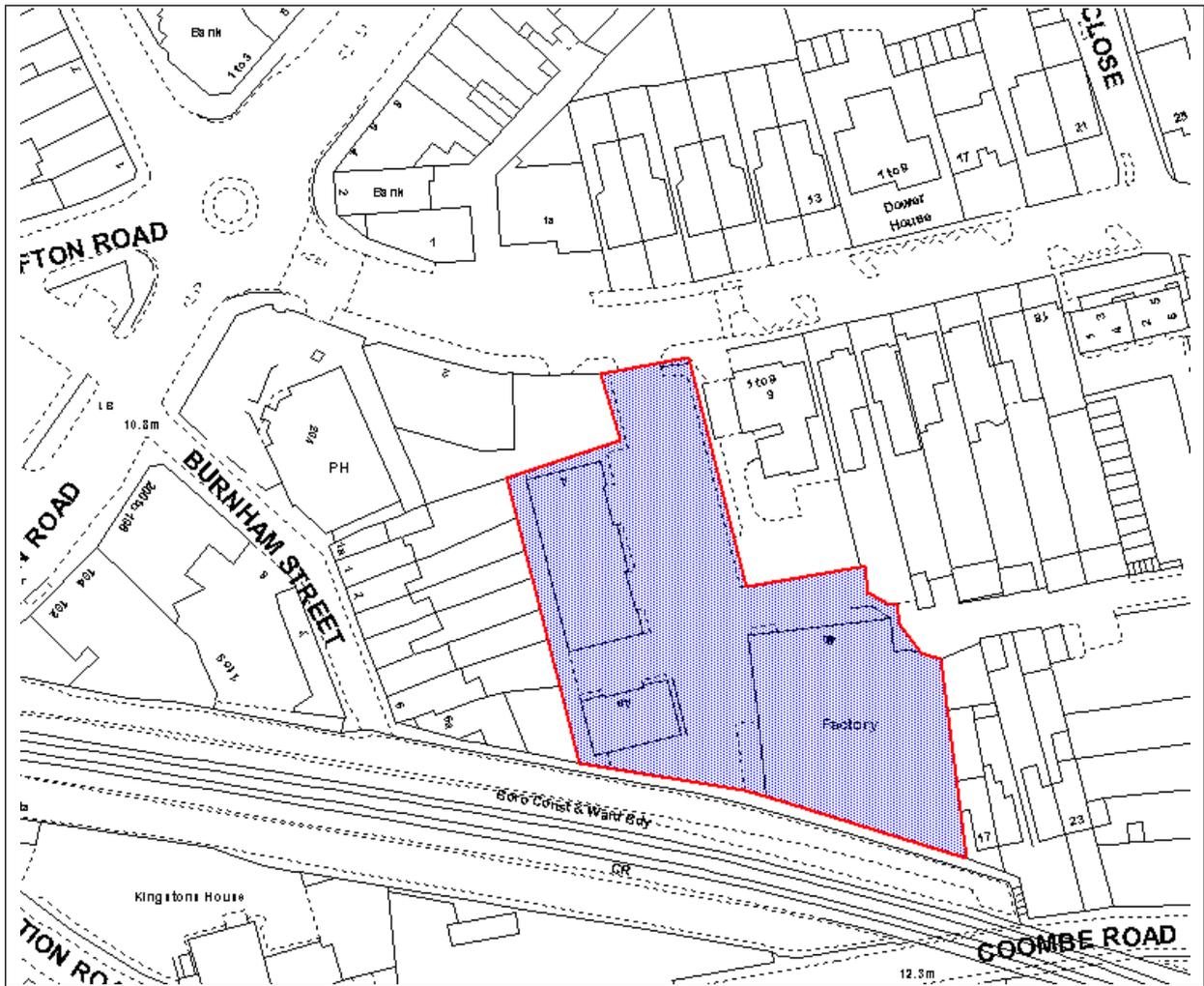


Kingston Town Neighbourhood Committee

27 March 2019

Planning Consultation: 4 Manorgate Road, KT2 7EL (18/13000/FUL)

A Register No: 18/13000/FUL
Address: 4 MANORGATE ROAD, KINGSTON UPON THAMES, KT2 7EL



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[Please note that this plan is intended to assist in locating the development it is not the site plan of the proposed development which may have different boundaries. Please refer to the application documents for the proposed site boundaries.]

Ward: Canbury

Description of Proposal: Demolition of the existing buildings on site and the erection of an A1 retail foodstore (2181sqm) with undercroft car parking, external car parking, servicing, landscaping, public footpath improvements, substation, plant equipment and other associated works

Plan Type: Full Application

Expiry Date: 16/03/2019

This planning application has been brought to the Neighbourhood Committee for comment. The application for the abovementioned development will be determined at the Development Control Committee in accordance with the Council's Scheme of Delegation.

Proposal

1. The application seeks full planning permission for the demolition of the existing buildings (Use Class B8 - Storage or Distribution) on site and the erection of an retail foodstore (Use Class A1) with undercroft car parking, external car parking, servicing, landscaping, public footpath improvements, substation, plant equipment and other associated works. The applicant is Lidl, and it is anticipated that the foodstore would be occupied by Lidl; however, the application seeks permission for an unrestricted operator.
2. The proposed supermarket would be on two floors, comprising 3,760 sqm Gross External Area (3,504 sqm Gross Internal Area). It would be sited on the southern portion of the site and be of flat roof construction. The height would be approximately 8.5m - 9.3m above ground level (varying ground level), with a centrally located plant room.
3. The majority of the ground floor would comprise an undercroft car park for 44 cars, together with a warehouse (45 sqm) and covered servicing area. The sales area would be at first floor, accessed by a travelator (also customer lift and staircase) with a floor area of 1,044 sqm GIA. The first floor would also include a warehouse (241 sqm), staff welfare facilities customer WC facilities, and other ancillary areas.
4. An external car park would be provided, in the area between the building and the Manorgate Road site access. The car park would provide a further 23 parking spaces (67 in total across the site). It would include 5 Accessible Parking Bays, 8 spaces with active Electric Vehicle Charging points and 4 parent and child bays. 38 Cycle parking space are proposed.
5. The access to the site would remain as existing, onto Manorgate Road, with localised widening to accommodate service vehicles. It is proposed that a sign would be erected at the site exit, advising vehicles to exit left onto Manorgate Road, to avoid the Home Zone.

6. A footway is proposed to provide pedestrian access from Manorgate Road to the store entrance.
7. The existing wall which bounds the southern edge of the site (adjacent the public footpath) would be demolished and the existing footpath is proposed to be widened and enhanced. It would be resurfaced and mounted security lighting would be erected to the back wall of the building.
8. The majority of the building would be finished in brickwork, with the sections of the external walls including the entrance lobby area, finished in grey Alucobond cladding. A green wall is proposed at first floor level on the western side of the building.

Previous Relevant History

89/0755/FUL	Erection of windows at first floor level.	Permit 5 Year Condition 12/06/1989
28168	Erection of a Warehouse	Refuse 01/06/1984
32878	Erection of six light industrial units	Conditional permission 26/06/1987

Consultation Responses

Neighbour Consultations: 347 neighbouring properties have been notified of the proposal, in addition site notices have been erected around the site and the proposed development has been advertised in the local press. In response 3 letters of support have been received and 367 letters of objection have been received.

3 letter of support
1 letter expressing Neutrality

368 Letters of Objection from local residents, the Manorgate Road and Carlisle Close Residents' Association, the Kingston Residents Alliance, the North Kingston Forum, the Kingston Cycling Campaign, and Zac Goldsmith MP raising the following issues:

Land Use Issues:

- The proposed retail unit is not required – the area is well served by supermarkets
- Local shops and small businesses would be adversely impacted by the new supermarket resulting in loss of local jobs. There are 55 shops within 500m of the application site, 29 of which sell goods directly in competition with the proposed supermarket, including a number of small independent specialist food and wine shops.
- The need is for more affordable housing, not businesses and supermarkets.

- Retail Impact Assessment should be submitted to support the application.

Highway Issues:

- Adverse impact on local roads and roundabout
- Impact on Manorgate Road Home Zone
- Highway safety and conflict with pedestrians and cyclists
- Level of parking proposed
- Servicing
- Deficiencies in the Transport Assessment.

Heritage, Character and Appearance

- Impact on character of area, and the adjacent Park Road Conservation Area.
- Bulk and massing - the proposed building is 9.31m high (plus plant room c 2.5m)
- Materials and context

Environmental Issues:

- Air Pollution
- Noise and disturbance including service deliveries, plant and substation, customer traffic and idling vehicles etc.
- Light pollution
- Sustainability
- Lack of tree screening and softening.
- Flooding

Residential Amenity:

- Loss of light and sunlight to neighbouring properties in Coombe Road, Manorgate Road and Burnham Street
- Visual intrusion and loss of view of sky
- Loss of privacy
- Anti-social issues

Other:

- Structural issues resulting from demolition along shared boundary
- Community Engagement has focused on positive aspects of the development and not the negative impacts. The applicant has not provided the proactive response promised

Kingston Town Conservation Area Advisory Committee: Objection raised on grounds that the proposal would neither preserve or enhance the adjacent Park Road Conservation Area.

The Kingston upon Thames Society: Objection raised on grounds of the impact on traffic on Park Road Conservation Area. Also the transition from the west side of the proposed building to the adjacent residential cottages should be eased by e.g. stepping or mansarding the roof.

North Kingston Forum: Objection raised on the following grounds:

- The traffic impact both locally in Manorgate Road and the wider area of London Road and Park Road due to the significant increase in vehicle trips anticipated and the inadequacy of the on-site parking proposed.

- Noise and nuisance on the residential communities in Manorgate Road and Burnham Street and the wider area, due to site operations and the anticipated significant increase of traffic including deliveries (recommend reduced hours of servicing , between 08:00 – 16:00 weekdays, 08:00-18:00 on Saturdays and 10:00- 16:00 on Sundays and Bank Holidays, with no more than 2 deliveries per day).
- Undermining the viability of the local shopping centres of Kingston Hill South/ Park Road and Coombe Rd due to the size of the proposed retail area, in particular considering the lack of a Retail Impact Assessment to suggest otherwise.
- The adverse impact on the character and amenity of the Park Road conservation area due to the scale of the proposed development, and the significant intensification of activity on the site the proposals would cause.
- The lack of consideration the consequential congestion would have on emergency services access to and from Kingston Hospital.
- Acknowledge the benefits of the building being located at the back of the site, and the improvements to the pedestrian rear access point, as this should enhance the physical environment of the rear shortcut from Burnham St to Norbiton Station.

Network Rail: Comments that the applicant should ensure the development does not encroach on railway land or infrastructure, and is required to enter an asset protection agreement prior to construction work.

Secure By Design (Metropolitan Police): Amendments were recommended to address local crime issues and the environmental features of the location, which have subsequently been incorporated into the submission. The only matter outstanding would be the management and maintenance of the external areas including the footpath. (Poorly maintained areas cause a fear avoidance cycle where crime and fear of crime can escalate.)

Neighbourhood Traffic Engineer: Comments awaited

Environmental Health Officer (EHO)

Air Quality Impact: Dispersion modelling was undertaken to predict pollutant concentrations at the development location and immediate vicinity associated with emissions from the local highway network. The results of the dispersion modelling assessment indicate concentrations of NO₂ and PM₁₀ are not anticipated to be above the relevant long or short term Air Quality Standard (AQS) objectives at all locations over the proposed site. Results indicate locations at the site would fall into the APEC (Air Pollution Exposure Criteria) A category, which would indicate that there are no air quality grounds for refusal. As such, mitigation measures are not required to protect future users from exposure to poor air quality. Additionally, the impacts from the additional traffic generated from the proposed development are anticipated to be negligible.

Air Quality Neutral: An Air Quality Neutral Calculation, included in the AQ report (Ref.: 17-3023) has considered emissions from the development (traffic flow and energy consumption) and compared them with set benchmarks as referred to the London Plan (GLA,2016a). The building related emissions associated

with the proposed development are both below the relevant benchmark. In contrast the Total Development Transport Emissions exceed the total benchmarked transport for NO₂ and PM₁₀, as such, the development is not classed as air quality neutral with regards to transport emissions and further reduction measures or off-setting is required.

Appropriate onsite measures to reduce petrol and diesel emissions and encourage the use of other modes of transport are included (cycle parking, electric car charging, travel plan etc). Additional Offsetting measures sought in the form of a financial contributions to support implementation of actions from the borough's Air Quality Action Plan in pursuit of meeting the air quality objectives.

Noise: The Environmental Health Officer is satisfied with the methodology and proposed target noise level for fixed plant and machinery.

The applicant is proposing to have deliveries to the premises between 7am and 11pm and their acoustic report advises that noise from these activities will not create adverse impact. In their draft Delivery and Servicing Plan they have adopted a number of principles contained within relevant guidance for quieter deliveries, however it is in draft form. Full details of the finalised delivery and servicing plan detailing how noise from deliveries will be controlled, should be secured by condition. In particular external refrigeration plant attached to vehicles should be switched off upon entering Manorgate Road and only switched back on upon leaving the road.

Flood Risk Officer: Submission under review

Sustainability Officer: Submission under review

Site and Surroundings

9. The site is an irregular shape, approximately 0.33ha in area. The site is currently vacant and comprising 3 x two storey buildings last used for a B8 storage and distribution purposes. It was most recently occupied by Minatol, a cleaning business, who have since vacated and sold the site.
10. Parking and access is currently from Manorgate Road. There is an existing parking area for approximately 20 car parking spaces.
11. The site has a good public transport accessibility level, PTAL 4. The site is located within a controlled parking area and adjacent a Home Zone. A few metres east of the northern entry point into the site, Manorgate Road becomes a Home Zone which promotes a reduction in car speed with planting and public realm treatments. The site is located approximately 60m from the roundabout junction with Kingston Hill, Park Road, Clifton Road, London Road and Manorgate Road.
12. A footpath runs along the southern boundary of the site, linking Coombe Road/ Norbiton Station with Burnham Street.
13. The Park Road Conservation area bounds the site to the North and East, and to the south along the railway embankment.

14. The site is within an area of mixed use, with residential flats and houses surrounding the site.

15. The site is has a low risk of fluvial flooding, and is within Flood Zone 1.

Assessment

The main considerations material to the determination of this application are:

- Principle of Proposed Development
- Land use implications
- Highways and Parking
- Heritage and Impact on Character of Area
- Impact on Neighbour's Residential Amenity
- Noise
- Air Quality
- Trees
- Sustainability
- Flood Risk
- Other Material Considerations

Conclusion

All comments raised will be taken into account in the assessment of the planning application.