



Sharpe Refinery Service Ltd

---

**APP/L5810/W/20/3249153**

**ARLINGTON WORKS, TW1 2BB**

Agreed Statement of Common Ground





Sharpe Refinery Service Ltd

---

**APP/L5810/W/20/3249153 ARLINGTON  
WORKS, TW1 2BB**

Agreed Statement of Common Ground

**TYPE OF DOCUMENT (VERSION) CONFIDENTIAL**

**PROJECT NO. 62261595**

**62261595 SOCG**

**DATE: NOVEMBER 2020**

WSP

Aldermay House  
10-15 Queen Street  
London

WSP.com

---



# QUALITY CONTROL

---

Issue/revision	Final version
Date	20 November 2020
Prepared by	Jamie Bryant
Signature	
Authorised by	Philip Villars
Signature	



# CONTENTS

---

<b>1</b>	<b>INTRODUCTION</b>	<b>1</b>
<b>2</b>	<b>COMMON GROUND ON PLANNING MATTERS</b>	<b>3</b>
	<b>THE APPEAL DETAILS:</b>	<b>3</b>
	<b>APPLICATION DETAILS</b>	<b>3</b>
	<b>DESCRIPTION OF THE SITE AND SURROUNDINGS</b>	<b>3</b>
	<b>LIST OF PLANS THAT INFORMED THE COUNCIL'S DECISION:</b>	<b>4</b>
	SUBMITTED ON 26 OCTOBER 2018	4
	SUBMITTED ON 21 AUGUST 2018	4
	SUBMITTED ON 10 AUGUST 2018	4
	<b>LIST OF SUPPORTING DOCUMENTS THAT ARE AGREED AS BEING RELEVANT TO THE DETERMINATION OF THE APPEAL</b>	<b>4</b>
	<b>RELEVANT PLANNING HISTORY</b>	<b>5</b>
	<b>PRE-APPLICATION CONSULTATION</b>	<b>6</b>
	<b>LIST OF THE MOST IMPORTANT DEVELOPMENT PLAN POLICIES FOR DETERMINING THE APPLICATION, FOCUSSED IN PARTICULAR ON THOSE RECITED IN THE REASONS FOR REFUSAL</b>	<b>6</b>
	REASON FOR REFUSAL 1: LOSS OF DESIGNATED WASTE SITE	6
	REASON FOR REFUSAL 2: LOSS OF INDUSTRIAL FLOORSPACE	6
	REASON FOR REFUSAL 3: AFFORDABLE HOUSING	6
	REASON FOR REFUSAL 4: DESIGN	6
	REASON FOR REFUSAL 5: MIX OF USES	6
	REASON FOR REFUSAL 6: TRANSPORT AND HIGHWAYS	7
	REASON FOR REFUSAL 7: CO2 EMISSIONS	7
	REASON FOR REFUSAL 8: PLAY SPACE	7
	<b>IT IS NOTED AND AGREED THAT THE FOLLOWING DEVELOPMENT PLAN POLICIES ARE ALSO RELEVANT TO THE DETERMINATION OF THE APPEAL</b>	<b>7</b>
	LONDON PLAN (2016)	7



INTEND TO PUBLISH LONDON PLAN (2019)	7
RICHMOND LOCAL PLAN (2018)	8
<b>OTHER RELEVANT PLANNING POLICY/ GUIDANCE/ MATERIAL CONSIDERATIONS</b>	<b>8</b>
REASON FOR REFUSAL 3: AFFORDABLE HOUSING	9
REASON FOR REFUSAL 4: DESIGN	9
REASON FOR REFUSAL 6: TRANSPORT AND HIGHWAYS	9
REASON FOR REFUSAL 8: PLAY SPACE	9
<b>AREAS WHERE THE PARTIES ARE WORKING TOGETHER AND THERE IS A PROSPECT OF RESOLVING A RELATED REASON FOR REFUSAL</b>	<b>9</b>
<b>A TABLE SETTING OUT AREAS OF AGREEMENT ON A TOPIC BY TOPIC BASIS</b>	<b>10</b>

---

## ***TABLES***

<b>Table 2-1 – Planning Matters Agreed</b>	<b>10</b>
--	-----------

# 1

## **INTRODUCTION**





# 1 INTRODUCTION

---

1.1.1. This Statement of Common Ground (“SoCG”) between Sharpe Refinery Service Ltd (“the Appellant”) and the London Borough of Richmond upon Thames (“the Council”) sets out the areas of common ground relating to Planning Appeal ref. APP/L5810/W/20/3249153 against the Council’s refusal of a planning application for the:

*“Redevelopment of the site to provide 610sqm of commercial space (B1 Use Class) within existing Buildings of Townscape Merit plus a new build unit, 24 residential units in two blocks (5 x 1 bedroom flats, 12 x 2 bedroom flats and 7 x 3 bedroom flats) and associated car parking and landscaping and other works.”*

1.1.2. Section 2 sets out areas where there is agreement between the Council and the Appellant. As advised by the Inspector, this will be shared with the two other Rule 6 parties.

1.1.3. This Statement of Common Ground is prepared jointly and agreed by:

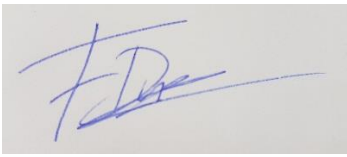
STATE NAME Philip Villars

Signed: 

Date: 20 November 2020

**WSP, on behalf of Sharpe Refinery Service Ltd**

STATE NAME Fiona Dyson

Signed: 

Date: 20 November 2020

**London Borough of Richmond upon Thames**

# 2

## **COMMON GROUND ON PLANNING MATTERS**







## 2 COMMON GROUND ON PLANNING MATTERS

---

### THE APPEAL DETAILS:

- 2.1.1. Appeal reference: APP/L5810/W/20/3249153
- 2.1.2. Site address: Arlington Works, 23-27 Arlington Road, Twickenham, TW1 2BB
- 2.1.3. Appellant: Sharpe Refinery Service Ltd
- 2.1.4. Local Planning Authority: London Borough of Richmond upon Thames.

### APPLICATION DETAILS

- 2.1.5. Application reference: 18/2714/FUL.
- 2.1.6. Description of Development: *“Redevelopment of the site to provide 610sqm of commercial space (B1 Use Class) within existing Buildings of Townscape Merit plus a new build unit, 24 residential units in two blocks (5 x 1 bedroom flats, 12 x 2 bedroom flats and 7 x 3 bedroom flats) and associated car parking and landscaping and other works.”*
- 2.1.7. The application sought full planning permission for the above development.
- 2.1.8. The application was submitted to the Council on 10 August 2018 and validated on 23 August 2018.
- 2.1.9. The application was reported to the Council’s Planning Committee on 18 September 2019 with a recommendation for refusal.
- 2.1.10. The application was refused at planning committee and the Decision Notice was issued on 19 September 2019.

### DESCRIPTION OF THE SITE AND SURROUNDINGS

- 2.1.11. The description of the site and its surroundings is as follows:
  - Save for the application site and adjacent Twickenham Film Studios situated to the south-west, Arlington Road is a residential street located within a predominantly residential area east of the local centre of St Margaret’s. The site is irregular in shape with the railway line to the north west. It is approximately 3,030sqm (0.303ha) in area, including the access driveway.
  - The site comprises the cleared area previously associated with the treatment of waste oil, which was decommissioned in 2018, together with buildings falling within the B1a/ B1c/ B2 and B8 Use Classes.
  - The site is not situated within a conservation area, and none of the existing buildings are statutorily listed. The boundary to the St Margaret’s Conservation Area is situated approximately 20 metres to the north-west of the site but is separated from the site by the railway line.
  - The site includes two late Victorian terraced buildings which face inwards towards each other across an access road at the south-west corner of the site. These were designated by the Council as Buildings of Townscape Merit (“BTM”) in November 2013.
  - A linear, single-storey corrugated steel-clad arrangement of workshop buildings, believed to have been constructed in the 1950s, and in a very poor state of repair, extend north-eastwards from



the rear of the eastern Victorian terrace. Although still mostly occupied by tenants, these buildings are in an advanced state of dilapidation.

- The nearest statutorily listed building is the Grade II Listed Church of St Margaret's of Scotland, which is approximately 50 metres to the west of the site and is also separated from the site by the railway line.
- St Margaret's Railway Station is approximately a seven-minute walk from the site and provides direct services to Richmond, Kingston, Wimbledon, Clapham Junction and London Waterloo. There are six bus routes that operate in the vicinity of the site, with the closest eastbound and westbound bus stops located on St Margaret's Road approximately 450 metres and 470 metres south of the site respectively. There are a range of local shops and services provided at St Margaret's around the train station.
- The site is located within Flood Zone 1, which denotes the lowest level of risk from flooding.

## **LIST OF PLANS THAT INFORMED THE COUNCIL'S DECISION:**

### **SUBMITTED ON 26 OCTOBER 2018**

- 4786\_3\_10\_B - Site Plan - Ground Floor Proposed
- 4786\_3\_11\_B - Floor Plans
- 4786\_3\_20\_B - Elevations - Main Block

### **SUBMITTED ON 21 AUGUST 2018**

- 2(Outline Elevations)
- 2(Outline Elevations 2)

### **SUBMITTED ON 10 AUGUST 2018**

- 4786\_2\_01\_A - Site Location Plan
- 4786\_2\_02\_A - Site Plan - Ground Floor Existing
- 4786\_3\_10\_A - Site Plan - Ground Floor Proposed
- 4786\_3\_11\_A - Floor Plans
- 4786\_3\_12\_A - Proposed 3D Overview
- 4786\_3\_13\_A - Perspective Views - Proposed
- 4786\_3\_14\_A - Perspective Views - Proposed
- 4786\_3\_15\_A - Roof Plan
- 4786\_3\_20\_A - Elevations - Main Block
- 4786\_3\_21\_A - Elevations - Small Block
- 4786\_3\_22\_A - Elevations - B1 Commercial Units 1
- 4786\_3\_23\_A - Elevations - B1 Commercial Units 2
- 4786\_3\_24\_A - Site Section - North East - South West
- 4786\_3\_25\_A - Bike Store and Refuse Strategy

## **LIST OF SUPPORTING DOCUMENTS THAT ARE AGREED AS BEING RELEVANT TO THE DETERMINATION OF THE APPEAL**

- Air Quality Assessment, prepared by WSP
- Application Forms



- Arboricultural Impact Assessment, prepared by Arbtech Consulting Limited
- Arboricultural Method Statement, prepared by Arbtech Consulting Limited
- Archaeology Desk-Based Assessment, prepared by AB Heritage Archaeological Consultancy
- Bat Survey - Emergence and Activity Surveys, prepared by Arbtech Consulting Limited
- Community Infrastructure Levy forms
- Design and Access Statement, prepared by Brookes Architects
- Financial Viability Assessment, prepared by Grimshaw Consulting
- Flood Risk Assessment, prepared by Dr Paul Garrad
- Health Impact Assessment, prepared by WSP|Indigo
- Internal Daylight and Sunlight Assessment, prepared by EB7
- Marketing Report, prepared by Featherstone Leigh Commercial
- Noise and Vibration Assessment, prepared by Aulos Acoustics
- Outline Construction Logistics Plan, prepared by Caneparo and Associates
- Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment Survey, prepared by Arbtech Consulting Limited
- Planning Statement, prepared by WSP|Indigo
- SAPS with PV Calculations
- Site Investigation Report, prepared by Leap Environmental Ltd
- Sustainability and Energy Statement, prepared by Bluesky Unlimited
- Sustainability and Energy Statement with amendments, prepared by Bluesky Unlimited
- Topographical Survey, prepared by Sunshine Survey Ltd
- Transport Statement, prepared by Caneparo and Associates
- Tree Constraints Plan, prepared by Arbtech Consulting Limited
- Tree Protection Plan, prepared by Arbtech Consulting Limited
- Tree Survey, prepared by Arbtech Consulting Limited
- Tree Survey Report, prepared by Arbtech Consulting Limited
- Utilities and Foul Water Drainage Assessment, prepared by Glanville
- Waste Planning Policy Considerations Report, prepared by Waterman Infrastructure and Environment Limited
- Climate Integrated Solutions 'Energy and Sustainability Strategy Review' dated 08/01/19
- Bespoke 'Review of Viability Report' dated November 18
- Bespoke 'Review of Viability Report' dated February 19
- Bespoke letter ref: SD/AL/al dated September 19

## RELEVANT PLANNING HISTORY

- 2.1.12. Planning permission (ref. no. 883/59) was granted on 22 October 1959 for the installation of fuel storage tanks at the site. No planning conditions were attached restricting the number of tanks or the hours of operation.
- 2.1.13. Planning permission (ref. no. 89/1750/OUT) was granted on 11 December 1989 for the redevelopment of the site to provide 1,458 sqm of Class B1a offices. This was not implemented.
- 2.1.14. A Certificate of Lawful Existing Use or Development ("CLEUD") (ref. no. 94/2139/S191) was granted by the Council, on 23 August 1994, for "refining of waste oil (other than petroleum or petroleum products) (to include the use of fuel storage tanks in this connection)".



- 2.1.15. The site's recent planning history otherwise relates to decisions that are not relevant to the Appeal Scheme with previous applications seeking alterations to antennas, masts and other communications equipment situated at the north-west corner of the site.

### **PRE-APPLICATION CONSULTATION**

- 2.1.16. The Appellant engaged in pre-application discussions with officers regarding the proposed development. The proposals were subject to two separate pre-application meetings, the first in January 2017 and the second in November 2017. Written pre-application advice was received from the Council on 12 February 2018.
- 2.1.17. Further clarification regarding the approach to the apportionment of waste was provided subsequent to the written pre-application advice in an email from Wendy Wong Chang on 18 April 2018.
- 2.1.18. The proposals were also subject to pre-application engagement with the local community through a public exhibition held in the nearby ETNA Community Centre on 12 June 2018. There was a total of 30 attendees at the drop-in event.
- 2.1.19. Further dialogue and meetings took place with representatives of the local community.

### **LIST OF THE MOST IMPORTANT DEVELOPMENT PLAN POLICIES FOR DETERMINING THE APPLICATION, FOCUSSED IN PARTICULAR ON THOSE RECITED IN THE REASONS FOR REFUSAL**

- 2.1.20. It is noted that the Council will rely on the following policies, recited in the reasons for refusal:

#### **REASON FOR REFUSAL 1: LOSS OF DESIGNATED WASTE SITE**

London Plan (2016) – 5.17, 5.19

West London Waste Plan (2015) – WLWP2

Richmond Local Plan (2018) – LP24

#### **REASON FOR REFUSAL 2: LOSS OF INDUSTRIAL FLOORSPACE**

London Plan (2016) – 4.14

Richmond Local Plan (2018) – LP42

#### **REASON FOR REFUSAL 3: AFFORDABLE HOUSING**

London Plan (2016) – 3.13

Richmond Local Plan (2018) – LP36

#### **REASON FOR REFUSAL 4: DESIGN**

London Plan (2016) – 3.5, 7.4

Richmond Local Plan (2018) – LP1, LP4, LP39

#### **REASON FOR REFUSAL 5: MIX OF USES**

London Plan (2016) – 4.3

Richmond Local Plan (2018) – LP1 (A.6), LP35 (A)



## **REASON FOR REFUSAL 6: TRANSPORT AND HIGHWAYS**

Richmond Local Plan (2018) – LP45

## **REASON FOR REFUSAL 7: CO2 EMISSIONS**

London Plan (2016) – 5.2

Richmond Local Plan (2018) – LP20, LP22

## **REASON FOR REFUSAL 8: PLAY SPACE**

London Plan (2016) – 3.6

Richmond Local Plan (2018) – LP31

## **IT IS NOTED AND AGREED THAT THE FOLLOWING DEVELOPMENT PLAN POLICIES ARE ALSO RELEVANT TO THE DETERMINATION OF THE APPEAL**

### **LONDON PLAN (2016)**

- Policy 2.6 Outer London: vision and strategy
- Policy 2.7 Outer London: economy
- Policy 2.8 Outer London: transport
- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 3.10 Definition of affordable housing
- Policy 3.11 Affordable housing targets
- Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- Policy 4.1 Developing London's economy
- Policy 4.2 Offices
- Policy 4.4 Managing industrial land and premises
- Policy 5.1 Climate change mitigation
- Policy 5.3 Sustainable design and construction
- Policy 6.3 Assessing effects of development on transport capacity
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.1 Lifetime neighbourhoods
- Policy 7.2 An inclusive environment
- Policy 7.3 Designing out crime
- Policy 7.6 Architecture

### **INTEND TO PUBLISH LONDON PLAN (2019)**

- Policy GG1 Building strong and inclusive communities
- Policy GG2 Making the best use of land
- Policy GG3 Creating a healthy city
- Policy GG4 Delivering the homes Londoners need
- Policy GG5 Growing a good economy



- Policy GG6 Increasing efficiency and resilience
- Policy D1 London's form, character and capacity for growth
- Policy D2 Infrastructure requirements for sustainable densities
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D5 Inclusive design
- Policy D6 Housing quality and standards
- Policy D7 Accessible housing
- Policy D13 Agent of Change
- Policy H1 Increasing housing supply
- Policy H4 Delivering affordable housing
- Policy H5 Threshold approach to applications
- Policy H6 Affordable housing tenure
- Policy H10 Housing size mix
- Policy S4 Play and informal recreation
- Policy E1 Offices
- Policy E2 Providing suitable business space
- Policy E3 Affordable workspace
- Policy E4 Land for industry, logistics and services to support London's economic function
- Policy E7 Industrial intensification, co-location and substitution
- Policy SI 9 Safeguarded waste sites
- Policy T1 Strategic approach to transport
- Policy T2 Healthy streets
- Policy T5 Cycling
- Policy T6 Car parking
- Policy T6.1 Residential parking
- Policy T6.2 Office parking

### **RICHMOND LOCAL PLAN (2018)**

- Policy LP 2 Building Heights
- Policy LP 8 Amenity and Living Conditions
- Policy LP 10 Local Environmental Impacts, Pollution and Land Contamination
- Policy LP 34 New Housing
- Policy LP 37 Housing Needs of Different Groups
- Policy LP 40 Employment and local economy
- Policy LP 41 Offices
- Policy LP 44 Sustainable Travel Choices

### **OTHER RELEVANT PLANNING POLICY/ GUIDANCE/ MATERIAL CONSIDERATIONS**

- 2.1.21. It is agreed between the parties that the following national planning policy and documents are relevant in the determination of the appeal:
- National Planning Policy Framework (updated February 2019).
- 2.1.22. It is agreed between the parties that the following regional planning policy documents are relevant in the determination of the appeal:



- The West London Waste Plan (2015).

- 2.1.23. It is agreed between the parties that the new London Plan (the Intend to Publish version) is at an advanced stage and is a material consideration and should be given considerable weight, as is the recently issued letter from the Secretary of State for Housing, Communities and Local Government to the London Mayor, dated 13 March 2020, in respect of this version of the London Plan.
- 2.1.24. It is agreed that the Council will rely on the following Supplementary Planning Documents recited in the reasons for refusal

### **REASON FOR REFUSAL 3: AFFORDABLE HOUSING**

The Mayor's 'Affordable Housing & Viability' Supplementary Planning Guidance (2017)

The Local Planning Authority's 'Affordable Housing' Supplementary Planning Document (2014)

### **REASON FOR REFUSAL 4: DESIGN**

The Local Planning Authority's 'Design Quality' Supplementary Planning Document (2006)

### **REASON FOR REFUSAL 6: TRANSPORT AND HIGHWAYS**

The Local Planning Authority's 'Front Garden and Other Off-Street Parking' Supplementary Planning Document (2006)

The Local Planning Authority's 'Planning Obligations' Supplementary Planning Document (2020)

### **REASON FOR REFUSAL 8: PLAY SPACE**

The Mayor's 'Shaping neighbourhoods: Play and Informal Recreation' Supplementary Planning Guidance (2012)

The Local Planning Authority's 'Planning Obligations' Supplementary Planning Document (2020).

## **AREAS WHERE THE PARTIES ARE WORKING TOGETHER AND THERE IS A PROSPECT OF RESOLVING A RELATED REASON FOR REFUSAL**

- 2.1.25. As discussed at the Case Management Conference with the Inspector, the Appellant and the Council will continue to discuss all outstanding issues (as set out in a Statement of Disagreement) up to the commencement of the Inquiry with the intention of trying to narrow the issues of disagreement and establish further common ground. This will include the Rule 6 parties.
- 2.1.26. With respect to reason for refusal six, it is agreed that this can be resolved subject to information to demonstrate that the Appellant has legal control of the appropriate land to provide safe and suitable access to the site for all road users, the completion of a **suitably worded Section 106 legal obligation** to preclude any occupant of the new development from purchasing vehicular parking permits within any CPZ within the Borough and securing the provision of car club memberships for future occupants; and the appellant entering into an agreement under S278 of the Highways Act 1980 to install a dropped kerb on the footway to the east of the gated access to allow safe access to the development for wheelchair users.
- 2.1.27. Reason for refusal seven relating to CO2 emissions can be overcome by the completion of a **suitably worded Section 106 legal obligation** securing a financial contribution to a carbon offset fund and a post construction review. The final figure to be agreed.



## A TABLE SETTING OUT AREAS OF AGREEMENT ON A TOPIC BY TOPIC BASIS

Table 2-1 – Planning Matters Agreed

<b>Areas of Agreement</b>		
<b>Topic – Loss of Designated Waste Site</b>		
	<b>Appellant</b>	<b>LPA</b>
1	The designated waste site comprises a cleared area previously associated with the treatment of waste oil, which was decommissioned in 2018.	Amended
2	The refining of waste oil at this site has ceased, together with the associated HGV trips.	Agreed
3	Five of the six WLWP boroughs consulted during the determination of the planning application did not comment on the proposed development.	Amended
4	The previous waste facility at the site was subject to a oil tank fire in 1984, and an oil tank explosion in 1998.	Amended
<b>Topic – Loss of Industrial Floorspace</b>		
	<b>Appellant</b>	<b>LPA</b>
1	The site is not listed as 'locally important industrial land' within the Council's Local Plan.	Amended
2	The site is not an allocated site within the adopted Local Plan.	
<b>Topic – Principle of Development</b>		
	<b>Appellant</b>	<b>LPA</b>
1	The proposed development is in a sustainable location within walking distance to St Margaret's train station, and is accessible from both Richmond and Twickenham centres.	Agreed
2	The NPPF places "significant weight" on the need to support economic growth and productivity, taking into account local business needs.	Agreed





<b>Topic – Housing Need and Supply</b>		
	<b>Appellant</b>	<b>LPA</b>
1	Richmond's latest five-year housing land supply position is set out in the 'Housing Supply Interim Position Statement - September 2020' accompanied by 'Interim Housing Supply Summary Tables 2019/20'.	Amended
2	The results of the 2018 Housing Delivery Test for Richmond showed 1,332 homes delivery 2015/16 to 2017/18 against 945 homes required, a measurement of 141% and therefore no action required. The results of the 2019 Housing Delivery Test for Richmond showed 1,147 homes delivery 2016/17 to 2019/20 against 945 homes requirement, a measurement of 121% and therefore no action required.	Amended
3	Against current London Plan minimum targets LB Richmond can demonstrate a five-year housing land supply.	
4	The Intend to Publish version of the New London Plan (December 2019) identifies a ten-year housing target of 4,110 homes for Richmond in the period 2019/20 – 2028/29. This equates to an annual target of a minimum of 411 per annum	
<b>Topic – Affordable Housing</b>		
	<b>Appellant</b>	<b>LPA</b>
1	The proposed affordable housing comprises shared ownership units which represent 33% by units, and 31% by habitable room.	Amended
2	The Financial Viability Appraisal informed the proposed shared ownership offer. Grimshaw has considered that a pure rental model for the affordable is unviable, and Bespoke has not argued to the contrary.	Amended
3	The proposed affordable housing has been designed as 'tenure blind'.	TBC
4	The affordable offer is for a range of flat sizes comprising: 1 x 1b2p flat;	TBC



	<p>4 x 2b3p flats; 1 x 2b4p flat; and 2 x 3b4p flats</p> <p>Seven of the flats would be suitable for families with at least one child.</p>	
5	The Grimshaw viability appraisal refers to a 100% market scheme generating a viability surplus of £656,496, which could be used by the Council as a payment in lieu should the Council prefer this to an on-site provision.	TBC
8	It was agreed between Grimshaw and the Council's Housing Officer that the Appellant did not need to speak to a registered provider until viability matters had been resolved.	TBC
9	It is agreed between the parties that a Registered Provider is likely to take eight shared ownership units in this location.	TBC
<b>Topic – Principle of B1 Use (B1a and B1c)</b>		
	<b>Appellant</b>	<b>LPA</b>
1	The marketing feasibility report submitted with the application suggests that there would be demand for various small employment units on this site, concluding that the units as proposed would be "much sought after and yet very hard to find" and affordable to purchase for SMEs.	Amended
<b>Topic – Principle of B1 and Residential Use Co-existing</b>		
	<b>Appellant</b>	<b>LPA</b>
1	The proposal will involve the provision of mixed-use development providing both B1 and C3 uses.	Amended
2	The submitted Transport Assessment concludes that when compared to the existing vehicle activity at the site; the proposed scheme would generate significantly fewer vehicle trips.	Agreed
3	There is potential for housing gain on employment land through mixed use schemes which retain or enhance the level of existing employment floorspace.	Agreed



<b>Topic – Standard of Living Accommodation</b>		
	<b>Appellant</b>	<b>LPA</b>
1	The proposed development meets National and Regional Planning Standards as set out in the nationally described space standard (March 2015), the London Plan (March 2016) and the Mayor's Supplementary Planning Guidance (March 2016). It is therefore agreed that the scheme will provide policy compliant levels of accommodation.	Agreed
2	The proposed development includes private amenity space to 22 of the 24 proposed dwellings (ranging from 8.8sqm to 35.7sqm), and a combined total of 290sqm shared landscaped private communal amenity areas.	Agreed
3	The provision of private and communal amenity space will meet the needs of the proposed development.	Agreed
<b>Topic – Residential Amenity</b>		
	<b>Appellant</b>	<b>LPA</b>
1	The scheme will not give rise to any unacceptable harm to the residential amenity of future or adjoining occupiers with respect to daylight/ sunlight, noise, privacy and outlook.	Amended
<b>Topic – Design</b>		
	<b>Appellant</b>	<b>LPA</b>
1	The proposed development was subject to a pre-application consultation with the Council, and a public exhibition with local residents and stakeholders. The design was amended and refined in response.	Amended
2	Revised elevation drawings incorporating enlarged fenestration openings to ensure sufficient sunlight and daylight to the proposed dwellings were submitted during the scope of the determination of the planning application.	Agreed
3	The proposed development is not classified as a tall building.	Agreed



<b>Topic – Built Heritage</b>		
	<b>Appellant</b>	<b>LPA</b>
1	It is accepted that none of the buildings on site merit a formal statutory listing due to their architectural or historic value.	Amended
<b>Topic – Highways and Transport</b>		
	<b>Appellant</b>	<b>LPA</b>
1	The proposals include the provision of car club memberships for its future residents, which would encourage sustainable modes of travel and less dependency on private vehicles.	Agreed
2	Twickenham Studios currently has seven designated car parking spaces along the entrance drive. The proposals would re-provide five spaces, which would be compliant subject to confirmation that the applicant has control over this area of land.	Amended
3	The site is a short walk from the St Margaret's local centre, St Margaret's Railway Station, and local bus services; and is therefore considered to be a sustainable location.	Agreed
4	The submitted Transport Assessment concludes that when compared to the previous vehicle activity at the site; the proposed scheme would generate significantly fewer vehicle trips and less HGVs.	Agreed
5	The Council's Transport Officer had no objection to the proposed development, and only requested that further details pertaining to parking arrangements and a Construction Method Statement be secured by planning condition.	Agreed
6	Historically oil tankers and large 44 ton HGVs gained access from Rosslyn Road, Ellesmere Road, Ravensborne Road and Arlington Road.	Amended
7	It is considered unlikely that the proposed development would be regularly serviced by HGVs	Agreed



<b>Topic – Energy and Sustainability</b>		
	<b>Appellant</b>	<b>LPA</b>
1	The supporting Sustainability and Energy Statement submitted with the application submission detailed that the residual carbon dioxide emissions are 25.494 tonnes. The final carbon offset payment figure is to be agreed.	Amended
2	A legally binding agreement can secure the necessary zero-carbon payment to offset the surplus emission the development will produce over a 30-year period.	Agreed
3	The new build commercial units would achieve the required BREEAM 'Excellent' rating.	Agreed
4	The potential environmental effects associated with the required demolition and construction works have been adequately identified and assessed.	Agreed
5	The Council's Independent Sustainability Consultant made no objection to the proposed development subject to further details being submitted via condition.	Amended
<b>Topic – Play Space</b>		
	<b>Appellant</b>	<b>LPA</b>
	No matters have been agreed.	



Aldermay House  
10-15 Queen Street  
London

[wsp.com](http://wsp.com)

CONFIDENTIAL