular location. In addition, the entrance to the site is very close to a block of flats resulting in commercial vehicles travelling within metres of residential accommodation. The residential block of flats also looks over the subject site which will cause concern from occupiers over security and potential disruption to both parties.

4.0 CONCLUSION

The existing property is clearly appropriate for redevelopment, confirmed by the three separate approved planning applications for affordable housing (expired), offices and student accommodation.

In our opinion, the situation of the property at the end of a narrow residential street, with access rights over the curtilage of a residents parking area and within metres of existing residential accommodation makes continued or future commercial uses unsuitable.

We trust the above provides you with the information you require.

Kind Regards,

M. Walters

Matthew Walters MSc MRICS
Director
Sneller Commercial

APPENDIX 1 – Marketing Particulars (Old)

INDUSTRIAL WITH OFFICE RESI & STUDENT PLANNING

FOR SALE

241.87 SQ. M (2,603 SQ. FT) Inc Mezzanine

LOCKCORP HOUSE, NORCUTT ROAD, TWICKENHAM, TW2 6SR



SNELLER
COMMERCIAL
CHARTERED SURVEYORS



- OF INTEREST TO DEVELOPERS AND OWNER OCCUPIERS
- SITE AREA 0.17 ACRES APPROX.
- PLANNING PERMISSION FOR STUDENT SCHEME (49 BEDS)
- IMPLIMENTED PLANNING PERMISSION 900m2 OFFICES
- EXPIRED PLANNING PERMISSION FOR 9 AFFORDABLE FLATS



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LOCKCORP HOUSE, NORCUTT ROAD, TWICKENHAM, TW2 6SR

LOCATION

The property is situated at the end of Norcutt Road in Twickenham. Twickenham is approximately 11 miles to the south west of central London and approximately 1 mile from the A316 which provides access to the M3 and wider motorway network.

The property is approximately 0.7 miles from both Strawberry Hill and Twickenham railway stations which provide regular services to London Waterloo. The property is close to Twickenham Green where there are a number of independent restaurants and retailers along with multi national occupiers such as Ask Italian and Sainsbury's Local.

DESCRIPTION

The property comprises a single storey warehouse building with part mezzanine storage. There are internal offices to the front of the property. Externally the property benefits from a large secure yard providing storage and parking. The site is approximately 0.17 acres in total.

AMENITIES

- Roller shutter loading door
- Secure yard & parking
- 3 phase power
- Male, Female WCs
- Mezzanine storage
- Internal offices
- Kitchen

BUSINESS RATES

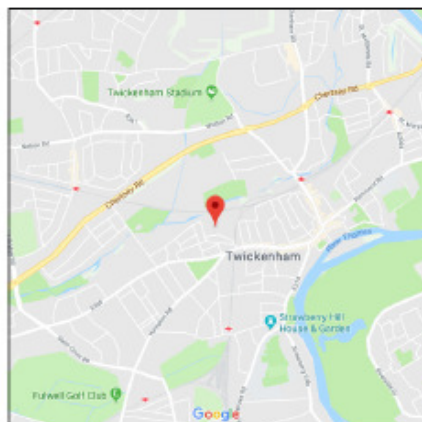
2017 Rateable Value: £29,500

EPC

Energy Rating: TBC

*** SALES * LETTINGS * PROPERTY MANAGEMENT * RENT REVIEWS * LEASE RENEWALS * ACQUISITIONS * BUILDING SURVEYS * PROPERTY INVESTMENTS**

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PLANNING

See next page for full details.

ACCOMMODATION

The property has the following approximate gross internal floor areas:

Ground: 184.77 SQ. M (1,989 SQ. FT)
Mezz: 57.1 SQ. M (614 SQ. FT)

Total: 241.87 SQ. M (2,603 SQ. FT)

PRICE

Offers are invited in excess of £700,000 for the freehold interest. We have been advised VAT will be payable on the purchase.

VIEWING

Strictly by appointment through Sole Agents.

Matt Walters
020 8977 2204
matt@snellers.com

LOCKCORP HOUSE, NORCUTT ROAD, TWICKENHAM, TW2 6SR

PLANNING

The property has the benefit of planning for 3 different schemes (the planning has lapsed for the affordable housing scheme).

Student Housing

Application Number: 17/1033/FUL
Decision Date: 23rd May 2018
Expiry Date: 23rd May 2021
Summary: Demolition of Lockcorp House; erection of a part four, part five-storey building comprising 9 no. student cluster flats (49 study/bedrooms in total); three car parking spaces including one disabled space, ancillary cycle and refuse storage and landscaping.



Affordable Housing

Application Number: 14/0157/FUL
Decision Date: 23rd June 2015
Expiry Date: 23rd June 2018 - **Expired**
Summary: Demolition of the existing light industrial building and replacement with a detached three-storey building (with accommodation in roof) to provide 9 No. flats (all affordable housing) together with 6 off-street car parking spaces and associated amenity and landscaping areas.



Proposed front elevation

Offices

Application Number: 06/2018/FUL
Decision Date: 30th January 2009
Expiry Date: Deemed Implemented
Summary: Demolition Of All Existing Buildings And Redevelopment To Provide *A Terrace Of 7 Houses, 2 No. 1 Bed Flats And 2 No. Studio Flats (Open Market). A Single Block Of 1 No. 3 Bed, 5 No. 2 Bed And 5 No. 1 Bed Flats (Affordable) And A Single Office Block Comprising Of 900m2 Gross Internal Floor Area Together With Associated Off Street Car Parking And Landscaping.



Proposed front elevation viewed from apartments.

*The residential aspects relating to this planning permission have already been built and sold off.

*** SALES * LETTINGS * PROPERTY MANAGEMENT * RENT REVIEWS * LEASE RENEWALS * ACQUISITIONS * BUILDING SURVEYS * PROPERTY INVESTMENTS**

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APPENDIX 2 – Marketing Particulars (New)

**INDUSTRIAL / OFFICE
PRE-LET OPPORTUNITY**

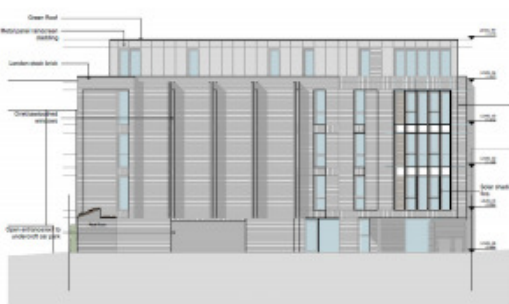
75 NORCUTT ROAD, TWICKENHAM, TW2 6SR

**SNELLER
COMMERCIAL**
CHARTERED SURVEYORS

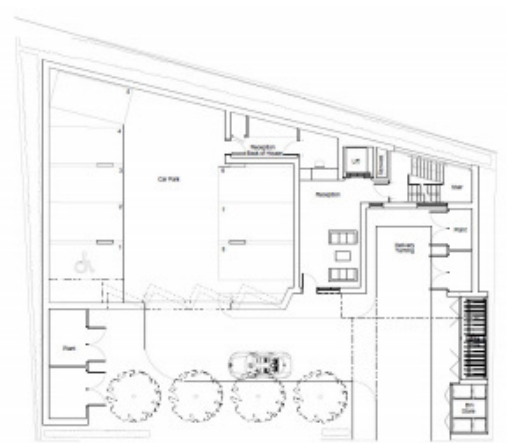
PROPOSED INDUSTRIAL SCHEME



PROPOSED OFFICE SCHEME



Proposed South-East (Front) Elevation



**Sneller Commercial
Bridge House
74 Broad Street
Teddington
TW11 8QT
020 8977 2204**

- CHOICE OF TWO SCHEMES AVAILABLE FOR PRE-LET
- PROPOSED INDUSTRIAL UNIT OF 3,475 SQ FT (GIA)
- PROPOSED OFFICE DEVELOPMENT OF 7,425 SQ FT (NIA)
- AVAILABLE SUBJECT TO PLANNING

These particulars are intended to give a fair description but their accuracy is not guaranteed and they do not constitute an offer or a contract. All statements contained in these particulars are made without responsibility on our part or on the part of the vendor and any intending tenant or purchaser must satisfy themselves as to their correctness. All prices / rents are quoted exclusive of VAT where applicable.

75 NORCUTT ROAD, TWICKENHAM, TW2 6SR

LOCATION

The property is situated at the end of Norcutt Road in Twickenham. Twickenham is approximately 11 miles to the south west of central London and approximately 1 mile from the A316 which provides access to the M3 and wider motorway network.

The property is approximately 0.7 miles from both Strawberry Hill and Twickenham railway stations which provide regular services to London Waterloo. The property is close to Twickenham Green where there are a number of independent restaurants and retailers along with multi national occupiers such as Ask Italian and Sainsbury's Local.

DESCRIPTION

The proposed property will comprise either a detached four storey office building with undercroft parking or a detached two storey industrial building.

BUSINESS RATES

To be confirmed.

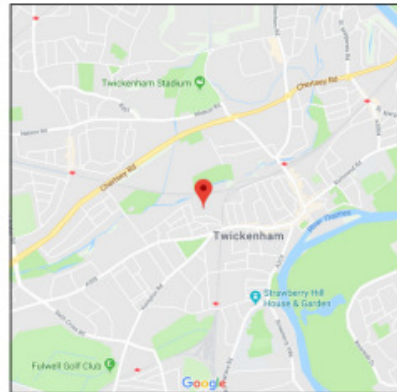
EPC

A new certificate will be produced following completion.

RENT

We are seeking interest from parties on a pre-let basis on either scheme.

Terms on application



ACCOMMODATION

We have been advised the properties will have the following approximate internal floor areas:

Offices (NIA): 689.74 SQ M (7,425 SQ FT)

Industrial (GIA):

Ground Floor: 258 SQ M (2,775 SQ FT)

First Floor: 65 SQ M (700 SQ FT)

Total: 312 SQ M (3,475 SQ FT)

VIEWING

Strictly by appointment through Sole Agents.

Matt Walters
020 8977 2204
matt@snellers.com

* SALES * LETTINGS * PROPERTY MANAGEMENT * RENT REVIEWS * LEASE RENEWALS * ACQUISITIONS * BUILDING SURVEYS * PROPERTY INVESTMENTS

These particulars are intended to give a fair description, but their accuracy is not guaranteed and they do not constitute an offer or a contract. All statements contained in these particulars are made without responsibility on our part or on the part of the vendor and any intending purchaser must satisfy himself as to their correctness. All prices / rents are quoted exclusive of VAT where applicable.

APPENDIX 3 – Website Screenshot

The screenshot displays the Snellers Commercial website interface. The header features the Snellers logo and navigation links: HOME, SERVICES, PROPERTY SEARCH, ACTIVITY MAP, NEWS, TESTIMONIALS, ABOUT US, CAREERS, and CONTACT US. The main content area shows the property listing for Lockcorp House, Norcutt Road, TW2 6SR, with a 3D rendering of the building and a 'TO LET' badge. The property details include 3,475 SQ FT (322.96 SQ M) - POA. The sidebar on the right lists the contact agent, Matt Walters MSc MRICS, Director - Agency, with a contact email matt@snellers.com. Below this, there are buttons for 'Send an Enquiry' and 'Arrange a Viewing'. A 'Downloads' section includes a 'Download Particulars' button. The footer of the website shows the Snellers Commercial logo and the text 'CHARTERED SURVEYORS'.

Description	Location	Accommodation
Rates	Terms	

APPENDIX 4 – Marketing Board (13/6/19)



APPENDIX 5 – Estates Gazette Advert (29/6/19)

WIMBORNE ROAD, KINSON, BOURNEMOUTH, BH10 7BB
INVESTMENT OPPORTUNITY



RETAIL INVESTMENT FOR SALE – LET TO COSTA FRANCHISEE
15 Year Fri Lease expiring December 2029 (tenant only break 12/2024).
Immediately adjacent to modern Tesco Superstore – Rent £29,568 pax
FOR SALE – OFFERS IN EXCESS OF £405,000 (S.T.C.)
Nigel Slater: nslater@carterbaynes.com Tel: 0117 929 0033
Helen Bax: hbax@carterbaynes.com Tel: 0117 929 0033
***carterbaynes**

EMPTY PROPERTY RATES ARE AVOIDABLE
SAVINGS OF UP TO 93%
ON RETAIL, OFFICE AND INDUSTRIAL PROPERTIES
To receive a comprehensive quotation of our fees and the savings you will achieve, send a copy of your Rates account to: enquiries@crusader-epra.com
Completely legal savings - Zero disturbance - No legal fees
T: 01772 369165
E: enquiries@crusader-epra.com
W: www.crusader-epra.com

REDEVELOPMENT OPPORTUNITY FOR SALE IN NW1
Redevelopment opportunity on Marquis Road. Open day to be held Wednesday 10th July, please call to arrange a time.
Sale by informal tender
Contact :
Jessica Furlong
jfurlong@coppingjoyce.co.uk
0207 749 1055



INDUSTRIAL / OFFICE PRE-LET OPPORTUNITY
75 NORCUTT ROAD, TWICKENHAM, TW2 6SR

- Choice of two schemes available for pre-let
- Proposed industrial unit of 3,475 sq. ft. (GIA)
- Proposed office development of 7,425 sq. ft.
- Located 15 minutes walk from Twickenham town centre and railway station

Matt Walters
matt@snellers.com 020 8977 2204



OPPORTUNITY TO ACQUIRE SALE AND LEASEBACK INVESTMENT
A circa 60,000 sq. ft. industrial unit with good transport links
We are seeking unconditional offers in excess of £3,400,000 exclusive STC.
At this level the purchase price reflects a gross initial yield of 7%
Contact :
Jessica Furlong
jfurlong@coppingjoyce.co.uk
0207 749 1055



On behalf of Royal Papworth Hospital NHS Foundation Trust



Former Queen Mary and St Peter's Nurses Homes
Church Lane
Papworth Everard
Cambridgeshire

Potential for refurbishment or redevelopment subject to planning permission
0.66 ha (1.63 acres) and 0.41 ha (1.01 acres)
Best bids by Wednesday 7 August 2019
FOR SALE
BARKER STOREY MATTHEWS
01480 451578
150 High Street, Huntingdon PE29 3YH
bsm.uk.com

Chi Deve

- Former S
- Circa 12,9
- Suit alter
- Freehold

Offers by 12 noon on

Contact: j.omeara

EC
29 June 2019
22

APPENDIX 3 – HIGH STREET / MYRTLE ROAD PLANNING STATEMENT



Land at 1 High Street/Myrtle Road, Hampton Hill

Planning Statement

Boyer

Report Control

Project:	Land at 1 High Street/Myrtle Road, Hampton Hill
Client:	Beaumont Residential
Reference:	17.4012
File Origin:	Document1
Primary Author	RW
Checked By:	PA

<i>Issue</i>	<i>Date</i>	<i>Status</i>	<i>Checked By</i>
1	02/08/2018	Draft	PA
2	03/08/2018	Final	PA

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APPENDIX

Appendix One – Resident's Letter

Appendix Two – Marketing Report

1. INTRODUCTION

- 1.1 This planning statement is submitted in support of a planning application on behalf of Beaumont Residential for the proposed change of use and conversion of No. 1 High Street, Hampton Hill and the residential redevelopment of land accessed from Myrtle Road.
- 1.2 The proposals would involve the provision of 3 new homes within No. 1 High Street and demolition of buildings to the rear and erection of two new buildings to provide 16 new homes together with associated access, landscaping and parking. A number of technical studies in addition to this Planning Statement have been prepared to support this application. These include:

Document	Prepared By
Design and Access Statement	PAC Design
Heritage Statement	Heritage Collective
Ecological Appraisal	Aspect Ecology
Sustainability Report	Bluesky Unlimited
Marketing Report (appended to Planning Statement)	Michael Rogers LLP
Drainage Report (including assessment of Flood Risk)	Mayer Brown
Arboricultural Impact Assessment/Method Statement	Chalice Consulting
Transport Statement	Highway Planning

- 1.3 In addition to the above, a financial viability appraisal has been prepared by Douglas Birt Consulting in order to inform the approach in respect to affordable housing. This report is being submitted separately.

2. THE SITE AND SURROUNDING AREA

- 2.1 The site is located on land off the High Street/Myrtle Road within Hampton Hill. The site falls within the administrative boundary of the London Borough of Richmond upon Thames.
- 2.2 The site currently comprises a series of single storey buildings broadly located around a central space which were most recently used for the manufacturing of bird rings (use class B1(c)) which ceased in May 2018. Vehicular access to the site is via Myrtle Road. The site also comprises no. 1 High Street, a building originally constructed as a single dwelling house but until recently used for storage purposes associated with the main use of the site.
- 2.3 The surrounding area is predominantly residential in character given the recent residential conversion of Network House and the existing housing either side of Myrtle Road to the north of the site. Immediately adjacent to the site, construction is underway on a terrace of 2.5 storey houses granted planning permission in 2017 (ref 16/2006/FUL). The site is within easy walking distance of Hampton Hill local centre which provides a wide range of local services and facilities.
- 2.4 Longford River borders the southern and western boundaries of the site, beyond which lies further residential whilst the High Street runs along the eastern boundary of the site. Whilst the site is immediately adjacent to a river it is within Flood Zone 1 (lowest risk of flooding).
- 2.5 The front part of the site is within a Conservation Area but other than that the site is not subject to any other site specific designations however the adjacent Longford River is designated as Metropolitan Open Land and an Other Site of Nature Importance. Immediately to the east of the site, on the opposite side of High Street, is Bushy Park, a Grade I listed Registered Park and Garden (RPG). The brick boundary of the Park is Grade II listed and a number of Grade II listed structures/monuments exist within the Park.
- 2.6 The site has a PTAL rating of 2 with a bus stop directly outside the Site which is serviced by the 285, R68 and R70 buses. In respect to nearby railway stations, the site is located approximately 1.4km South of Fulwell station, 1.2km North West of Hampton station and approximately 2km West of Teddington station.

3. PLANNING HISTORY

3.1 The relevant planning history for the site is outlined in the table below:

Reference	Description	Decision
96/0242/S191	Use of premises in connection with the manufacture and distribution of bird rings (B1 use class)	Granted, March 1996
18/0688/GPD15	Prior approval for Conversion of the existing B1c light industrial buildings to C3 residential use (to provide 4 x 2 bed house and 1 x 1 bed house).	Refused, April 2018
18/0584/GPD15	Prior approval for Change of use from B1c to C3 (Residential) to provide 2 x 2B4P flats.	Granted, April 2018

Pre-Application Consultation

- 3.2 In accordance with best practice, a pre-application submission was made in March 2017 with a subsequent meeting held in June 2017 (ref: 17/P0135/PREAPP).
- 3.3 At this time the proposals involved the conversion of No.1 High Street and redevelopment of land to provide a total of 20 new 1 and 2 bedroom homes in contemporary new buildings of up to 3 storeys in height. As part of the proposals a new wrap around extension was proposed to No.1 along with changes to its roof form and point of access from the High Street.
- 3.4 At the meeting, and as set out within the subsequent written response, planning officers provided feedback on the principle of redevelopment along with detailed comments on the design, appearance and housing mix of the proposed scheme. This feedback has informed the scheme evolution. The supporting Design and Access Statement provides further information of the design evolution whilst chapter 6 of the Planning Statement sets out the submitted scheme has addressed this feedback.
- 3.5 In addition to this, the applicant has written to all residents of Myrtle Road between the site access and the junction with Park Road (46 properties in all). To date, only two residents has contacted the applicant in respect to general points relating to the scheme proposals. A copy of the resident's letter is attached at [Appendix 1](#).

4. PROPOSED DEVELOPMENT

- 4.1 The proposals seek to provide a total of 19 new homes. The proposed dwelling mix is summarised below;

Unit Size	Number	Size (sqm)	Total / Proportion (%)
1 bedroom (conversion)	2	51	5 (26%)
1 bedroom (new build)	3	50-58	
2 bedroom (3 person)	11	61-72	12 (63%)
2 bedroom (4 person)	1	74	
3 bedroom (conversion)	1	94	2 (11%)
3 bedroom (new build)	1	74	
Total			19 (100%)

- 4.2 In terms of No.1 the proposals involve the retention and conversion to provide 3 new homes to comprising of two ground floor 1 bedroom apartments and one 3 bedroom apartment spread across 2 floors. The only external changes involve the provision of rear single storey extension (in part replacing an existing extension) and a small new dormer window on the rear elevation. The existing garage is to be removed and the parking area remodelled to provide 4 spaces with access being in the same position as the existing access drive.
- 4.3 The proposals involve the demolition of the existing single storey former manufacturing buildings and replacement with two new 2.5 storey buildings providing 16 new 1, 2 and 3 bedroom apartments. The proposed new buildings will be of a traditional design, comprising of contemporary design features, with a maximum ridgeline no higher than No.1 (and similar to that of the recently consented terraced houses on the adjacent site). The two new buildings would have a staggered design with a gap of nearly 5m separating the new buildings. A total of 17 car parking spaces, accessed from Myrtle Road, will serve the new apartments. In addition, the proposed access incorporates a turning head meaning that for the first time all vehicles will be able to enter and leave Myrtle Road (onto Park Place) in a forward gear. In addition, a total of 34 cycle spaces will be provided for new residents.
- 4.4 The proposed layout of new buildings enables the retention of all significant trees whilst amenity space will be provided in the form of private gardens and balconies with a communal garden provided to the rear of No.1. A pedestrian link, for residents only, will provide a route between the new buildings and the High Street. In addition, new planting will take place through the site.

5. RELEVANT PLANNING POLICY

- 5.1 The Statutory Development Plan for the London Borough of Richmond upon Thames currently comprises of The London Plan (2016) and the Council's Local Plan (2018). The policies contained relevant to the proposals are set out in the table below and are assessed within Chapter 6:

The London Plan (2016)	The Local Plan (2018)
Policy 3.3 Increasing Housing Supply	Policy LP1 Local Character and Design Quality
Policy 3.5 Quality design of housing developments	Policy LP2 Building Heights
Policy 3.6 Children and young people's play and informal recreational facilities	Policy LP3 Designated heritage assets
Policy 3.9 Mixed and balanced communities	Policy LP4 Non-designated heritage assets
Policy 3.10 Definition of affordable housing	Policy LP8 Amenity and Living Conditions
Policy 3.11 Affordable Housing Targets	Policy LP10 Local Environmental Impacts, pollution and land contamination
Policy 3.12 Negotiating affordable housing	Policy LP15 Biodiversity
Policy 3.13 Affordable housing thresholds	Policy LP16 Trees, Woodland and landscape
Policy 4.1 Developing London's Economy	Policy LP18 River Corridors
Policy 4.3 Mixed use development and offices	Policy LP20 Climate Change Adaptation
Policy 4.4 Managing industrial land and premises	Policy LP21 Flood Risk and Sustainable Drainage
Policy 5.1 Climate change mitigation	Policy LP22 Sustainable design and construction
Policy 5.2 Minimising carbon dioxide emissions	Policy LP23 Water resources and infrastructure
Policy 5.3 Sustainable design and construction	Policy LP34 New Housing
Policy 5.5 Decentralised energy networks	Policy LP35 Housing mix and standards

The London Plan (2016)	The Local Plan (2018)
Policy 5.12 Flood risk management	Policy LP36 Affordable Housing
Policy 5.13 sustainable drainage	Policy LP37 Housing needs of different groups
Policy 6.3 Assessing effects of development on transport capacity	Policy LP39 Infill, back land and back garden development
Policy 6.9 Cycling	Policy LP40 Employment and local economy
Policy 6.10 Walking	Policy LP42 Industrial Land and Business parks
Policy 6.13 Parking	Policy LP44 sustainable travel choices
Policy 7.1 Lifetime neighbourhoods	Policy LP45 Parking standards and servicing
Policy 7.2 An inclusive environment	
Policy 7.3 Designing out crime	
Policy 7.4 Local Character	
Policy 7.5 Public Realm	
Policy 7.6 Architecture	
Policy 7.14 Improving air quality	
Policy 7.21 trees and woodlands	
Policy 8.2 Planning obligations	
Policy 8.3 CIL	

Material Considerations

- 5.2 In addition to the above policies, there are a number of material considerations relevant to the consideration of the current proposals. As with the planning policies, these are assessed in more detail within Chapter 6 and are summarised below:
- 5.3 National Planning Policy Framework (NPPF) and associated Planning Practice Guidance (PPG)
- 5.4 Mayoral SPDs comprising of the following:
- Affordable Housing and Viability (August, 2017)
 - Housing (March, 2016)

- Accessible London (October, 2014)
- Sustainable Design and Construction (April, 2014)
- Play and Informal Recreation (September, 2012)

5.5 London Borough of Richmond upon Thames SPDs comprising:

- Affordable Housing
- Design Quality
- Front Garden and other Off-Street Parking Standards
- House Extensions and External Alterations
- Planning Obligations
- Refuse and recycling storage requirements
- Residential Development Standards
- Small and medium housing sites

Emerging Policy

- 5.6 In December 2017, the Mayor published the Draft London Plan for consultation until March 2018. Examination is expected in autumn 2018 and a final plan is expected to be published in autumn 2019. Relevant policies within this document are also assessed within Chapter 6.

6. ASSESSMENT OF THE PROPOSALS

- 6.1 This section of the report assesses the proposals against the relevant statutory policies and any other material considerations.

Loss of Existing Use

- 6.2 The last use of the site was for the manufacturing of animal tags and dyes (B1c use class). This use ceased in May 2018 after approximately 30 years due to the retirement of the current owners who have now sold the business. In recent years this use had been declining and when it ceased it only employed 9 people. In light of this previous use, the employment policies of the development plan are applicable although the site is not designated for employment use in either the London Plan or Local Plan.
- 6.3 The London Plan (policy 4.4) seeks to manage industrial land and premises across the City. This Policy states that Boroughs should plan and monitor the changing requirements which could lead to surplus land being available. If such situations arise, opportunities should be explored which allow land to be released to achieve other strategic planning issues such as providing housing. The Borough is identified in map 4.1 of the London Plan as being a restricted transfer borough. The Mayor's SPG states that in areas experiencing this situation, a more restrictive approach to the transfer of industrial sites to other uses should be enforced however this shouldn't preclude the possibility of smaller scale release in certain circumstances.
- 6.4 In light of the above Policy LP 42 of the Local Plan outlines the limited stock of industrial land stating that the Council will retain and where possible enhances this stock of land. The policy continues by stating that the Council will only permit the loss of industrial space where robust and compelling evidence is provided which clearly demonstrates that there is no longer a demand for industrial land in the location and that there is unlikely to be a demand in the future. If this is the case then the Council will apply a sequential approach to redevelopment of industrial land with alternative employment uses considered before mixed use and then finally residential schemes. This approach was reiterated within the Council's pre-application response.
- 6.5 Since March 2017, the site has been and continues to be marketed by Michael Rogers LLP, a local agent based in Richmond. The marketing report which sets out the attempts to find an alternative employment user, consistent with guidance set out within Appendix 5 of the Local Plan, is contained within [Appendix 2](#). In summary, the report identifies that the site is unsuited to meet the current needs of potential occupiers in a number of ways predominantly due to the low standard of accommodation, poor means of access and generally poor loading facilities.
- 6.6 Throughout the marketing period there has not been any serious interest in the property for continued employment uses. Overall, it is considered that there is no demand for the site in its previous use either in wholly employment use or as part of a mixed use scheme.

- 6.7 As highlighted by the marketing report vehicular access to the site by large vehicles is poor. The main site access is via Park Place and Myrtle Road which are heavily parked residential streets whilst access to No.1 High Street is via an existing vehicle crossover with no space within the site for vehicles to turn. This poor access alone is a key issue why there has been a lack of interest in the current site as evidenced by Appendix C of the marketing report. On this basis and for this reason alone, it is considered that the site is not appropriate for continued employment use. Unlike previous Local Plan policy, Policy LP42 does not specifically refer to locations that have 'severe site restrictions' however within the Inspectors Report into the Local Plan the Inspector makes it clear that such circumstances would constitute compelling evidence to justify the loss of existing employment uses (paragraph 100 of Inspectors Report). In light of this, taken together the robust marketing and poor site access is considered to justify the loss of the existing use.
- 6.8 In light of the characteristics of the site being within a predominantly residential area means that in our view a mixed use scheme would be inappropriate as irrespective of the lack of demand for any employment use means that the intensification of development required to achieve a range of uses at the site would lead to a quantum of development out of scale with the surrounding area.
- 6.9 In addition, prior approval has recently been granted for the residential conversion of No.1 High Street to provide 2 new 2 bedroom flats (ref: 18/0584/GPD15). As this property was originally constructed as a house lends itself to easy conversion to residential use. On this basis, the previous employment use of the property would be extinguished establishing the principle of residential on this part of the site.
- 6.10 In summary, it is considered that based on the character of the surrounding area, the marketing and subsequent lack of interest and the poor access to the site for large vehicles means that we consider the loss of employment uses at the site should be considered acceptable by the Council.
- 6.11 Paragraph 121 of the new NPPF states that Local Planning Authorities should take a positive approach to applications for alternative uses of land where this would help to meet identified development needs particularly using employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors. Given the residential nature of the surrounding area and limited site size means that its change of use will not undermine a key economic sector, a fact acknowledged by officers in the consideration of the recent prior approval applications. In light of national policy it is therefore necessary to understand the need for new housing and whether development at the site could contribute towards meeting any such need.

Principle of Residential Redevelopment

- 6.12 The current London Plan outlines the pressing need for housing across the City, identifying a housing target for the Borough of 315 new homes per annum up to 2025. The emerging London Plan seeks to significantly increase the Borough's housing target to 811 new homes up to 2029 (an increase of over 150%). Furthermore, the Secretary of State has recently written to the Mayor of London making it clear that the London Plan should be planning for a higher housing requirement. This substantial increase identifies the pressing need for new housing across the Borough highlighting the need to optimise housing delivery from the most sustainable and appropriate locations.
- 6.13 The emerging London Plan acknowledges the importance of small sites and identifies that those sites capable of providing between 1-20 homes should play a much greater role in the provision of new homes (draft policy H2). The draft policy continues by stating that Councils will be encouraged to apply a presumption in favour of development on sites which can provide between 1-25 units and for proposals which will infill and utilise underused sites. The site is therefore well placed to make a positive contribution to deliver important new housing in accordance with these policy objectives.
- 6.14 Policy LP34 of the Local Plan states that the Council's housing target is that of the current London Plan (which is expressed as a minimum) however the policy accepts that the emerging London Plan will set out additional housing requirements which the Council will be required to meet. The Policy continues by stating that for the area of Teddington and the Hamptons, between 600 and 700 new homes will be expected to be delivered. This figure is the third highest for all areas across the borough (second to Richmond and Twickenham) therefore highlighting the potential of Teddington and the Hamptons to deliver additional housing completions. These policy objectives again reiterate the need to optimise development on appropriate sites.
- 6.15 In addition, the NPPF at Chapter 11 states that previously developed land should be utilised wherever possible to achieve strategic planning policies. Furthermore, paragraph 118 (c) continues by stating that LPAs should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs which is reflected in the supporting text to Policy LP34. Paragraph 68 of the NPPF emphasises the contribution that small and medium sized sites can make to housing delivery and states that LPAs should accommodate at least 10% of their housing requirement on small and medium sized sites of up to 1 hectare in size. The site therefore falls within the small site category explicitly identified within the NPPF and as such should be viewed as a suitable site for delivering housing.
- 6.16 In summary, in light of increasing housing need the redevelopment of the site to provide 19 high quality new homes would be entirely consistent with the objectives of national and local policy which seek to optimise the potential of previously developed land and the contribution that small and medium sized sites can make towards housing delivery.

Design, Height and Layout

Layout

- 6.17 The London Plan states that housing developments should be designed to the highest level both internally and externally. They should have regard for the wider context and environment and should seek to enhance the residential environment and attractiveness as a place to live.
- 6.18 Policy LP1 of the Local Plan sets out the approach to Local Character and Design Quality. The Council will require all development to be of a high architectural and urban design quality. The policy sets out the requirement for developments to acknowledge the high quality character and heritage value of the borough. It continues by stating that proposals must be laid out to make the most effective use of land and space between buildings and the height of proposals must have regard for the wider public realm. As set out within the supporting Design and Access Statement, a local character assessment has been undertaken to establish the opportunities and constraints of the site which has in turn informed the scheme design.
- 6.19 Policy LP39 of the Local Plan relates to Infill, Backland and back garden development. As the main point of access is from Myrtle Road (rather than from the High Street) means that we do not consider that the site constitutes 'backland' nevertheless guidance set out within this policy has been taken into account during the design process. Policy LP39 seeks to retain sufficient separation distances between buildings and that new development should incorporate materials and detailing found on existing buildings, retain or re-provide features important to character or appearance and result in no unacceptable adverse impact on neighbours including loss of privacy to existing homes or gardens.
- 6.20 The proposed development has been carefully designed to respond to the surrounding area and has been informed by a review of the existing urban grain. The proposals involve the retention of No.1 High Street with the only external change being the provision of a small single storey extension (which replaces in part an existing extension) and provision of a small rear facing dormer. The existing unsightly double garage is to be removed. The scale of proposed changes to No.1 has been significantly reduced following feedback from planning officers received during the pre-application stage.
- 6.21 In terms of separation, the side elevation of the proposed new building nearest the rear of No.1 (block B) is 15m from the main rear elevation of No.1. On the side elevation of Block B there are minimal windows present which would reduce the potential for overlooking and those that do exist are either obscured glazing/angled. Regard has also been had to the proximity of the recently consented housing adjacent to the site (currently under construction). In the most part, this housing will back onto the communal garden however the part of block B closest to the end house of the new terrace has been carefully designed to avoid any potential for overlooking whilst also achieving a separation of 15.8m. This distance and the proposed design measures are considered to comply with guidance set out in the Council's Small and Medium Housing Sites SPD.

- 6.22 Throughout the remainder of the site the position of new buildings would ensure that key landscape features are retained whilst the proposed parking area would ensure adequate separation from the side boundaries of the existing housing at the end of Myrtle Road. In addition, a gap of nearly 5m is proposed between the two new buildings so that they can be clearly read as separate buildings.
- 6.23 Furthermore it is noted that the Council have recently granted consent for residential development at 63-71 High Street, Hampton Hill (ref: 16/4553/FUL) where a flexible and pragmatic approach to separation distances was taken by the Council. In this case, officers acknowledged that the Council's standards are *"useful yardsticks for visual privacy, but adhering rigidly to these measures can limit the variety of urban spaces and housing types in the city, and can sometimes unnecessarily restrict density"* (para 156, officers report). This is considered to further support the fact that the proposals will achieve an appropriate level of separation between buildings.

Height

- 6.24 Policy LP2 requires new buildings to respect and strengthen the setting of the boroughs townscapes and landscapes by seeking appropriate building heights. Buildings should make appropriate contributions to the local character, townscape and skyline and should generally reflect and respect the prevailing building heights within the vicinity. The proposed new buildings would be 2.5 storey in height consistent with the height of the prevailing height of existing development and that of the recently consented housing immediately adjacent to the site. The proposed ridgeline of the new buildings would also be no higher than that of No.1 thereby minimising the view of new buildings when seen from the High Street. On this basis, the proposals are considered to be entirely in accordance with the aims of Policy LP2.

Design

- 6.25 The design of the new buildings is sympathetic to the local area. Following feedback provided by officers at the pre-application stage, the appearance of the new buildings is now more traditional in nature however the new buildings incorporate contemporary detailing in order to provide a sense of place for residents.
- 6.26 The elevations of the proposed blocks incorporate similar proportions and character as is present at 1 High Street so as the development blocks complement each other and work well across the whole site. The southern elevation has been designed to appear as semi-detached houses. Both blocks will have dormer windows in the roof as well as a gabled section of roof line which is consistent with the surrounding context and character.
- 6.27 The materials utilised will give variation across the elevations. The proposed materials reflect those in the locality and would involve the use of London Stock Brick, white painted render, clay roof tiles and lead clad dormers. Further information on the design approach and evolution is set out in the accompanying Design and Access Statement.

Housing Standards/Mix

Housing Mix

- 6.28 The London Plan seeks to ensure that all Londoners have a genuine choice of housing which suits the needs of varying populations (Policy 3.8). New developments should offer a range of housing choices with variations in terms of size and type.
- 6.29 The Draft London (Policy H12) sets out the aspirations of the GLA in regards to housing mix identifying that in more urban locations, a higher percentage of one and two bedroom homes should be provided.
- 6.30 Policy LP35 of the Local Plan states that developments should generally provide family sized accommodation except within the five main centres and Areas of Mixed Use where a higher proportion of smaller units should be appropriate. The Policy acknowledges that the mix should be appropriate to the location and that flexibility should be applied when determining the mix of proposed new development.
- 6.31 The proposed development would provide a total of 19 new homes in the following mix:

Unit Size	Number / Size (sqm)	Percentage of total provision
1b2p	5 / 50-58	27
2b3p	11 / 61-72	58
2b4p	1 / 74	5
3b4p	1 / 74	5
3b5p	1 / 94	5

- 6.32 The proposals would provide a mix of new housing, of which 15% would be suitable for families. In light of the urban nature of the site it is considered that the proposed mix would be in accordance with the objectives of Policy 3.8 of the London Plan and Policy LP35 of the Local Plan, representing a significant improvement to the mix of the pre-application scheme which was predominantly 2 bedrooms. Furthermore, all new homes (including those within No.1) would comply with the national space standards as required by Policy LP35.

Affordable Housing

- 6.33 Policy 3.10 of the London Plan defines affordable housing as social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.
- 6.34 The Local Plan also requires affordable housing provisions to be made for new developments. On all Sites capable of providing 10 or more units, and on all former employment sites at least 50% of all housing units will be expected to be affordable with a tenure mix of 40% for rent and 10% for intermediate housing (Policy LP36). The affordable mix should reflect the need for larger rented family units and the Council's guidance on tenure and affordability, based on engagement with a Registered Provider to maximise delivery.
- 6.35 Policy LP36 accepts that the provision of new affordable housing will be informed by a number of factors including scheme viability. Should the provision of affordable housing be below policy standards then it will be up to the applicant to provide a robust viability appraisal to justify any reduction in affordable housing provision or off-site contribution in lieu of on-site provision.
- 6.36 As part of this application a viability appraisal has been prepared by Douglas Birt Consulting which justifies why an off-site contribution, in line with Policy LP36, is appropriate. On this basis, it is considered therefore are therefore in accordance with Local Plan policy.

Amenity Space

- 6.37 Policy 3.5 of the London Plan states that all housing development should be of the highest quality internally, externally and in relation to their context and wider environment. The London Plan seeks 5sqm per 1-2 person dwelling and additional 1sqm for each additional occupant to be provided as external private amenity space.
- 6.38 Policy LP35 of the Local Plan outlines the requirements for amenity space in new residential developments stating that all new development should provide adequate external space which should be private, useable, functional and safe, easily accessible from living areas, orientated to take account of the need for sunlight and shading and of a sufficient size to meet the needs of the likely number of occupiers. For family sized accommodation, the dwelling should have direct and easy access to adequate private amenity space.
- 6.39 The proposal will provide a range of external amenity space for the future occupants. All new homes will have access to private amenity space which for the ground floor flats will comprise of private gardens fronting onto the Longford River thereby creating a pleasant outlook. For the first and second floor flats private south facing balconies with views over the river will be provided. In terms of No. 1, private ground floor flats will be provided with their own private space whilst residents of the upper floor flat will benefit from use of the shared communal garden areas provided within the site.

- 6.40 Overall, the provision of amenity space complies with the policy requirements and so is considered acceptable.

Other Matters

Landscaping/trees

- 6.41 The proposals will include substantial new planting across the site, details of which are anticipated to be controlled by condition. This new planting is considered to improve the visual appearance of the site.
- 6.42 There are a number of mature trees predominantly located around the site boundary. Wherever possible, these trees have been incorporated within the new layout. The impact of the development on the existing trees is considered in the accompanying arboricultural report prepared by Chalice Consultant Ltd. The report finds that the arboricultural impact of the proposed scheme is relatively minor as those trees proposed for removal are of low quality. Furthermore, the proposed trees to be removed are considered to be in a location where their removal is considered to have little impact to the surrounding landscape. Overall, it is considered that the proposals would not result in any adverse arboricultural impact.

Heritage

- 6.43 Paragraphs 184- 202 of the NPPF outline the requirement for development proposals to respond to the local heritage. The London Plan sets out the strategic approach to conserving heritage assets across greater London. Policy 7.8 states that development should identify, value, conserve, restore, re-use and incorporate heritage assets where appropriate. The policy continues by stating that development which affects heritage assets and their setting should conserve their significance being sympathetic to their form, scale, materials and architectural detail.
- 6.44 Policy LP1 of the Local Plan outlines the general principles for local character and design quality. This states that proposals must respect and contribute to and enhance the local environment and character having regard for the surrounding heritage assets. Furthermore, the height of proposed developments must be considered so as it responds to the surrounding heritage assets and their setting (Policy LP2).
- 6.45 Policy LP3 (Designated Heritage Assets) requires development to conserve and where possible enhance the historic environment of the borough. In this context and given that part of the site falls within a Conservation Area means that the application is supported by a Heritage Assessment prepared by Heritage Collective.
- 6.46 The submitted Heritage Statement considers that the scheme is consistent with the aspirations set out within both the London and the Local Plan and is considered to preserve and enhance the character of this part of the Conservation Area.

Ecology

- 6.47 Section 15 of the NPPF outlines the approach to conserving and enhancing the natural environment with Paragraphs 170-183 setting out how this will be achieved. Policy LP15 of the Local Plan requires that development should first avoid any impact on species or a habitat and if it cannot be then any impact should be mitigated and compensated for. Policy LP18 continues by stating that the natural, historic and built environment of various rivers across the borough including the Longford River should be protected. Development within these locations should embrace and enhance the river and should be sensitive to the ecology.
- 6.48 In order to determine the ecological value of the site, an ecological assessment has been undertaken by Aspect Ecology. The assessment concludes that there are no statutory or non-statutory nature conservation designations within the site. The assessment also considers that the site is dominated by habitats not considered to be of ecological importance and that the proposals have sought to retain the features identified to be of any value. Furthermore a number of measures are proposed as part of the development that are considered to enhance the ecological value of the site. On this basis it is considered that the proposals are consistent with the objectives of Policies LP15 and LP18.

Highways/Parking

- 6.49 Policy 6.3 of the London Plan seeks to ensure that there are no adverse impacts on the transport network as a result of new developments.
- 6.50 Policy LP44 of the Local Plan sets out how to encourage Sustainable Travel Choices through encouraging the use of public transport and facilitating pedestrian and cycle movement. Policy LP45 sets out the standards for parking and servicing which new developments must comply with. A Transport Statement has been submitted in order to demonstrate how the proposals comply with the relevant policies. This statement also assesses the implications of the proposed development on the surrounding road network.
- 6.51 At present the site is accessed via Myrtle Road and a vehicle crossover on the High Street. The proposals involve widening the existing crossover to 6.2m to accommodate the swept path of vehicles using the proposed parking spaces adjacent to No.1. The widening of the crossover will not interfere with the nearby bus stop, a concern of officers at the pre-application stage, and will mean that vehicles are able to enter and leave the site in a forward gear which is currently not possible.
- 6.52 The access from Myrtle Road will include the provision of a new turning head which has been designed to allow large vehicles (e.g. refuse vehicles) to turn significantly improving the current situation where such vehicles have to reverse the length of Myrtle Road (up to the junction with Park Place). The provision of a turning head is therefore seen as a significant benefit and will lead to improvements to highway safety in the immediate area.

- 6.53 The Statement also assesses the traffic generation of the proposed development, comparing this to the existing use if the site was fully operational. This comparison identifies that there will be a net reduction in traffic movements to the site. Furthermore, the change to residential use would reduce the number of larger vehicles visiting the site which again is considered to improve local highway conditions. The proposals include provision of new pedestrian linkages through the site and provision of 34 cycle spaces which will encourage travel by sustainable modes of travel.
- 6.54 In terms of car parking, a total of 21 spaces are to be provided, of which 4 will be disabled parking spaces. This level of provision is in accordance with Local Plan and London Plan standards and will ensure that the needs of the development are met within the site boundaries.
- 6.55 Overall it is considered that the site is accessible and provides opportunities for residents to make journeys without the need for a car, therefore complying with the aspirations of the NPPF. The proposals would result in a net reduction in traffic movements when compared to a fully occupied employment use whilst providing an appropriate level of car and cycle parking. As such the proposals are considered to be in line with Policy 6.3 of the London Plan and Policies LP44 and LP45 of the Local Plan.

Sustainability and Energy

- 6.56 The London Plan includes policies relating to energy and sustainable development. Policy 5.2 states that development proposals should make the fullest contribution towards minimising carbon dioxide emissions in accordance with the energy hierarchy be lean, be clean and be green. It goes on to set out carbon reduction targets that major developments would be required to meet. Policy 3.5 of the London Plan seeks the highest standards of sustainable design and construction.
- 6.57 Furthermore, the Local Plan (Policy LP20) states that the Council will promote and encourage development to be fully resilient to the future impacts of climate change in order to minimise the vulnerability of people and property. As such the application is supported by a Sustainability Statement.
- 6.58 The statement outlines a number of passive design measures which together with the use of air source pumps/PV panel membrane and other energy efficient measures will ensure that the development achieves a 35% reduction in carbon emissions. In addition the statement includes a completed copy of the Council's Sustainable Construction Checklist which demonstrates that proposals would be consistent with the objectives of Policy 3.5 of the London Plan and Policy LP20 of the Local Plan.

Drainage/Flood Risk

- 6.59 Paragraphs 155 and 158 of the NPPF seek to direct new development to areas with the lowest risk of flooding with Policy 5.12 of the London Plan requires development to comply with the flood risk assessment and management requirements of the NPPF.
- 6.60 Policy LP21 of the Local Plan states that all developments should avoid or minimise flooding from a range of sources including fluvial, tidal, surface and groundwater's and sewer flooding. Proposed development should take account of the potential impacts of climate change and should not increase flood risk anywhere else. A drainage report is submitted in support of the application which also includes a flood risk assessment. This identifies that the site is located within Flood Zone 1 and is at a low risk of flooding from all potential sources. On this basis, it is an appropriate location for new residential development.
- 6.61 The report sets out the proposed surface and foul water drainage strategies. It is proposed that the surface water run-off from the proposed development will discharge via a pumped system into the Longford River at a peak discharge rate of 3 litres/second. The SuDS features will ensure excess water will be safely contained within the site boundary up to and including the 1 in 100 year event plus 40% climate change.
- 6.62 The report concludes that the provisions made within the development scheme mean that the site is not at risk of flooding and can be safely carried out without increasing the floor risk to downstream and surrounding properties in accordance with Policy LP21 of the Local Plan.

7. CONCLUSION

- 7.1 The application proposals involve the conversion of No.1 High Street and residential redevelopment to provide a total of 19 new homes together with associated access, parking and landscaping.
- 7.2 The previous use of the site, which has now ceased, was for the manufacturing of bird rings (B1c use class). The site is therefore protected by existing employment policies although the site itself is not designated as an employment site in any part of the development plan.
- 7.3 The site has been, and continues to be, marketed for any alternative employment use since March 2017. In light of the poor standard of the existing buildings and loading facilities means that it is not considered that the site meets the needs of the current market and as such there has been no interest in the site from potential employment users. In addition, the site has very poor access for larger vehicles which together make the site, in our view, unsuitable for continued employment use. On this basis it is considered that the loss of the existing use is justified.
- 7.4 The need for new housing in the area is increasing significantly with the draft London Plan identifying a proposed a housing requirement for the Borough of 811 new homes per annum (an increase of over 150% compared to the existing requirement). Furthermore, the new NPPF highlights the importance that small and medium sized sites, such as the application site, can make towards housing delivery. As such, it is considered that development at the site is well placed to make a contribution towards the Borough's housing supply.
- 7.5 The proposed design of the proposals is consistent with the character and scale of surrounding residential development. The layout of the new buildings will ensure that existing residential amenity is protected with new spaces and landscaping providing an attractive setting for the new development.
- 7.6 The proposals have evolved following pre-application discussions with planning officers with the scale of proposed changes to No.1 being reduced, the adoption of a more traditional design approach and the provision of a more appropriate housing mix. In addition, the proposals will include provision of a new turning head at the end of Myrtle Road which will allow all vehicles to enter/exit this road in a forward gear, a benefit of the proposals.
- 7.7 A number of technical reports have been submitted in support of the proposals which demonstrate that any impacts associated with the proposals can be adequately mitigated.
- 7.8 In summary, we consider that the proposals are consistent with national, strategic and local policy and as such we would urge the Council to grant planning permission without delay.

APPENDIX ONE – RESIDENT’S LETTER

Strictly Private and Confidential

The Property Owner
82 Myrtle Road
Hampton Hill
Middlesex
TW12 1QB

20 June 2018

Dear Sir/Madam

Proposed re development of no. 1 High Street Hampton Hill, together with the light manufacturing premises at the rear, accessed off Myrtle Road.

Please forgive this direct approach however we are writing to introduce ourselves and to inform you about a proposal we have to redevelop the above-mentioned site.

The manufacturing process has now ceased from the site and we will shortly be submitting a planning application to Richmond Council to extend, refurbish and convert the house at the front of the site and demolish the existing manufacturing premises at the rear. We then intend to erect two beautifully fenestrated, and carefully designed, luxury apartment buildings, fronting onto the Longford River, accessed from Myrtle Road.

There will be sufficient parking spaces provided, within the site, to meet the needs of all new residents thereby avoiding the need for them to Park on Myrtle Road. In addition, we propose to retain much, if not all, the existing hedges and trees that currently surround the existing premises. This will help to preserve the existing wildlife that inhabits the site.

Myrtle Road seems to be a difficult for road users, because of its relatively narrow nature and heavy parking. This must be particularly difficult when used by removals lorries, refuse vehicles as well as the proliferation of online shopping deliveries. We intend to remove some of this headache by improving the situation for road, and property users. We are offering to provide a much-needed turning head, at the end of the road, provided within our land that will be adopted by the council. This will mean it can be used by the public, not just the apartment owners of the new flats, thereby removing the need for vehicles to reverse along a large part of Myrtle Road making it safer for all users of this road.

We hope that by taking away an industrial use, in an area that is predominately residential, will be welcomed. If it remained in commercial use then the new, or subsequent user, could prove to be a much more unneighbourly use, than the last incumbent, who ran what seemed to be a quiet, and relatively unobtrusive operation, for many decades.

We feel that the demolition of the commercial works, and the erection of two new apartment buildings, in a blend of traditional styling, with contemporary elements, will provide substantial visual benefits to the immediate area, by taking away an unappealing basic/prefab structure and replacing it with a sensitively designed scheme that will enhance views into the site from High Street and Uxbridge Road.

We are happy to discuss the proposal with you. I can be contacted on the above-mentioned telephone number or on my mobile no. 07811 218714. Alternatively you can contact me by email roberthorne@beaumontresidential-london.co.uk.

We look forward to hearing from you.

Yours faithfully

Robert Horne
Director

APPENDIX TWO – MARKETING REPORT

9th July 2018

Reporting on the Marketing of
Land at 1 High Street/Myrtle Road
Hampton Hill
TW12 1NA

Also with offices at Reigate and Sevenoaks

Michael Rogers LLP are a local firm of commercial property consultants with offices in Richmond; Reigate, Sevenoaks and London. We were established in 1990 and specialise in the office, retail and industrial sectors. All our partners are Chartered Surveyors. The Richmond office is run by Niall Christian BSc MRICS, a highly experienced Chartered Surveyor with many years personal experience of the commercial office market in the London Borough of Richmond.

General Description and Situation:

Hampton Hill is located three miles West of Kingston Upon Thames in the London Borough of Richmond Upon Thames. The area is well connected with mainland stations at Fulwell and Hampton both just over a mile away, serving Waterloo. Hampton Hill provides a range of local shops and amenities. Bushy Park is opposite with an entrance a short distance away. Junction 1 of the M3 is some three miles' distance.

The premises are located on the High Street a short distance from the main retail area of Hampton Hill. The main building fronting the High Street is a former period house over ground and first floors. Both floors have been used as workshops and storage. The specification is very basic with small power and lights. There is gas fired central heating throughout and nearly all rooms have disused fireplaces. The building also benefits from a kitchen and WC facilities. There is no loading facility to the property.

Adjacent to the house is a garage. To the rear are some 4 storage buildings and two storage container units. These have a basic specification and benefit from fluorescent light fitting. Some are used as offices and others for manufacturing. Vehicle access is via Myrtle Road which is a narrow residential road not really suited to lorries. Pedestrian access is also available from the rear of the house.

The property is now vacant as the owners of the previous business which involved the manufacturing of animal tags and dyes, a use that took place at the site for over 30 years, have now retired and sold their business.

Accommodation:

Floor	SQ FT	SQ M
Ground Workshop	1,694.50	157.40
Ground Stores	792.23	73.60
Ground Store	612.58	56.91
Ground Office	315.950	29.35
Ground Stores	898.15	83.44
First Stores	885.88	82.30
Ground Storage Container	315.17	29.28
Store	81.05	7.53
Ground Storage Container	157.60	14.64
Total	5,753.11	534.45

Quoting Terms

We commenced marketing the property in March 2017. The property was offered as a whole or in part.

Flexible leases were offered and incentives such as rent free periods. The freehold interest was also offered.

Condition:

The property is currently in an average condition for its use however the space is partitioned with the original internal walls in the main building. The specification and condition of the buildings at the rear is also average.

The unsuitability of the building for modern day workshop/storage use is dealt with later in the report.

Adjoining Properties:

1 High Street is located in an area of largely residential property.

Suitability for Employment Purposes:

We consider 1 High Street and the buildings to the rear to be generally unsuitable for workshop/storage purposes for the following reasons:

1. The Layout of the buildings:

The property comprises a house laid out over two floors and split into some 9 rooms, rather than the clear open plan space which most modern workshop/storage occupiers now insist upon. This is very much a consequence of changing a former residence to a workshop.

The numerous small out buildings are of low specification and generally irregularly shaped and again are not suitable for today's industrial users.

2. Floor to Ceiling Heights:

The floor to ceiling heights in No.1 are currently poor throughout, but particularly on the first floor making this particular space very unattractive for use as storage or work shop.

3. Security:

The properties are very open to the public especially at the rear of the building. The security is naturally a major concern to all potential occupiers.

4. Loading:

The provision for loading at the front of the property is via a garage off the main High Street and is poor with little room for lorries to turn park and unload. There is loading at the rear of the property from Myrtle Road via two loading gates. Myrtle Road is a residential Road with cars parked on either side. Furthermore, to reach Myrtle Road from the High Street it is necessary to access Park Place which is equally as heavily parked. Access therefore by large vehicles is considered especially poor.

5. Services:

Modern commercial workshop buildings require substantial servicing. This is evident at the existing buildings where currently there is a plethora of additional surface mounted conduit and computer, telephone and electricity sockets which have simply been added to the property on an ad hoc basis. Given the existing wooden floors and load bearing masonry walls of No.1 it simply isn't practical to incorporate 3 phase electricity. This is considered a pre-requisite for modern workshop occupiers.

Therefore, the physical constraints of the buildings do not lend itself to today's workshop and storage occupiers.

6. Original Conversion (No.1)

Although converted to a workshop, the conversion was at the time for a specific occupier and the layout is no longer suitable for today's users.

7. Floor Areas and Servicing Costs:

The ratio of the usable floor area of the property to the overall area is extremely poor. Like many older buildings therefore, these buildings will be very expensive to repair and maintain generally, particularly when compared to a modern equivalent.

In a similar vein, it will cost substantially more to insure these buildings than a modern equivalent.

Occupiers are ultimately responsible for all such costs and are today very much more aware of the cost implications of occupying old buildings such as this.

8. Disability Discrimination Act 2005 [DDA]:

The nature and configuration of this property makes it very difficult indeed for any occupier to comply with the above legislation. Furthermore No.1 does not have a lift.

The overall cost of bringing these workshops/storage units to a standard that is required today would be exceedingly high.

Alternative Accommodation:

There is currently a substantial amount of alternative accommodation in the surrounding area much more suitable for today's modern industrial users

A schedule is attached in the appendix.

Marketing:

We were instructed to market 1 High Street Hampton Hill in March 2017 on a flexible leasehold basis. This was to ensure that we were appealing to the widest number of potential occupiers. We did not restrict to just workshop/storage occupiers but other commercial uses. (Subject to planning) It is fair to say that no potential occupier has been turned away.

We have carried out the following marketing on a regular basis: -

Letting Board:

A 4 x 3 board is on the property visible to passers by. This was erected in March 2017 and has remained in place ever since.

Particulars:

In house marketing were drawn up (see Appendix D).

Mailing:

Details were sent to all parties on our in-house mailing list. Particulars were also mailed to local and London agents who deal with the West London market. This was carried out on a quarterly basis.

Databases/Websites:

Details of the property were added to various property databases, in addition to the website of Michael Rogers such as Perfect Information in Property, Zoopla, Estates Gazette Interactive, The Industrial Agents Society and EACH etc.

We sent the details of the property to a variety of local occupiers and in addition agents actively looking on behalf of clients, on a quarterly basis. We are aware of ongoing requirements in the area so we have been able to directly target those acquiring agents with the details.

Having regard to the uncertain state of the market today; the existing condition of the property and the drawbacks of such referred to above, we consider it unlikely that the continued marketing of the property will secure a tenant for these premises.

Conclusion:

Having regard to both the uncertain state of the letting market, the location of the property, the loading facilities and the general layout of the accommodation, we consider that the long term future of this property would not be best be secured by a workshop and storage use.

We have not generated any serious interest in this property from occupiers since the date of our original appointment and see no reason why circumstances should change over the course of the next few years.

Securing a new tenant has proven and will continue to be extremely difficult. In our opinion this particular building is quite unsuitable for modern industrial use. In our

experience occupiers are far more likely to opt for a purpose designed building which better suits their needs.

APPENDIX A

Photographs



Front Building



Inside Front Building



Inside Front Building



Rear gates Myrtle Road



Rear buildings



Inside rear building

APPENDIX B

Alternative property availability

Frogmore Estate, Acton Ln, London, NW10 7NQ

London, NW10 7NQ

London County

Building Type: Warehouse

Star Rating: ★ ★ ★

Building Status: Built May 1982, Renov 2011

Building Size: 47,612 SF

Land Area: 0.12 AC

Stories: 2

Parking: 40 Surface Spaces are available; Ratio of 0.89/1,000 SF

Space Avail: 44,032 SF

Max Contig: 12,322 SF

Smallest Space: 910 SF

Rent/SF/Yr: £15.50/fri

% Leased: 7.5%



Westpoint Trading Estate, Alliance Rd, London, W3 0RA

AKA Alliance Rd

London, W3 0RA

London County

Building Type: Warehouse

Star Rating: ★ ★ ★

Building Status: Built Sep 1990

Building Size: 74,150 SF

Land Area: -

Stories: 3

Parking: 78 Surface Spaces are available; Ratio of 1.05/1,000 SF

Space Avail: 11,565 SF

Max Contig: 11,565 SF

Smallest Space: 491 SF

Rent/SF/Yr: £14.00/tbd

% Leased: 100%



Picador, Armstrong Way, Southall, UB2 4SE

AKA Armstrong Way

Southall, UB2 4SE

Middlesex County

Building Type: Warehouse

Star Rating: ★ ★ ★

Building Status: Built Jun 2018

Building Size: 29,598 SF

Land Area: -

Stories: 2

Space Avail: 29,598 SF

Max Contig: 29,598 SF

Smallest Space: 861 SF

Rent/SF/Yr: £13.00/fri

% Leased: 0%



Bard Rd, London, W10 6TP

London, W10 6TP

London County

Building Type: Light Manufacturing

Star Rating: ★ ★

Building Status: Built Jan 1990

Building Size: 1,640 SF

Land Area: -

Stories: 2

Parking: 6 Surface Spaces are available; Ratio of 3.65/1,000 SF

Space Avail: 1,403 SF

Max Contig: 1,403 SF

Smallest Space: 651 SF

Rent/SF/Yr: £40.00/fri

% Leased: 14.5%



Block 9, Brent Rd, Southall, UB2 5LJ

AKA Brent Rd

Southall, UB2 5LJ

Middlesex County

Building Type: **Warehouse**

Star Rating: ★ ★ ★

Building Status: **Built 2008**

Building Size: **41,260 SF**

Land Area: -

Stories: 2

Space Avail: **22,446 SF**

Max Contig: **9,462 SF**

Smallest Space: **6,492 SF**

Rent/SF/Yr: **Withheld**

% Leased: **61.3%**



Park Royal Metro Centre, Britannia Way, London, NW10 7PA

AKA Britannia Way

London, NW10 7PA

London County

Building Type: **Warehouse**

Star Rating: ★ ★ ★

Building Status: **Built Aug 1988**

Building Size: **19,751 SF**

Land Area: -

Stories: 2

Expenses: **2010 Tax @ £0.35/sf**

Parking: **17 Surface Spaces are available; Ratio of 0.85/1,000 SF**

Space Avail: **2,567 SF**

Max Contig: **3,866 SF**

Smallest Space: **1,268 SF**

Rent/SF/Yr: **Withheld**

% Leased: **87.0%**



Bromwells Lane Business Complex, 8 Bromwells Lane, Feltham, TW13 7LW

Feltham, TW13 7LW

Middlesex County

Building Type: **Industrial**

Star Rating: ★ ★ ★

Building Status: **Existing**

Building Size: **1,770 SF**

Land Area: -

Stories: -

Space Avail: **1,770 SF**

Max Contig: **1,770 SF**

Smallest Space: **1,770 SF**

Rent/SF/Yr: **£12.71/tbd**

% Leased: **100%**



Brook Lane North @ York Road, Twickenham, TW8 0QW

Twickenham, TW8 0QW

Middlesex County

Building Type: **Service**

Star Rating: ★ ★

Building Status: **Existing**

Building Size: **7,015 SF**

Land Area: -

Stories: 1

Space Avail: **6,555 SF**

Max Contig: **4,510 SF**

Smallest Space: **2,045 SF**

Rent/SF/Yr: **£13.00/fri**

% Leased: **100%**



Browells Ln, Feltham, TW13 7EQ

AKA Browells Ln

Feltham, TW13 7EQ

Middlesex County

Building Type: Warehouse

Star Rating: ★★☆☆

Building Status: Built Jul 1969

Building Size: 22,072 SF

Land Area: -

Stories: 4

Expenses: 2007 Tax @ £1.48/sf

Space Avail: 3,993 SF

Max Contig: 3,993 SF

Smallest Space: 3,993 SF

Rent/SF/Yr: £11.67/fri

% Leased: 100%

**Westway Estate, 27-29 Brunel Rd, London, W3 7XR**

AKA 23-29 Brunel Rd

London, W3 7XR

London County

Building Type: Warehouse

Star Rating: ★★☆☆

Building Status: Built 1930

Building Size: 17,608 SF

Land Area: -

Stories: 2

Space Avail: 9,412 SF

Max Contig: 9,412 SF

Smallest Space: 9,412 SF

Rent/SF/Yr: £11.00/fri

% Leased: 100%

**Marlin Park, Central Way, Feltham, TW14 0XD**

AKA Central Way

Feltham, TW14 0XD

Middlesex County

Building Type: Distribution

Star Rating: ★★☆☆

Building Status: Built Feb 2002

Building Size: 86,178 SF

Land Area: -

Stories: 4

Expenses: 2011 Tax @ £1.24/sf

Parking: 30 free Surface Spaces are available; Ratio of 0.34/1,000 SF

Space Avail: 5,365 SF

Max Contig: 5,365 SF

Smallest Space: 5,365 SF

Rent/SF/Yr: £12.50/tbd

% Leased: 100%

**Mercury Centre, Central Way, Feltham, TW14 0RN**

AKA Central Way

Feltham, TW14 0RN

Middlesex County

Building Type: Warehouse

Star Rating: ★★☆☆

Building Status: Built Oct 1980

Building Size: 24,374 SF

Land Area: -

Stories: 2

Parking: 31 free Surface Spaces are available; Ratio of 1.27/1,000 SF

Space Avail: 8,570 SF

Max Contig: 8,570 SF

Smallest Space: 1,286 SF

Rent/SF/Yr: £15.00 - £15.50/tbd

% Leased: 100%



600 Central Way, Feltham, TW14 0RX

AKA 600 Central Way

Feltham, TW14 0RX

Middlesex County

Building Type: **Warehouse**

Star Rating: ★ ★ ★

Building Status: **Built Nov 2005**

Building Size: **52,851 SF**

Land Area: **2.57 AC**

Stories: **2**

Parking: **111 free Surface Spaces are available; Ratio of 2.50/1,000 SF**

Space Avail: **2,790 SF**

Max Contig: **2,790 SF**

Smallest Space: **2,790 SF**

Rent/SF/Yr: **£15.00/tbd**

% Leased: **94.7%**



Heston Industrial Mall, Church Rd, Hounslow, TW5 0LD

AKA 21-23 Church Rd

Hounslow, TW5 0LD

Middlesex County

Building Type: **Warehouse**

Star Rating: ★ ★ ★

Building Status: **Built 1985, Renov Apr 2012**

Building Size: **37,802 SF**

Land Area: **-**

Stories: **2**

Space Avail: **17,408 SF**

Max Contig: **6,880 SF**

Smallest Space: **2,489 SF**

Rent/SF/Yr: **£14.37**

% Leased: **92.7%**



Clock Tower Industrial Estate, Clock Tower Rd, Isleworth, TW7 6GF

AKA Clock Tower Rd

Isleworth, TW7 6GF

Middlesex County

Building Type: **Warehouse**

Star Rating: ★ ★ ★

Building Status: **Built 2009**

Building Size: **37,884 SF**

Land Area: **-**

Stories: **2**

Parking: **30 free Surface Spaces are available; Ratio of 0.79/1,000 SF**

Space Avail: **25,195 SF**

Max Contig: **13,495 SF**

Smallest Space: **2,602 SF**

Rent/SF/Yr: **£13.95/tbd**

% Leased: **33.5%**



Clock Tower Industrial Estate, Clock Tower Rd, Isleworth, TW7 6GF

AKA Clock Tower Rd

Isleworth, TW7 6GF

Middlesex County

Building Type: **Warehouse**

Star Rating: ★ ★ ★

Building Status: **Built 2009**

Building Size: **14,070 SF**

Land Area: **-**

Stories: **2**

Parking: **10 free Surface Spaces are available; Ratio of 0.71/1,000 SF**

Space Avail: **4,452 SF**

Max Contig: **4,452 SF**

Smallest Space: **4,452 SF**

Rent/SF/Yr: **Withheld**

% Leased: **68.4%**



134 Clock Tower Rd, Isleworth, TW7 6DT

AKA 134-34 Clock Tower Rd

Isleworth, TW7 6DT

Middlesex County

Building Type: **Service**

Star Rating: ★ ★ ★ ★

Building Status: **Built 1960**Building Size: **5,327 SF**

Land Area: -

Stories: 2

Space Avail: **5,327 SF**Max Contig: **5,327 SF**Smallest Space: **5,327 SF**Rent/SF/Yr: **£11.75/tbd**% Leased: **0%****135 Clock Tower Rd, Twickenham, TW7 6DU**

Twickenham, TW7 6DU

Middlesex County

Building Type: **Service**

Star Rating: ★ ★ ★ ★

Building Status: **Built 1950**Building Size: **7,032 SF**

Land Area: -

Stories: 2

Parking: **10 free Surface Spaces are available; Ratio of 1.42/1,000 SF**Space Avail: **7,032 SF**Max Contig: **7,032 SF**Smallest Space: **7,032 SF**Rent/SF/Yr: **Withheld**% Leased: **0%****139 Clock Tower Rd, Twickenham, TW7 6DT**

Twickenham, TW7 6DT

Middlesex County

Building Type: **Service**

Star Rating: ★ ★ ★ ★

Building Status: **Existing**Building Size: **3,771 SF**

Land Area: -

Stories: 1

Parking: **4 free Surface Spaces are available; Ratio of 1.07/1,000 SF**Space Avail: **3,771 SF**Max Contig: **3,771 SF**Smallest Space: **3,771 SF**Rent/SF/Yr: **£11.75/tbd**% Leased: **100%****Westwood Park Trading Estate, 30-46 Concord Rd, London, W3 0TH**

AKA 30-36 Concord Rd

London, W3 0TH

London County

Building Type: **Distribution**

Star Rating: ★ ★ ★ ★

Building Status: **Built 1988**Building Size: **83,574 SF**

Land Area: -

Stories: 2

Parking: **90 Surface Spaces are available; Ratio of 1.07/1,000 SF**Space Avail: **13,624 SF**Max Contig: **6,824 SF**Smallest Space: **6,800 SF**Rent/SF/Yr: **£15.00**% Leased: **100%**

7 Coronation Rd, London, NW10 7PQ

AKA 7 Coronation St

London, NW10 7PQ

London County

Building Type: Warehouse

Star Rating: ★ ★ ★ ★

Building Status: Built Aug 1994

Building Size: 20,609 SF

Land Area: -

Stories: 3

Expenses: 2008 Tax @ £2.01/sf

Parking: 6 Surface Spaces are available; Ratio of 0.29/1,000 SF

Space Avail: 4,000 SF

Max Contig: 4,000 SF

Smallest Space: 150 SF

Rent/SF/Yr: Withheld

% Leased: 100%



Aerodrome Way Industrial Estate, Cranford Ln, Hounslow, TW5 9QB

AKA Cranford Ln

Hounslow, TW5 9QB

Middlesex County

Building Type: Distribution

Star Rating: ★ ★ ★ ★

Building Status: Built 1988

Building Size: 81,500 SF

Land Area: -

Stories: 2

Parking: 44 Surface Spaces are available; Ratio of 0.54/1,000 SF

Space Avail: 69,547 SF

Max Contig: 23,249 SF

Smallest Space: 996 SF

Rent/SF/Yr: £10.75

% Leased: 71.6%



Park Royal, 36-36A Cumberland Ave, London, NW10 7RF

AKA 36 Cumberland Ave

London, NW10 7RF

London County

Building Type: Distribution

Star Rating: ★ ★ ★ ★

Building Status: Built Nov 1995

Building Size: 33,184 SF

Land Area: -

Stories: 2

Parking: 42 Surface Spaces are available; Ratio of 1.26/1,000 SF

Space Avail: 9,137 SF

Max Contig: 17,557 SF

Smallest Space: 717 SF

Rent/SF/Yr: Withheld

% Leased: 100%



Derby Road Industrial Estate, Derby Rd, Hounslow, TW3 3UH

AKA Derby Rd

Hounslow, TW3 3UH

Middlesex County

Building Type: Service

Star Rating: ★ ★ ★ ★

Building Status: Built 1970

Building Size: 6,055 SF

Land Area: -

Stories: 1

Parking: 10 free Surface Spaces are available; Ratio of 1.65/1,000 SF

Space Avail: 6,055 SF

Max Contig: 6,055 SF

Smallest Space: 1,768 SF

Rent/SF/Yr: £1.98

% Leased: 100%



Phoenix Trade Park, Ealing Rd, Brentford, TW8 9PL**AKA Ealing Rd****Brentford, TW8 9PL****Middlesex County**Building Type: **Warehouse**

Star Rating: ★ ★ ★

Building Status: **Built Jun 1981**Building Size: **42,500 SF**

Land Area: -

Stories: 1

Parking: **20 free Surface Spaces are available; Ratio of 0.47/1,000 SF**Space Avail: **8,490 SF**Max Contig: **8,490 SF**Smallest Space: **840 SF**Rent/SF/Yr: **£11.75/fri**% Leased: **100%****Former BT Workshop, 5 Ewell Rd, Surbiton, KT6 6AB****Surbiton, KT6 6AB****London County**Building Type: **Service**

Star Rating: ★ ★ ★

Building Status: **Built May 1982**Building Size: **5,263 SF**

Land Area: -

Stories: 1

Space Avail: **5,263 SF**Max Contig: **5,263 SF**Smallest Space: **5,263 SF**Rent/SF/Yr: **£12.00/fri**% Leased: **0%****Fleming Way Trading Estate, Fleming Way, Isleworth, TW7 6EU****AKA Fleming Way****Isleworth, TW7 6EU****Middlesex County**Building Type: **Distribution**

Star Rating: ★ ★ ★

Building Status: **Built Jun 1978**Building Size: **59,846 SF**

Land Area: -

Stories: 2

Parking: **40 free Surface Spaces are available; Ratio of 0.67/1,000 SF**Space Avail: **9,278 SF**Max Contig: **9,278 SF**Smallest Space: **424 SF**Rent/SF/Yr: **£14.23/fri**% Leased: **84.5%****Vector Park, Forest Rd, Feltham, TW13 7DY****AKA Forest Rd****Feltham, TW13 7DY****Middlesex County**Building Type: **Warehouse**

Star Rating: ★ ★ ★

Building Status: **Built Aug 2007**Building Size: **26,278 SF**

Land Area: -

Stories: 2

Parking: **26 Surface Spaces are available**Space Avail: **8,633 SF**Max Contig: **8,633 SF**Smallest Space: **1,404 SF**Rent/SF/Yr: **£12.95/tbd**% Leased: **67.2%**

Vector Park, Forest Rd, Feltham, TW13 7DY

AKA Forest Rd	Building Type: Warehouse	Space Avail: 3,920 SF
	Star Rating: ★ ★ ★ ★	Max Contig: 3,920 SF
Feltham, TW13 7DY	Building Status: Built 2007	Smallest Space: 3,920 SF
Middlesex County	Building Size: 15,645 SF	Rent/SF/Yr: £13.94/fri
	Land Area: -	% Leased: 100%
	Stories: 1	
	Parking: 3 Surface Spaces are available; Ratio of 0.19/1,000 SF	

**Sergeant Industrial Estate, 102 Garratt Ln, London, SW18 4DJ**

London, SW18 4DJ	Building Type: Service	Space Avail: 4,680 SF
	Star Rating: ★ ★ ★ ★	Max Contig: 3,680 SF
London County	Building Status: Built Oct 1989	Smallest Space: 1,000 SF
	Building Size: 5,072 SF	Rent/SF/Yr: £25.00/fri
	Land Area: -	% Leased: 100%
	Stories: 2	
	Parking: 5 Surface Spaces are available; Ratio of 1.07/1,000 SF	

**Glenville Mews Ind. Estate, Glenville Mews, London, SW18 4NJ**

AKA Glenville Mews	Building Type: Light Manufacturing	Space Avail: 4,380 SF
	Star Rating: ★ ★ ★ ★	Max Contig: 4,380 SF
London, SW18 4NJ	Building Status: Built 1980	Smallest Space: 4,380 SF
London County	Building Size: 8,864 SF	Rent/SF/Yr: £25.00/fri
	Land Area: -	% Leased: 100%
	Stories: 1	
	Parking: 5 Surface Spaces are available; Ratio of 0.56/1,000 SF	

**Glenville Mews Ind. Estate, Glenville Mews, London, SW18 4NJ**

AKA Glenville Mews	Building Type: Light Manufacturing	Space Avail: 1,924 SF
	Star Rating: ★ ★ ★ ★	Max Contig: 1,924 SF
London, SW18 4NJ	Building Status: Built Jan 1956	Smallest Space: 1,924 SF
London County	Building Size: 9,453 SF	Rent/SF/Yr: Withheld
	Land Area: -	% Leased: 100%
	Stories: 1	

Glenville Mews Ind. Estate, Glenville Mews, London, SW18 4NJ

AKA Glenville Mews

London, SW18 4NJ

London County

Building Type: **Light Manufacturing**

Star Rating: ★ ★ ★ ★

Building Status: **Built Feb 1981**

Building Size: **7,000 SF**

Land Area: -

Stories: 1

Space Avail: **1,897 SF**

Max Contig: **1,897 SF**

Smallest Space: **1,897 SF**

Rent/SF/Yr: **Withheld**

% Leased: **100%**



Trade City Hayes, Hayes Rd, Southall, UB2 5XJ

AKA Hayes Rd

Southall, UB2 5XJ

Middlesex County

Building Type: **Warehouse**

Star Rating: ★ ★ ★ ★

Building Status: **Built Jan 2014**

Building Size: **29,459 SF**

Land Area: -

Stories: 2

Space Avail: **4,798 SF**

Max Contig: **4,798 SF**

Smallest Space: **817 SF**

Rent/SF/Yr: **£12.25/fri**

% Leased: **100%**



3, Kendal Ave, London, W3 0RU

AKA Kendal Ave

London, W3 0RU

London County

Building Type: **Warehouse**

Star Rating: ★ ★ ★ ★

Building Status: **Built 1990**

Building Size: **26,853 SF**

Land Area: -

Stories: 2

Parking: **31 Surface Spaces are available; Ratio of 1.15/1,000 SF**

Space Avail: **8,128 SF**

Max Contig: **8,128 SF**

Smallest Space: **8,128 SF**

Rent/SF/Yr: **£16.50/fri**

% Leased: **100%**



Heathrow Warehouse, Lawrence Rd, Hounslow, TW4 6DR

AKA Lawrence Rd

Hounslow, TW4 6DR

Middlesex County

Building Type: **Warehouse**

Star Rating: ★ ★ ★ ★

Building Status: **Built Aug 1991**

Building Size: **14,045 SF**

Land Area: -

Stories: 2

Parking: **30 free Surface Spaces are available; Ratio of 0.85/1,000 SF**

Space Avail: **7,020 SF**

Max Contig: **7,020 SF**

Smallest Space: **2,320 SF**

Rent/SF/Yr: **£12.50/fri**

% Leased: **50.0%**



Millfarm Business Park, Millfield Rd, Hounslow, TW4 5PY

AKA Millfield Rd

Hounslow, TW4 5PY

Middlesex County

Building Type: **Service**

Star Rating: ★ ★ ★ ★ ★

Building Status: **Built Jan 1989**Building Size: **5,153 SF**

Land Area: -

Stories: -

Space Avail: **1,327 SF**Max Contig: **1,327 SF**Smallest Space: **1,327 SF**Rent/SF/Yr: **£15.75/fri**% Leased: **100%****Mill Farm Business Park, Millfield Rd, Hounslow, TW4 5PY**

AKA Millfield Rd

Hounslow, TW4 5PY

Middlesex County

Building Type: **Service**

Star Rating: ★ ★ ★ ★ ★

Building Status: **Built Jan 1989**Building Size: **7,568 SF**

Land Area: -

Stories: 2

Space Avail: **4,879 SF**Max Contig: **3,784 SF**Smallest Space: **1,095 SF**Rent/SF/Yr: **£12.00 -****£15.75/fri**% Leased: **35.5%****48 Minerva Rd, London, NW10 6HJ**

London, NW10 6HJ

London County

Building Type: **Service**

Star Rating: ★ ★ ★ ★ ★

Building Status: **Built 1939**Building Size: **6,950 SF**

Land Area: -

Stories: 1

Parking: **2 free Surface Spaces are available; Ratio of 0.29/1,000 SF**Space Avail: **3,670 SF**Max Contig: **3,670 SF**Smallest Space: **3,670 SF**Rent/SF/Yr: **£1.23/fri**% Leased: **47.2%****Parsons Green Depot, 33-39 Parsons Green Ln, London, SW6 4HS**

AKA 33-39 Parsons Green Ln

London, SW6 4HS

London County

Building Type: **Warehouse**

Star Rating: ★ ★ ★ ★ ★

Building Status: **Built May 1979**Building Size: **54,462 SF**

Land Area: -

Stories: 2

Space Avail: **18,889 SF**Max Contig: **10,820 SF**Smallest Space: **972 SF**Rent/SF/Yr: **£25.00**% Leased: **100%**

Viridian Park, Pulborough Way, Hounslow, TW4 6DE

AKA 1 Pulborough Way

Hounslow, TW4 6DE

Middlesex County

Building Type: Warehouse

Star Rating: ★ ★ ★ ★ ★

Building Status: Built Apr 2007

Building Size: 25,572 SF

Land Area: -

Stories: 2

Parking: 24 free Surface Spaces are available

Space Avail: 5,414 SF

Max Contig: 5,414 SF

Smallest Space: 5,414 SF

Rent/SF/Yr: £13.75/tbd

% Leased: 100%



243-251 Putney Bridge Rd, London, SW15 2PU

AKA 243-251 Putney Bridge Rd

London, SW15 2PU

London County

Building Type: Service

Star Rating: ★ ★ ★ ★ ★

Building Status: Built 1890

Building Size: 9,091 SF

Land Area: -

Stories: 1

Space Avail: 9,091 SF

Max Contig: 9,091 SF

Smallest Space: 9,091 SF

Rent/SF/Yr: £15.00/tbd

% Leased: 100%



Arches 104 - 106, Ravenscourt Park, London, W6 0UQ

London, W6 0UQ

London County

Building Type: Service

Star Rating: ★ ★ ★ ★ ★

Building Status: Built Jun 1900

Building Size: 5,001 SF

Land Area: -

Stories: 1

Space Avail: 5,001 SF

Max Contig: 5,001 SF

Smallest Space: 5,001 SF

Rent/SF/Yr: £15.00/fri

% Leased: 0%



Ravenscourt Park Station, Ravenscourt Park Pl, London, W6 0UQ

London, W6 0UQ

London County

Building Type: Service

Star Rating: ★ ★ ★ ★ ★

Building Status: Built Jun 1900

Building Size: 2,502 SF

Land Area: -

Stories: -

Space Avail: 2,502 SF

Max Contig: 2,502 SF

Smallest Space: 2,502 SF

Rent/SF/Yr: £18.00/tbd

% Leased: 0%



Ravenscourt Park Station, London, W6 0SB

AKA Ravenscourt Park Station

London, W6 0SB

London County

Building Type: Warehouse

Star Rating: ★ ★ ★ ★

Building Status: Existing

Building Size: 35,700 SF

Land Area: -

Stories: -

Space Avail: 12,248 SF

Max Contig: 1,200 SF

Smallest Space: 927 SF

Rent/SF/Yr: £18.00/fri

% Leased: 65.7%

**North Feltham Trading Estate, 652 River Gdn, Feltham, TW14 0RD**

Feltham, TW14 0RD

Middlesex County

Building Type: Industrial

Star Rating: ★ ★ ★ ★

Building Status: Existing

Building Size: 4,750 SF

Land Area: -

Stories: -

Space Avail: 1,479 SF

Max Contig: 1,479 SF

Smallest Space: 1,479 SF

Rent/SF/Yr: Withheld

% Leased: 68.9%

**North Feltham Trading Estate, 645 River Gdns, Feltham, TW14 0RD**

Feltham, TW14 0RD

Middlesex County

Building Type: Industrial

Star Rating: ★ ★ ★ ★

Building Status: Existing

Building Size: 3,995 SF

Land Area: -

Stories: -

Space Avail: 3,995 SF

Max Contig: 3,995 SF

Smallest Space: 3,995 SF

Rent/SF/Yr: £14.95/tbd

% Leased: 100%

**North Feltham Trading Estate, 646 River Gdns, Feltham, TW14 0RD**

Feltham, TW14 0RD

Middlesex County

Building Type: Industrial

Star Rating: ★ ★ ★ ★

Building Status: Existing

Building Size: 4,765 SF

Land Area: -

Stories: -

Space Avail: 4,765 SF

Max Contig: 4,765 SF

Smallest Space: 4,765 SF

Rent/SF/Yr: Withheld

% Leased: 100%



North Feltham Trading Estate, 652 River Gdns, Feltham, TW14 0RP

AKA 651 River Gdns	Building Type: Service	Space Avail: 1,479 SF
	Star Rating: ★ ★ ★ ★	Max Contig: 1,479 SF
Feltham, TW14 0RP	Building Status: Built Oct 1967	Smallest Space: 1,479 SF
Middlesex County	Building Size: 7,788 SF	Rent/SF/Yr: £17.50/fri
	Land Area: -	% Leased: 100%
	Stories: 2	
	Parking: 20 free Surface Spaces are available; Ratio of 2.56/1,000 SF	

**North Feltham Trading Estate, 656-659 River Gdns, Feltham, TW14 0RD**

AKA 659 River Gdns	Building Type: Warehouse	Space Avail: 4,774 SF
	Star Rating: ★ ★ ★ ★	Max Contig: 4,774 SF
Feltham, TW14 0RD	Building Status: Built 1996	Smallest Space: 4,774 SF
Middlesex County	Building Size: 19,084 SF	Rent/SF/Yr: Withheld
	Land Area: -	% Leased: 75.0%
	Stories: 2	
	Parking: 28 free Surface Spaces are available; Ratio of 1.46/1,000 SF	

**Roslin Square, Roslin Rd, London, W3 8DH**

AKA Roslin Rd	Building Type: Light Manufacturing	Space Avail: 2,850 SF
	Star Rating: ★ ★ ★ ★	Max Contig: 2,850 SF
London, W3 8DH	Building Status: Built Apr 1989	Smallest Space: 2,850 SF
London County	Building Size: 23,347 SF	Rent/SF/Yr: Withheld
	Land Area: -	% Leased: 100%
	Stories: 1	
	Parking: 20 Surface Spaces are available; Ratio of 1.00/1,000 SF	

**West Cross Industrial Estate, Shield Dr, Brentford, TW8 9EX**

AKA Shield Dr	Building Type: Warehouse	Space Avail: 16,316 SF
	Star Rating: ★ ★ ★ ★	Max Contig: 9,874 SF
Brentford, TW8 9EX	Building Status: Built Oct 1980	Smallest Space: 6,442 SF
Middlesex County	Building Size: 42,060 SF	Rent/SF/Yr: £14.25/fri
	Land Area: -	% Leased: 61.2%
	Stories: 2	
	Parking: 20 free Surface Spaces are available	



Westcross Industrial Estate, Shield Dr, Brentford, TW8 9EX

AKA Shield Dr
Brentford, TW8 9EX
Middlesex County

Building Type: Warehouse
Star Rating: ★ ★ ★
Building Status: Built Nov 1995
Building Size: 96,089 SF
Land Area: -
Stories: 2
Parking: 20 free Surface Spaces are available

Space Avail: 13,386 SF
Max Contig: 10,421 SF
Smallest Space: 2,965 SF
Rent/SF/Yr: £14.25 - £15.75/tbd
% Leased: 89.2%



Westcross Industrial Estate, Shield Dr, Brentford, TW8 9EX

Brentford, TW8 9EX
Middlesex County

Building Type: Light Manufacturing
Star Rating: ★ ★
Building Status: Built 1990
Building Size: 8,472 SF
Land Area: -
Stories: 2

Space Avail: 8,133 SF
Max Contig: 4,131 SF
Smallest Space: 4,002 SF
Rent/SF/Yr: Withheld
% Leased: 4.0%



Units 8-14, Shield Dr, Brentford, TW8 9EX

AKA Shield Dr
Brentford, TW8 9EX
Middlesex County

Building Type: Warehouse
Star Rating: ★ ★ ★
Building Status: Built 1995
Building Size: 43,949 SF
Land Area: -
Stories: 2
Parking: 20 free Surface Spaces are available; Ratio of 0.46/1,000 SF

Space Avail: 10,421 SF
Max Contig: 10,421 SF
Smallest Space: 905 SF
Rent/SF/Yr: £14.25/tbd
% Leased: 100%



TRS Apartments, Southbridge Way, Southall, UB2 4FE

Southall, UB2 4FE
Middlesex County

Building Type: Light Industrial
Star Rating: ★ ★ ★ ★
Building Status: Built Jun 2016
Building Size: 7,500 SF
Land Area: -
Stories: 10

Space Avail: 7,500 SF
Max Contig: 7,500 SF
Smallest Space: 7,500 SF
Rent/SF/Yr: £25.00/tbd
% Leased: 0%



Airlinks Industrial Estate, Spitfire Way, Hounslow, TW5 9NR

AKA Spitfire Way

Hounslow, TW5 9NR

Middlesex County

Building Type: **Distribution**

Star Rating: ★ ★ ★ ★

Building Status: **Built Jan 1985**Building Size: **42,173 SF**

Land Area: -

Stories: **2**Space Avail: **4,791 SF**Max Contig: **4,791 SF**Smallest Space: **4,791 SF**Rent/SF/Yr: **Withheld**% Leased: **100%****Station Works, 1-5 St Johns Rd, Isleworth, TW7 6NQ**

Isleworth, TW7 6NQ

Middlesex County

Building Type: **Service**

Star Rating: ★ ★ ★ ★

Building Status: **Built 1960**Building Size: **6,641 SF**

Land Area: -

Stories: **1**Parking: **3 free Surface Spaces are available; Ratio of 0.45/1,000 SF**Space Avail: **6,641 SF**Max Contig: **6,641 SF**Smallest Space: **6,641 SF**Rent/SF/Yr: **£11.29/tbd**% Leased: **100%****Central Park Estate, Staines Rd, Hounslow, TW4 5DJ**

AKA Staines Rd

Hounslow, TW4 5DJ

Middlesex County

Building Type: **Warehouse**

Star Rating: ★ ★ ★ ★

Building Status: **Built May 1982**Building Size: **37,198 SF**

Land Area: -

Stories: **2**Space Avail: **13,074 SF**Max Contig: **7,897 SF**Smallest Space: **5,177 SF**Rent/SF/Yr: **£10.78 - £11.75/fri**% Leased: **78.8%****Griffin Centre, Staines Rd, Feltham, TW14 0HS**

Feltham, TW14 0HS

Middlesex County

Building Type: **Industrial**

Star Rating: ★ ★ ★ ★

Building Status: **Existing**Building Size: **5,513 SF**

Land Area: -

Stories: -

Space Avail: **5,513 SF**Max Contig: **5,513 SF**Smallest Space: **2,752 SF**Rent/SF/Yr: **£12.50/fri**% Leased: **100%**

10-24 Standard Rd, London, NW10 6EU

AKA Minerva Rd

London, NW10 6EU

London County

Building Type: Warehouse

Star Rating: ★ ★ ★

Building Status: Built Aug 1985

Building Size: 83,007 SF

Land Area: -

Stories: 1

Parking: 34 free Surface Spaces are available; Ratio of 0.40/1,000 SF

Space Avail: 14,196 SF

Max Contig: 14,196 SF

Smallest Space: 5,148 SF

Rent/SF/Yr: £11.50/fri

% Leased: 100%

**4A Station Para, London, W5 3LD**

London, W5 3LD

London County

Building Type: Warehouse

Star Rating: ★ ★ ★

Building Status: Built 1910

Building Size: 1,200 SF

Land Area: -

Stories: 2

Space Avail: 1,200 SF

Max Contig: 1,200 SF

Smallest Space: 1,200 SF

Rent/SF/Yr: £20.83/tbd

% Leased: 100%

**13-15 Sunbeam Rd, London, NW10 6JP**

AKA 13-15 Sunbeam Rd

London, NW10 6JP

London County

Building Type: Warehouse

Star Rating: ★ ★ ★

Building Status: Built Oct 1996

Building Size: 12,709 SF

Land Area: -

Stories: 2

Parking: 20 free Surface Spaces are available; Ratio of 1.57/1,000 SF

Space Avail: 2,304 SF

Max Contig: 2,304 SF

Smallest Space: 2,304 SF

Rent/SF/Yr: Withheld

% Leased: 100%

**1 Swan Island, Twickenham, TW1 4RX**

AKA Strawberry Vale

Twickenham, TW1 4RX

Middlesex County

Building Type: Light Manufacturing

Star Rating: ★ ★

Building Status: Built Mar 1950

Building Size: 4,599 SF

Land Area: -

Stories: 2

Parking: 1 Surface Spaces are available; Ratio of 0.21/1,000 SF

Space Avail: 1,218 SF

Max Contig: 1,218 SF

Smallest Space: 230 SF

Rent/SF/Yr: Withheld

% Leased: 100%



Acton Park Estate, The Vale, London, W3 7QE

AKA The Vale

London, W3 7QE

London County

Building Type: **Service**

Star Rating: ★ ★ ★ ★ ★

Building Status: **Built Apr 1993**

Building Size: **9,865 SF**

Land Area: -

Stories: 1

Space Avail: **5,237 SF**

Max Contig: **5,237 SF**

Smallest Space: **5,237 SF**

Rent/SF/Yr: **Withheld**

% Leased: **100%**



231 The Vale, London, W3 7QS

London, W3 7QS

London County

Building Type: **Warehouse**

Star Rating: ★ ★ ★ ★ ★

Building Status: **Built Jun 1910**

Building Size: **31,108 SF**

Land Area: -

Stories: 4

Parking: **10 Surface Spaces are available; Ratio of 0.32/1,000 SF**

Space Avail: **6,908 SF**

Max Contig: **4,117 SF**

Smallest Space: **2,791 SF**

Rent/SF/Yr: **Withheld**

% Leased: **100%**



Western Trading Estate, Trading Estate Rd, London, NW10 7LU

AKA Trading Estate Rd

London, NW10 7LU

London County

Building Type: **Warehouse**

Star Rating: ★ ★ ★ ★ ★

Building Status: **Built Aug 1974, Renov 1990**

Building Size: **53,022 SF**

Land Area: -

Stories: 2

Parking: **40 Surface Spaces are available**

Space Avail: **8,837 SF**

Max Contig: **8,837 SF**

Smallest Space: **570 SF**

Rent/SF/Yr: **Withheld**

% Leased: **100%**



River Brent Business Park, Trumpers Way, London, W7 2QA

AKA Trumpers Way

London, W7 2QA

London County

Building Type: **Light Manufacturing**

Star Rating: ★ ★ ★ ★ ★

Building Status: **Built Sep 1973**

Building Size: **87,000 SF**

Land Area: -

Stories: 2

Parking: **4 Surface Spaces are available**

Space Avail: **30,813 SF**

Max Contig: **23,077 SF**

Smallest Space: **1,941 SF**

Rent/SF/Yr: **Withheld**

% Leased: **91.1%**



Victoria Industrial Estate, Victoria Rd, London, W3 6UU

AKA Victoria Rd
London, W3 6UU
London County

Building Type: Warehouse
Star Rating: ★ ★ ★
Building Status: Built Nov 1988, Renov 2011
Building Size: 14,631 SF
Land Area: -
Stories: 2
Parking: 15 Surface Spaces are available; Ratio of 1.02/1,000 SF

Space Avail: 6,997 SF
Max Contig: 6,997 SF
Smallest Space: 6,997 SF
Rent/SF/Yr: £16.75/tbd
% Leased: 100%



Victoria Industrial Estate, Victoria Rd, London, W3 6UU

AKA Victoria Rd
London, W3 6UU
London County

Building Type: Warehouse
Star Rating: ★ ★ ★
Building Status: Built Nov 1988
Building Size: 25,174 SF
Land Area: -
Stories: 2
Parking: 20 Surface Spaces are available; Ratio of 0.79/1,000 SF

Space Avail: 10,640 SF
Max Contig: 7,185 SF
Smallest Space: 3,455 SF
Rent/SF/Yr: £16.50 - £18.00/tbd
% Leased: 100%



Victoria Industrial Estate, Victoria Rd, London, W3 6UU

AKA Victoria Rd
London, W3 6UU
London County

Building Type: Service
Star Rating: ★ ★
Building Status: Built Dec 1988
Building Size: 8,951 SF
Land Area: -
Stories: 2
Parking: 10 Surface Spaces are available; Ratio of 1.12/1,000 SF

Space Avail: 8,279 SF
Max Contig: 2,838 SF
Smallest Space: 2,603 SF
Rent/SF/Yr: £16.00 - £20.00/tbd
% Leased: 100%



Stamford Brook Railway Station, Wilson Walk, London, W4 1TP

AKA Wilson Walk
London, W4 1TP
London County

Building Type: Service
Star Rating: ★
Building Status: Existing
Building Size: 13,632 SF
Land Area: -
Stories: 1

Space Avail: 8,934 SF
Max Contig: 8,934 SF
Smallest Space: 287 SF
Rent/SF/Yr: £25.00 - £52.26/tbd
% Leased: 34.5%



Worton Hall Industrial Estate, 7 Worton Rd, Isleworth, TW7 6ER

AKA 7a Worton Rd
Isleworth, TW7 6ER
Middlesex County

Building Type: **Light Manufacturing**
Star Rating: ★ ★ ★ ★ ★
Building Status: **Built 1950**
Building Size: **13,040 SF**
Land Area: -
Stories: **2**
Expenses: **2010 Tax @ £2.51/sf**
Parking: **2 Surface Spaces are available; Ratio of 0.15/1,000 SF**

Space Avail: **1,497 SF**
Max Contig: **1,497 SF**
Smallest Space: **1,497 SF**
Rent/SF/Yr: **Withheld**
% Leased: **100%**



APPENDIX C

Enquiries

Enquiry Schedule: Update:

1 High Street Hampton Hill
March 2017 to July 2018

Michael
Rogers

Date	Occupier / Agent	Size (sq ft)	Search Location	Timing	Comments	Team Responsible
March 17 to July 18	Residential Developers		Hampton Hill		During the marketing period there have been 37 enquiries from residential developers	MR
Mar 17	APT Scaffolding	3,000	West of London	ASAP	Poor access for vehicles	MR
Mar 17	Web Associates	1,500	West of London	ASAP	Not good enough quality Transport facilities not good enough	MR
May 17	Pirnar	1,500	Isleworth and area	ASAP	Need to unload doors so access not good enough	MR
July 17	Just Clear	5,000	Hampton area	ASAP	Poor access for vehicles	MR
Sept 17	Sweetpea and Willow.	2,000 – 8,000	West of London	ASAP	Need better offices and showroom space.	MR
Sept 17	Nursery	2,000-10,000	Twickenham & St Margarets	TBC	Decided to concentrate on the listed areas,	MR
Sept 17	Fuel Training	2,500	Twickenham	TBC	Buildings not right for a gym	MR

**Enquiry Schedule:
Update:**

**1 High Street Hampton Hill
March 2017 to July 2018**

**Michael
Rogers** 

Nov 17	Harrison Catering	1,500	Isleworth and surrounds	ASAP	Enquiry from Zoopla Decided against viewing	MR	
Jan 17	Bathroom Design	5000	Richmond areas	ASAP	Buildings not suitable	MR	
April 17	Harmony Design	5000	Richmond area	ASAP	Loading not suitable	MR	
June 17	AR Catering	5000	West of London	ASAP	Buildings not suitable	MR	

APPENDIX D

Particulars

**1 High Street
Hampton Hill
Middlesex
TW12 1NA**



**Ground & lower ground floor
Workshops, offices and stores**

FOR SALE/TO LET

5,750 Sq Ft (534.45 Sq m) approx.

020 8332 7788

Friars House, 2 Friars Lane, Richmond, Surrey TW9 1NL
www.michaelrogers.co.uk

Fax: 020 8332 7799

Location

Hampton Hill is located three miles West of Kingston Upon Thames in the London Borough of Richmond Upon Thames. The area is well connected with mainland stations at Fulwell and Hampton both just over a mile away, serving Waterloo. Hampton Hill provides a range of local shops and amenities. Bushy Park is opposite with an entrance a short distance away. Junction 1 of the M3 is some three miles' distance.

Description

The accommodation consists of several buildings which are used as stores, workshops and offices.



We understand this commercial premises has the following approximate floor areas: -

Floor	SQ FT	SQ M
Ground Workshop	1,694.50	157.40
Ground Stores	792.23	73.60
Ground Store	612.58	56.91
Ground Office	315.950	29.35
Ground Stores	898.15	83.44
First Stores	885.88	82.30
Ground Storage Container	315.17	29.28
Store	81.05	7.53
Ground Storage Container	157.60	14.64
Total	5,753.11	534.45

Terms

The property is available for sale or to let. Terms upon application.

Business Rates

We are advised that the property has a rateable value of £31,500. You are advised to make your own enquiries with Richmond council.

Legal Costs

Each party to cover their own legal costs.

Viewings

For further information please contact sole agents:

Niall Christian Michael Rogers
020 8332 7788 niall.christian@michaelrogers.co.uk

Subject to Contract March 2017

The accuracy of any description, references to condition, necessary permissions for use and occupation and other details contained herein is not guaranteed and is for general guidance only and prospective purchasers or tenants must not rely on them as statements of fact or representations and must satisfy themselves as to their accuracy. Neither Michael Rogers LLP, nor any of its employees or representatives has any authority to make or give any representation or warranty or enter into any contract whatsoever in relation to the property. Rents quoted in these particulars may be subject to VAT in addition. The reference to any mechanical or electrical equipment or other facilities at the property shall not constitute a representation (unless otherwise stated) as to its state or condition or that it is capable of fulfilling its intended function. Prospective tenants/purchasers should satisfy themselves as to the fitness of such equipment for their requirements.

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Regulated by RICS

APPENDIX E

Letting board

**FOR SALE
/TO LET**

**Michael
Rogers**

020 8332 7788

www.michaelrogers.co.uk

**FOR SALE
/TO LET**

**Michael
Rogers**

020 8332 7788

www.michaelrogers.co.uk

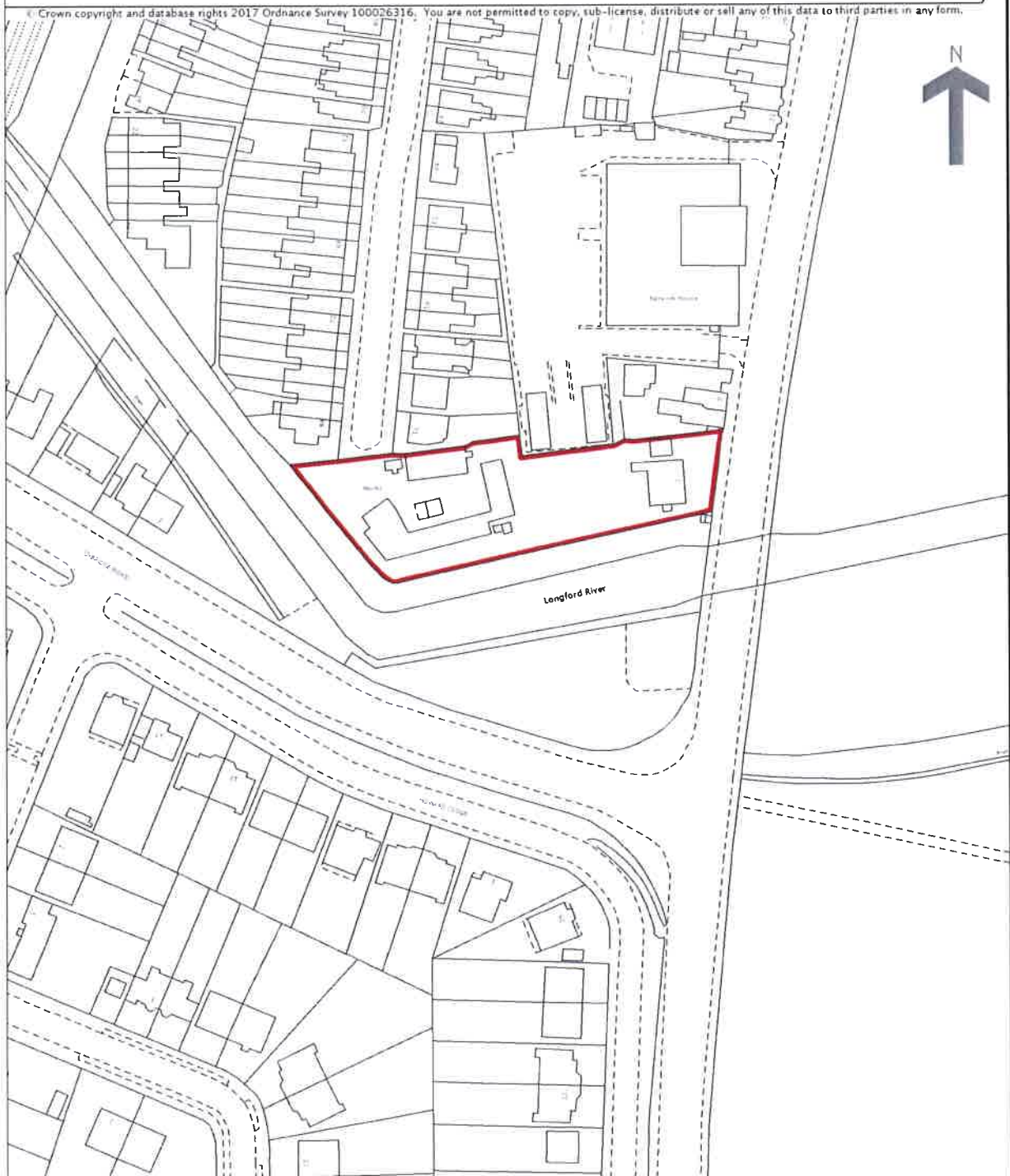
03.04.2017 16:54

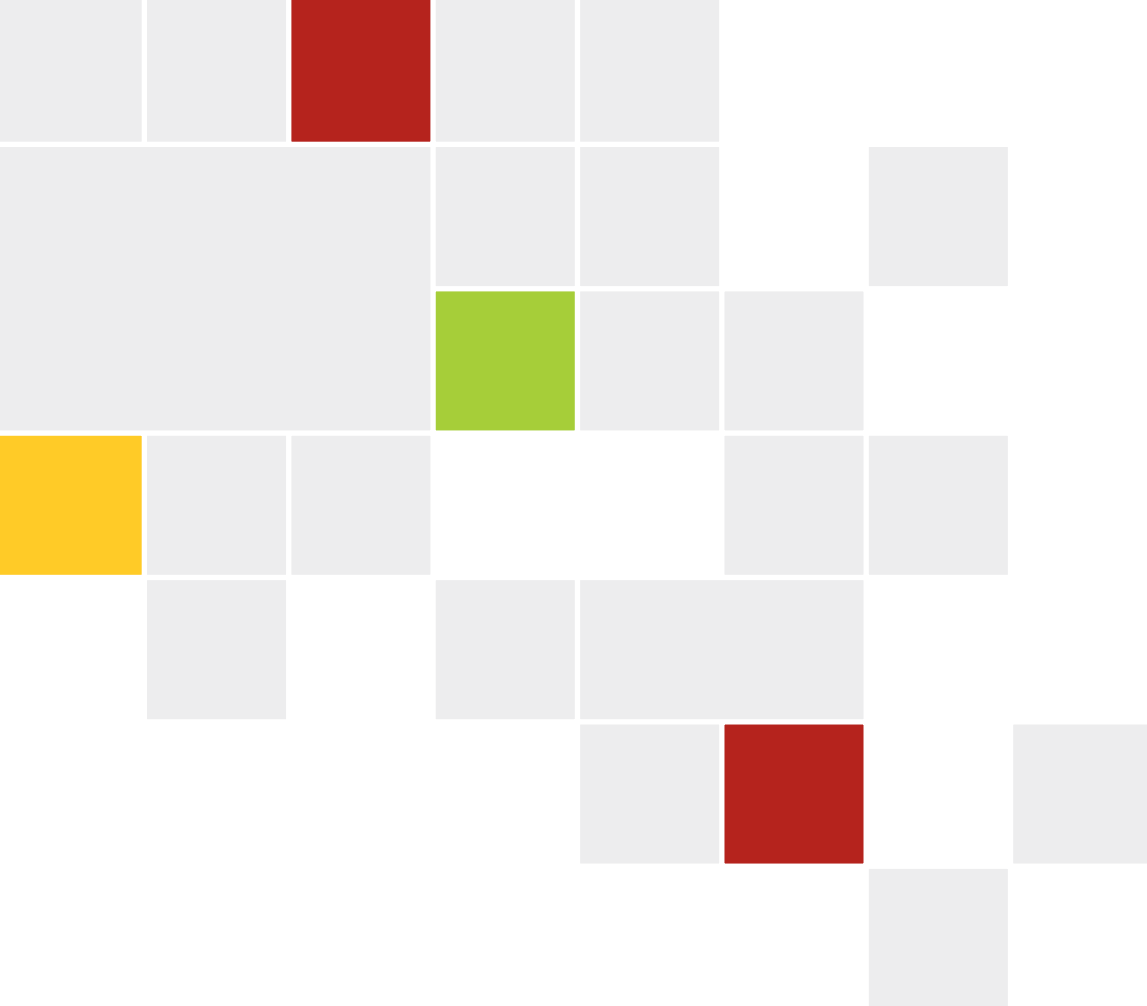
APPENDIX F

Location

HM Land Registry Current title plan

Title number **TGL467746**
Ordnance Survey map reference **TQ1470NW**
Scale **1:1250**
Administrative area **Richmond upon Thames**





Boyer

24 Southwark Bridge Road, London, SE1 9HF | 0203 268 2018
london@boyerplanning.co.uk | boyerplanning.co.uk

APPENDIX 4 – APPEAL DECISION AT 38 – 42 HAMPTON ROAD, TEDDINGTON



Appeal Decision

Site visit made on 5 February 2019

by A Blicq BSc (Hons) MA CMLI

an Inspector appointed by the Secretary of State

Decision date: 5th April 2019

Appeal Ref: APP/L5810/W/18/3201595

Land adjacent to 38 - 42 Hampton Road, Hampton Road, Teddington TW11 0JE

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Tanius Ltd against the decision of the Council of the London Borough of Richmond-upon-Thames.
 - The application Ref DC/SGS/17/3596/FUL, dated 29 September 2017, was refused by notice dated 24 January 2018.
 - The development proposed is erection of 2 storey residential building to provide 9 flats with associated parking and landscaping works.
-

Decision

1. The appeal is dismissed.

Procedural Matters

2. Since the appeal was lodged the Local Plan (LP) has been adopted. As such, I give full weight to those policies.
3. Having reviewed the concerns raised by interested parties, I have considered it appropriate to include the effect of the development on the character and appearance of the area in my reasoning.
4. The appellant argues that an existing permission¹ for office development has expired. However, the evidence before me suggests that the permission is extant until 10 April 2019.

Main Issues

5. The main issues are:
 - Whether the development would accord with local policies with regard to the availability of employment land;
 - Whether the development would make an appropriate contribution towards affordable housing;
 - The effect of the development on the character and appearance of the area; and,
 - Parking stress.

¹ 15/4481/FUL

Reasons

Employment land

6. Policy LP41 of the Local Plan lists 38 – 42 Hampton Road, Teddington as a Key Office Area (KOA) and the policy states that there will be a presumption against the loss of office floorspace. Notwithstanding that the former office building, Teddington Gate, was been converted to flats through the Prior Approval procedure, the hatched area on the Proposals Map shown in the officer's report includes the appeal site. This was formerly a car park for Teddington Gate.
7. Although the appellant made an objection to the inclusion of 38 – 42 Hampton Road as a KOA during the LP examination, this objection was not upheld by the Inspector. Given the Local Plan's recent adoption, there is nothing before me to lead me to conclude that Policy LP41 should not be given full weight.
8. The appellant has drawn my attention to case law in support of the argument that the appeal site and Teddington Gate constitute one planning unit. However, although Teddington Gate and the appeal site have a common access route which extends in each case across the adjoining land, the appeal site is otherwise outside the Teddington Gate site boundary. Furthermore, the appeal site is clearly not incidental or ancillary to the residential use of Teddington Gate.
9. Moreover, there is an extant permission for office development on the appeal site and there is nothing before me to suggest that it could not be implemented. I appreciate that this permission expires shortly. However, there is nothing before me to suggest that the appeal site could not be considered as a separate planning unit and used for employment purposes in the future, alongside the residential use of Teddington Gate. I also note that the transport report uses the extant permission for office development to add weight to the appellant's argument in other respects.
10. There is another earlier permission for office development. The appellant argues that this was not implemented, but this is inconsistent with the transport and officer's reports. I have no further information before me in this regard and am unable to determine whether any of this permission was implemented or not. However, even if it was not implemented, it does not alter the validity of the extant permission, or the weight I give to Policy LP41.
11. Although the appellant argues that the conversion of Teddington Gate sets a precedent for residential use of the appeal site, each appeal is determined on its merits. I also note that the case law referred to concluded that decisions in respect of the extents of a planning unit should be based on fact and degree. In this case, I consider it is appropriate to treat the appeal site as a separate planning unit from Teddington Gate.
12. I conclude that the site can reasonably be considered to be employment land, as listed in the LP. Residential development on the site would reduce the availability of employment land, which would be contrary to Policies LP40 and LP41 in this regard. The development would also be contrary to Policy CP19 of the Core Strategy and Policy EM2 of the Development Management Plan (DMP) insofar as these, taken together, are concerned with the protection and retention of land in current or former employment use.

Affordable housing

13. Policy LP36 sets out the contributions towards affordable housing required where new residential units are to replace employment floorspace.
14. I appreciate that Policy LP36 refers to employment floorspace, which does not currently exist. However, other parts of the policy text refer to employment sites. Moreover, the extant permission could be built without further permission from the Council. On balance I conclude that the development before me would replace employment floorspace.
15. Paragraph 63 of the National Planning Policy Framework (the Framework) states that provision for affordable housing should not be sought for residential developments that are not major developments. In this regard there is a tension between the Framework and the recently adopted LP.
16. However, the Framework sets out that local circumstances can be taken into account. The Council argued during the LP examination that there is a substantial need for affordable housing and that small sites make a significant contribution to local provision. This argument was accepted by the Inspector, and I see no reason to disagree with that Inspector in this regard.
17. As such, although the suggested contribution would conform with the tariff set out in DMP Policy HO6, it would fail to make an appropriate contribution to affordable housing under the terms of the more recently adopted Policy LP36.
18. The Council has cited DMP Policy DC4 and LP Policy LP16 but these appear to be concerned with trees and landscaping. Such issues have not been raised in the officer's report and these policies weigh neither for nor against the appeal in this regard.

Character and appearance

19. The appeal site is a corner plot situated between the Anlaby Road frontage, comprising modest semi-detached dwellings, and the more imposing structure of Teddington Gate. The development would provide a frontage to the busy Hampton Road and provide a link between a distinctive and imposing three storey period terrace on the opposing corner of Anlaby Road (No 44) and Teddington Gate, which is a Building of Townscape Merit (BTM).
20. The development would be a two storey structure with a combination of crown and flat roofing, and some period-style detailing in the form of arched windows and parapets. However, as well as a rather haphazard footprint, the building's elevations would have a rather incoherent mix of period-style and basic and functional detailing. This would be particularly notable on the prominent Hampton Road elevation, where side views of the crown roof and parapets would be juxtaposed with flat roofs and what appear to be projecting lift shafts. There would also be contemporary style glazing together with pairs of period-style arched windows on the eastern elevation. The eastern elevation would also be the development's effective frontage, with the entrance to the nine flats. However, this entrance would be partly concealed from both Anlaby and Hampton Roads, and notwithstanding the contrasting fenestration, would be located on a strangely blank elevation.
21. The apparent randomness of the development's detailing and the lack of coherence in its overall form, would fail to reflect or relate to either the

typology of Teddington Gate, or No 44. It would also detract from the visual amenity of the site which currently provides a buffer between the smaller scale domestic development along Anlaby Road and the more imposing frontage of Hampton Road.

22. In the light of the above, I agree with interested parties that the design falls short of what is required on this prominent site. I conclude that the development would be detrimental to the character and appearance of the area, contrary to Paragraph 127 of the Framework which requires development to be visually attractive and to be sympathetic to local character and history, amongst other design considerations.

Parking pressure

23. The Council raised a concern in relation to the lack of a binding agreement to restrict the issue of parking permits. However, the development would meet local standards in relation to parking provision and the officer's report states that there are no concerns in relation to parking overspill. I appreciate that interested parties have also raised this concern and highlighted that previous parking surveys have been undertaken and have identified parking stress. However, that information is not before me.
24. I conclude there is nothing before me to indicate why an obligation to restrict the issue of parking permits is required to make the development acceptable in planning terms. Moreover, there is nothing before me to suggest that the development would be contrary to DMP Policy T8 and Policy LP45 with regard to parking provision. Policy LP16 is not concerned with parking and as such weighs neither for nor against the appeal in this regard.

Planning Obligation

25. The appellant has provided a draft Unilateral Undertaking (UU). This sets out a sum towards affordable housing. However, I have outlined above that I consider the Council to be correct in designating the site as employment land. Even if the UU was complete I would conclude that this sum fails to comply with the relevant policy with regard to contributions. In any case, even if I had concluded that the contribution could be negotiated with the Council, it would not alter my reasoning with regard to the loss of employment floorspace and the character and appearance of the area. With regard to limitations on the issue of parking permits, I have outlined above why I consider this would not be necessary to make the development acceptable in planning terms.

Other matters

26. The appellant argues that there is a covenant restricting office development on the appeal site. However, there is no supporting evidence in this regard and I give this argument little weight.
27. Interested parties have raised other concerns related to noise and disturbance, green space and overlooking. However, as I have found harm in relation to the main issues it is not necessary for me to consider these further.
28. The appellant states that the Council's employment sites study did not mention 38 – 42 Hampton Road, Teddington. Nonetheless, it is listed in Policy LP41.

29. I appreciate that the site may currently be owned by a house-builder but this does not alter my reasoning, as ownership may change.

Conclusion

30. In the light of the above, I conclude that the development would be contrary to the relevant policies of the Local Plan, Core Strategy and Development Management Plan as well as national guidance, and that therefore the appeal should be dismissed.

Amanda Blicq

INSPECTOR

APPENDIX 5 – EMAIL EXCHANGE AND OTHER CORRESPONDENCE

From: Olivia Jeffery <olivia.jeffery@twickenhamstudios.com>
Date: 24 October 2018 at 10:22:37 BST
To: Andrew Boswell <andrew.boswell@twickenhamstudios.com>
Cc: Vivien Jordan <vivien.jordan@twickenhamstudios.com>
Subject: Refinery Site

Hi A

Viv and Adam have been in. They've started dismantling next door and the noise has caused T3 to stop recording.

Did we get any prior warning? Apparently is going to be all next week.

Thanks

Olivia

OLIVIA JEFFERY

Sales Executive

TWICKENHAM STUDIOS

The Barons, Twickenham, TW1 2AW

Tel: +44 208 607 8888

Direct: +44 208 607 8765

www.twickenhamstudios.com



Sunny

From: Arsalan Aziz <ar@arayarchitects.com>
Sent: 24 October 2018 15:54
To: Derek Horne
Cc: Roger Sewell; Sunny; Gemma McKeon; Andrew Boswell
Subject: Re: Report an alleged breach of planning control - Confirmation

I have added two further parties to the email. Please ensure they are cc'd as well.

Sent via the [BlackBerry Hub for Android](#)

From: derek@horneassociates.com
Sent: 24 October 2018 15:50
To: ar@arayarchitects.com
Reply to: derek@horneassociates.com
Cc: roger.sewell@twickenhamstudios.com; sunny@twickenhamstudios.com
Subject: FW: Report an alleged breach of planning control - Confirmation

Dear Aziz,

Please find below a record of the online form submitted. You will see that I have requested a copy of the report once one is available.

You will see that at the end of the form I have selected 'Units G & K' at Arlington Works. On the Council's website, the site is split into sections and the Council's Technical Support Officer, Kerry McLoughlin, recommended that I select the first choice available. That is why I have made it clear earlier in the form that the complaint refers to the entire site, and not just these 2 units.

I will keep you informed as to any news.

Kind regards

Derek R Horne Dip TP, MRTPI
Derek Horne & Associates Ltd
Dorset House, Regent Park,
297 Kingston Road, Leatherhead,
Surrey, KT22 7PL
T: 01372 824433
M: 07836 593109
derek@horneassociates.com
www.horneassociates.com

From: Planning Enforcement [mailto:planningenforcement@richmond.gov.uk]
Sent: 24 October 2018 15:46
To: derek@horneassociates.com
Subject: Report an alleged breach of planning control - Confirmation

Dear Derek Horne

Your report has been submitted.

We will acknowledge your report within three working days, and a planning officer will be assigned to investigate.

If you have a query about the investigation process, please visit www.richmond.gov.uk/report_a_breach

Your reference: FS-Case-31736661

Please provide us with as much information about the alleged breach as you can: Demolition works have started at the Arlington Works site which may or may not be in breach of the undetermined planning application (18/2714/FUL) and which may or may not require planning permission.

Supporting evidence:

What is the location of the development/use?: Arlington Works, 23-27 Arlington Road, Twickenham, TW1 2BB.

Please specify the name and address of the owner or occupier of the land (if known):

Why do you believe the development is unauthorised?: The planning application (18/2714/FUL) is as yet undetermined. If these works require planning permission then to our knowledge there is no such permission in place.

What harm (if any) do you think that the unauthorised development causes?: These works have generated such noise that filming and recording at the Twickenham Film Studios has had to be suspended. Twickenham Film Studios is important to both the local and national economy and these noise disruptions (which are unprecedented) are having a serious impact upon their business.

What steps would you like to see taken to overcome this problem?: That the works cease until the planning application is determined.

If the Council can act, how would you like to see the matter resolved?: That the works cease until the planning application is determined.

Please enter details of anything else we should take into account: Please note that this complaint refers to the entire site of Arlington Works.

I would like information about officer's findings once the complaint is investigated: Yes

I confirm that the information being provided is a true representation of the facts as I understand them: Yes

Title: Mr

First name: Derek

Last name: Horne

Email: derek@horneassociates.com

Telephone: 01372824433

Address:

Postcode	Select the address
TW1 2AZ	Units G And K Arlington Works Arlington Road Twickenham TW1 2AZ

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Sunny

From: Gemma McKeon
Sent: 29 October 2018 09:58
To: Andrew Boswell; Roger Sewell; Sunny
Subject: FW: Tomorrow

FYI below.

GEMMA MCKEON
Studio Supervisor

TWICKENHAM STUDIOS
The Barons, Twickenham, TW1 2AW

Tel: +44 208 607 8888
Direct: +44 208 607 8767
Mobile: +44 7595 944 099

www.twickenhamstudios.com



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From: Dawn Roads <dawn@sharpesoil.co.uk>
Sent: 26 October 2018 18:18
To: Gemma McKeon <gemma.mckeon@twickenhamstudios.com>
Subject: RE: Tomorrow

Hi Gemma

We did do our best today to assist you as requested; the shear was not working for approximately two hours between your crucial time frame today 10 am - 2.00 pm. I hope this helped?
Hopefully we will all be finished by the end of next week and God willing it may even be earlier; but we are dependent on outside contractors who always seem to let you down at the last minute.

Kind Regards

Dawn Roads
Director
Tel: 020 8892 0502 Fax: 020 8892 8193
Sharpe Refinery Service (Hydro-Carbons) Ltd
Arlington Works, Arlington Road, Twickenham, MIDDLESEX, TW1 2BB
Company Reg No. 1393706 England
VAT Reg No. 225 2130 14

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From: Gemma McKeon [<mailto:gemma.mckeon@twickenhamstudios.com>]
Sent: 26 October 2018 09:15
To: Dawn Roads
Subject: RE: Tomorrow

How long will this take?

GEMMA MCKEON
Studio Supervisor

TWICKENHAM STUDIOS
The Barons, Twickenham, TW1 2AW

Tel: +44 208 607 8888
Direct: +44 208 607 8767
Mobile: +44 7595 944 099

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From: Dawn Roads <dawn@sharpesoil.co.uk>
Sent: 26 October 2018 08:10
To: Gemma McKeon <gemma.mckeon@twickenhamstudios.com>
Subject: RE: Tomorrow

Hi Gemma

We have already organised two 40 yard roll-on-off trucks coming in at 10 am to be loaded with the cut up metal from the tanks, so sorry we can not change this at such short notice.

Kind Regards

Dawn Roads
Managing Director
Sharpe's Recycle Oil Ltd
Tel: 020 8892 0502 Fax: 020 88928193
Arlington Works, Arlington Road, Twickenham, MIDDX, TW1 2BB
Company Reg No. 3033312 England
VAT Reg No. 674 7738 82



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From: Gemma McKeon [<mailto:gemma.mckeon@twickenhamstudios.com>]
Sent: 25 October 2018 17:53
To: Dawn Roads
Subject: Tomorrow

Hi Dawn,

Hope you're well.

Tomorrow from 10am – 2pm, we have a really important loop group recording session in our Theatre. Is it at all possible for the works to go on downtime just for this period (10am to 2pm) tomorrow to avoid noise breakthrough in the theatre?

I would be really grateful for any help on this.

Thanks,
Gemma

GEMMA MCKEON
Studio Manager

TWICKENHAM STUDIOS
The Barons, Twickenham, TW1 2AW

Tel: +44 208 607 8888
Direct: +44 208 607 8767
Mobile: +44 7595 944 099

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From: Dawn Roads <dawn@sharpesoil.co.uk>
Sent: 29 October 2018 18:07
To: Gemma McKeon <gemma.mckeon@twickenhamstudios.com>
Subject: RE: Wednesday chimney decommissioning at Arlington Works

Hi Gemma

Just for your info our boiler chimney stack will be lifted down in sections this Wednesday. I can not give you any exact times as it depends on when all of the different sub-contractors arrive and when they actually get started. There will be some gas cutting taking place on the chimney to attach some chains before the lifts begin.

Kind Regards

Dawn Roads
Director
Tel: 020 8892 0502 Fax: 020 8892 8193
Sharpe Refinery Service (Hydro-Carbons) Ltd
Arlington Works, Arlington Road, Twickenham, MIDDLESEX, TW1 2BB
Company Reg No. 1393706 England
VAT Reg No. 225 2130 14

Sunny

From: Gemma McKeon
Sent: 02 November 2018 12:38
To: Vivien Jordan; Andrew Boswell; Roger Sewell; Sunny
Subject: FW: Arlington Works

FYI below from Dawn.

GEMMA MCKEON
Studio Manager

TWICKENHAM STUDIOS
The Barons, Twickenham, TW1 2AW

Tel: +44 208 607 8888
Direct: +44 208 607 8767
Mobile: +44 7595 944 099

www.twickenhamstudios.com



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From: Dawn Roads <dawn@sharpesoil.co.uk>
Sent: 02 November 2018 09:14
To: Gemma McKeon <gemma.mckeon@twickenhamstudios.com>
Subject: Arlington Works

Hi Gemma

Just for your sanity, to let you know that all of our heavy decommissioning works finished yesterday. We are only waiting on two large tanks being collected and transported whole off site, which will happen some time next week, but you will not hear any noise from this operation. We are finished for now at least.

Kind Regards

Dawn Roads
Managing Director
Sharpe's Recycle Oil Ltd
Tel: 020 8892 0502 Fax: 020 88928193
Arlington Works, Arlington Road, Twickenham, MIDDLESEX, TW1 2BB
Company Reg No. 3033312 England
VAT Reg No. 674 7738 82



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Sunny

From: Acton, Geoff (Cllr) <Cllr.G.Acton@richmond.gov.uk>
Sent: 18 February 2019 14:12
To: Sunny; BROWN, Shona
Cc: Acton, Geoff (Cllr)
Subject: Re: Future of Studios

Very sorry I can't do this date/time.

Best regards

Geoff

Councillor Geoff Acton
St Margarets and North Twickenham Ward
Cabinet Member for Business, Economics, Employment and Property

From: Sunny <sunny@twickenhamstudios.com>
Sent: Monday, February 18, 2019 11:11 am
To: BROWN, Shona
Cc: Acton, Geoff (Cllr)
Subject: Re: Future of Studios

Thank you for the information Shona. Will be there.

Sent from my iPhone

> On 18 Feb 2019, at 10:42, BROWN, Shona <shona.brown@parliament.uk> wrote:

>

> Dear Mr Vohra

>

> Further to your correspondence with Sir Vince, I have put the meeting into his Westminster diary for 12:00 on Wednesday 20th February. It will be in his office in Portcullis House, which is 1 Parliament Street, Westminster, SW1A 2LW. Please allow time to get through security and a member of staff will collect you from reception.

>

> Yours sincerely

>

> SHONA BROWN

> Office Manager

> Constituency Office of Rt Hon Sir Vince Cable MP

> 49 Church Lane | Teddington | TW11 8PA | 020 8977 0606

>

> Please note: Advice surgeries are by appointment only. Please call the office for further information.

>

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>

> -----Original Message-----

> From: Sunny <sunny@twickenhamstudios.com>

> Sent: 17 February 2019 19:07

> To: Vincent Cable <vincentcable@hotmail.co.uk>

> Cc: Cllr Geoff Acton <cllr.gacton@richmond.gov.uk>; BROWN, Shona <shona.brown@parliament.uk>

> Subject: RE: Future of Studios

>

> Midday Wednesday 20th is possible if you are in central London. Friday 22nd is bad.

>

> Week after Monday Tuesday or Thursday midday at the studio works.

>

> Will wait for Shona to confirm. Thank you.

>

> -----Original Message-----

> From: Vincent Cable <vincentcable@hotmail.co.uk>

> Sent: 17 February 2019 18:54

> To: Sunny <sunny@twickenhamstudios.com>

> Cc: Cllr Geoff Acton <cllr.gacton@richmond.gov.uk>; BROWN, Shona <shona.brown@parliament.uk>

> Subject: Re: Future of Studios

>

> Many thanks. I will ask Shona to fix a time. Would midday Wednesday or Friday be feasible?

>

> Vince

>> On 17 Feb 2019, at 18:22, Sunny <sunny@twickenhamstudios.com> wrote:

>>

>> Hello Mr Cable (or is it Vince?)

>>

>> I am very surprised to receive your email. But pleasantly so.

>>

>> By all means it would be an absolute pleasure to meet with you and to discuss the future of Twickenham Studios and The Refinery.

>>

>> Please let me have some available options and we can sort a mutually agreeable date and time.

>>

>> I am usually at the Studio around midday every alternate day or available in central London anytime.

>>

>> Look forward to hearing from you.

>>

>> Sunny Vohra

>>

>>

>>

>> -----Original Message-----

>> From: Vincent Cable <vincentcable@hotmail.co.uk>

>> Sent: 16 February 2019 15:45

>> To: Sunny <sunny@twickenhamstudios.com>

>> Cc: Cllr Geoff Acton <cllr.gacton@richmond.gov.uk>

>> Subject: Future of Studios

>>

>> Sunny

>>

>> We know of each other only indirectly via an interest in the future of the studios which you saved from extinction several years ago. My main dealings were with Maria, who, I know, has left the company and returned to Liverpool. I did visit the studios several times and saw the success of the project.

>>

>> One issue which was seen as a key to the expansion of the Studios was the refinery premises behind, currently the property of Dawn Roads and her family, My understanding was that the Studios wanted to acquire the site but the owners were seeking a price which assumed that the land would be used mainly for housing while the Studios were assuming a continuation of the current planning designation of non-residential use. The price differential led to stalemate. There was also a campaign in the local community to prevent Dawn from gaining planning permission for building housing on the site primarily because of the potential impact on the studios. An application has been made

to the council for planning permission for a mixed development which is being reviewed at present.

>>

>> Councillor Acton and I went to visit Dawn Roads and her brother on Friday at their invitation. They expressed frustration that negotiation had stalled a year ago with the Studios not answering their letters. I was asked to approach you and see if I could reopen communications with you. If there were a willing seller/willing buyer relationship it would expedite a reconciliation of the different plans for the site (and tricky issues like ground contamination)

>>

>> I would appreciate an opportunity , as the local MP, to visit you to discuss the future of one of Twickenham's success stories.

>>

>> Vince Cable

>

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HOUSE OF COMMONS

LONDON SW1A 0AA

Dawn Roads
Sharpe's Recycle Oil Ltd
Arlington Works
27a Arlington Road
TWICKENHAM TW1 2BB

15th March 2019

Dear Ms Roads

Following our meeting on site with your brother and Cllr Geoff Acton I undertook to approach Sunny Vohra at the Studios to find out why communications have apparently broken down.

He told me that from his point of view communications have not broken down; he continues to have a strong interest in expansion; and he is open to discussion on price and availability.

The issue remains one of different expectations of the value of the site. This is partly a planning issue. If you are successful, that will be the end of the matter. Should you not be successful, there is then, of course, the appeal process. But subject to the outcome, you will wish to know the new valuation.

With or without planning consent, there does appear to be a substantial difference in estimated price. There is a simple way to resolve the matter: for you and Sunny to seek jointly a new valuation from a respected surveyor who could identify a range of plausible figures around which you can negotiate. I would recommend that you do that.

If you wish Geoff or I to act as 'honest brokers', we shall do so. But that is very much down to you.

Yours sincerely

RT HON SIR VINCE CABLE MP
MP for Twickenham

cc Sunny Vohra, Twickenham Film Studios
Cllr Geoff Acton

Please respond to:
Rt Hon Sir Vince Cable MP
49 Church Lane | Teddington | TW11 8PA
Telephone: 020 8977 0606
Email: vince.cable.mp@parliament.uk