Planning Committee
Wednesday, 4 December 2019
7.30 pm at the
Civic Offices, St Nicholas Way, Sutton, SM1 1EA

SECOND DISPATCH

To all members of Planning Committee:-

The following papers, which were not available for dispatch with the agenda, are attached. Please bring them with you to the meeting:-

6. APPLICATION NO. DM2019/01699 - WILSONS SCHOOL MOLLISON DRIVE WALLINGTON SM6 9JW (Pages 1 - 30)

The demolition of the existing external shower and changing facilities, the refurbishment of existing indoor changing rooms, the demolition of the existing music wing including the boot room and locker area along with the erection of a two-storey Sports, Music and Performance block with associated hardstanding and landscaping with the erection of an adjoining covered walkway and the relocation of existing air handling plant equipment.

8. APPLICATION NO.DM2019/01251 - GARAGE BLOCK AT RADCLIFFE GARDENS CARSHALTON (Pages 31 - 70)

Demolition of 22 garages and erection of four two-storey semi-detached dwelling houses (4 x 2-bed), provision of 4 car parking spaces, erection of four additional garages and new hard and soft landscape works.

Enquiries to: Committee Services Tel: 020 8770 4990 | Email: committeeservices@sutton.gov.uk

Copies of reports are available in large print on request
Demolition of 25 existing garages and the erection of a part two, part three-storey building comprising of 10 self contained units (1x1 bed, 9 x 2 bed) with 9 standard car parking spaces & 1 wheelchair accessible car parking space, bin storage and new hard & soft landscape works.

Helen Bailey
Chief Executive
22 November 2019
PLANNING COMMITTEE – Date 4 December 2019

Report of the Assistant Director, Environment, Housing and Regeneration Directorate

Ref: DM2019/01699  WARD: D18 - Beddington South  Time Taken: 7 Weeks

Site:  Wilsons School, Mollison Drive, Wallington, SM6 9JW

Proposal:  Demolition of the existing external shower and changing facilities, the refurbishment of existing indoor changing rooms, the demolition of the existing music wing including the boot room and locker area along with the erection of a two-storey Sports, Music and Performance block with associated hardstanding and landscaping with the erection of an adjoining covered walkway and the relocation of existing air handling plant equipment.

Applicant:  Agent - Mr Goodwin

Recommendation:

Grant Planning Permission subject to Conditions

Reason to Report to Planning Committee  The application is a departure from the Development Plan

Summary of why the proposal is acceptable:

● The proposed development would improve and enhance the teaching facilities within the educational establishment and as such is appropriate in land use terms

● It is considered that the benefit of enhanced educational facilities is considered to represent very special circumstances that outweigh concerns about the potential harm to the openness of Metropolitan Open Land (MOL) or the function of the Metropolitan Green Chain within the borough, noting that the replacement building only marginal encroaches over MOL and does not impact on the function of the school playing fields.

● The proposal in terms of design, scale, bulk and mass is considered acceptable and the new building would appear integrated in its appearance adjacent to existing school buildings and will not result in harm to the character and appearance of the area.

● The proposed development would not result in any loss of amenity to adjoining residential properties in terms of loss of light, an increased sense of enclosure or loss of privacy.
The proposal would not result in an adverse impact on the safe operation of the public highway.

- The proposal would not harm the health of the surrounding trees nor would there be any impact on biodiversity or ecological interests.
- Therefore, it is recommended that the application is approved subject to the recommended conditions.

1.0 **BACKGROUND**

1.1 **Site and Surroundings:**

1.2 The site comprises Wilsons Grammar School (Use Class D1), which is a part one, part two, part three storey education facility located on the eastern side of Mollison Drive, at its junction with Stafford Road. The wider school site includes playing fields are located to the north and east of the main school buildings. The main pedestrian and vehicle accesses are from Mollison Drive.

1.3 The surrounding area is mainly residential in character with Wilsons School, its associated playing fields and the nearby sports ground on the western side of Mollison Drive being the main exceptions to this. The residential properties in the near vicinity consist of detached and semi-detached dwellings which vary in terms of their detailed design. Some flatted development and terraced properties are also located to the south of the site.

1.4 The site has a Public Transport Accessibility Level (PTAL) of 2 indicating a 'poor' level of public transport accessibility. The application site sits adjacent to Metropolitan Open Land (MOL) and MOL Green Chains.

1.5 **Relevant Planning History:**


- 82/24280 ‘Erection of a single storey rear extension to provide additional teaching accommodation’ granted 30 July 1982.

2.0 APPLICATION PROPOSALS

2.1 Planning permission is sought for the demolition of the existing external shower and changing facilities, the refurbishment of existing indoor changing rooms, the demolition of the existing music wing including the boot room and locker area along with the erection of a two-storey Sports, Music and Performance block with associated hardstanding and landscaping with the erection of an adjoining covered walkway and the relocation of existing air handling plant equipment.

2.2 The proposed extension would be located to the north of the existing school buildings and would measure to a maximum of 33 metres in width, 16.6 metres depth with an overall height of 7.3 metres. The development would be flat roofed and would be of a rectangular form. The majority of the building would be constructed in buff bricks and brick piers, with elements of cladding panels, double glazed windows, canopies and grey rooflights. The applicant has submitted a copy of Fire Resistance Classification Report and a BBA Certificate to demonstrate that the proposed cladding is fire resistant.

2.3 The proposed building would have a 148m² assembly/recital hall, three classrooms, a fitness suite, nine music practice rooms and full changing facilities.

2.4 There would be no increase in pupil or staff numbers associated with the existing school.

2.5 Significant amendments to application since submitted:

2.6 None

3.0 PUBLICITY
Method of Notification:

3.1 Letters dated the 18 October 2019 were sent to 169 neighbouring occupiers in Stafford Road, Plough Lane, Mollison Drive, Adastra Way, Horatius Way, Hannibal Way and Imperial Way, and a site notice displayed on 13 November 2018. The application was also advertised in the local newspaper as a departure from the Local Plan on the 24 October 2019 and a site notice was posted in the vicinity of the site on the 25 October 2019.

3.2 Number of Letters Received:

3.3 The application received no comments.

3.4 Official Consultation

3.5 Internal:

<p>| Principal Highways Engineer | No objections on the basis that the proposal would not result in an increase in pupil or staff numbers and the site access and parking layout will remain unchanged. As a consequence, there would be no expectation of any increase in trip generation and there will be no adverse impact on the highway. The applicant has submitted a Construction Logistics Management Plan (CLP) which is acceptable. Therefore a pre-commencement planning condition is not required. However a condition requiring the development to be carried out in accordance with the CLP is included. The applicant has been advised that prior to commencement, they must make provision with the Council's Highways team for the site access crossover off Mollison Drive to be suitably strengthened to accommodate increased loads associated with construction traffic. |
| Environmental Health Officer | No objections subject to planning conditions restricting hours of construction and a land contamination condition. |
| Principal Tree Officer       | No objections raised to the application. |</p>
<table>
<thead>
<tr>
<th><strong>Sustainability</strong></th>
<th>No objections subject to Energy, Sustainability, Floodrisk and water saving measures conditions.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Senior Biodiversity Officer</strong></td>
<td>Raise no objections subject to conditions on biodiversity enhancements which are included.</td>
</tr>
</tbody>
</table>

### 3.6 External:

| **Sport England** | Sport England is satisfied that the proposed development could broadly meet exception 2 and 3 of playing fields policy, subject to conditions addressing the design, glazing and community use.  
Therefore Sport England does not wish to raise an objection to this application subject to conditions.  
1. Details of the design and layout of the refurbished changing rooms have been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England].  
2. With 12 months of work starting on site, a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority,  
3. The glass used in the windows in the new building which face on the playing fields, should be at least 15mm toughened glass for the outer pane and laminated glass for the inner pane. OR installation of external protective grills or other suitable protection to the windows facing the playing fields. |

### 3.7 Councillor Representation:

### 3.8 None

### 4.0 MATERIAL PLANNING POLICIES
4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise. The development plan for the London Borough of Sutton comprises the following documents:

- The London Plan 2016
- The Sutton Local Plan 2018
- South London Waste Plan 2012

4.2 Also a material consideration in determining planning applications are:

- National Planning Practice Guidance (NPPG)
- National Planning Policy for Waste (NPPW) 2014
- Adopted London Borough of Sutton Supplementary Planning Guidance documents.
- Human Rights Act 1998
- Equality Act 2010
- Draft London Plan 2017

4.3 **Public Sector Equality Duty (PSED) and Human Rights**

4.4 Under the Equalities Act 2010, the Council must have due regard to the need to eliminate discrimination, harassment or victimisation of persons by reason of age, disability, pregnancy, race, religion, sex and sexual orientation. This planning application has been processed and assessed with due regard to the PSED. The application proposals are not considered to conflict with the Duty.

4.5 The application has also been considered in the light of the Human Rights Act 1998 and it is considered that the analysis of the issues in this case, as set out in this report and recommendation below, is compatible with the Act.

4.6 **Material Planning Policies in the Determination of this Application**

4.7 **London Plan 2016 Policies:**

- 2.6 Outer London: Vision and Strategy
- 2.8 Outer London: Transport
- 2.18 Green infrastructure: the multi-functional network of green and open spaces
- 3.1 Ensuring equal life chances for all
- 3.2 Improving health and addressing health inequalities
- 3.6 Children and young people’s play and informal recreation facilities
- 3.16 Protection and enhancement of social infrastructure
● 3.18 Education facilities
● 3.19 Sports facilities
● 4.12 Improving opportunities for all
● 5.1 Climate change mitigation
● 5.2 Minimising carbon dioxide emissions
● 5.3 Sustainable design and construction
● 5.7 Renewable energy
● 5.8 Innovative energy technology
● 5.9 Overheating and cooling
● 5.10 Urban greening
● 5.12 Flood risk management
● 5.13 Sustainable drainage
● 5.14 Water quality and wastewater infrastructure
● 5.15 Water use and supplies
● 5.17 Waste capacity
● 5.21 Contaminated land
● 6.2 Providing public transport capacity and safeguarding land for transport
● 6.3 Assessing effects of development on transport capacity
● 6.4 Enhancing London’s transport connectivity
● 6.9 Cycling
● 6.10 Walking
● 6.11 Smoothing traffic flow and tackling congestion
● 6.12 Road network capacity
● 6.13 Parking
● 7.1 Lifetime neighbourhoods
● 7.2 An inclusive environment
● 7.3 Designing out crime
● 7.4 Local character
● 7.5 Public realm
● 7.6 Architecture
● 7.7 Location and design of tall and large buildings
● 7.8 Heritage assets and archaeology
● 7.14 Improving air quality
● 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
● 7.16 Green Belt
● 7.17 Metropolitan Open Land
● 7.18 Protecting open space and addressing deficiency
● 7.19 Biodiversity and access to nature
● 7.21 Trees and woodlands
● 8.2 Planning obligations
● 8.3 Community infrastructure levy
4.8 Sutton Local Plan 2018 Policies:

- 1 Sustainable Growth
- 20 Education and Skills
- 22 Social and Community Infrastructure, including Public Houses
- 24 Green Belt and Metropolitan Open Land
- 25 Open Spaces
- 26 Biodiversity
- 28 Character and Design
- 29 Protecting Amenity
- 31 Carbon and Energy
- 32 Flood Risk and Sustainable Drainage
- 33 Climate Change Adaptation
- 34 Environmental Protection
- 36 Transport Impact
- 37 Parking

4.9 Supplementary Planning Guidance/Documents:

- SPD14 Creating Locally Distinctive Places

5.0 PLANNING CONSIDERATIONS

The main issues addressed within this report relate to the following (including whether any material planning objections have been reasonably addressed) as being most relevant to this application are:

A) The Principle of the Development
   A1 - Land Use
   A2 - Educational Need
   A3 - Impact on Metropolitan Open Land and Metropolitan Green Chain
   A4 – Impact on Playing Fields
   A5 - Summary and conclusion

B) The Design of the Development

C) The Impact on Residential Amenity

D) Transport and Highways

E) Sustainable Design and Energy Efficiency

F) Flood Risk

G) Trees and Landscaping

H) Biodiversity

I) Planning Contributions

J) Conclusion

5.1  **A1 - Land Use;**

5.2  The National Planning Policy Framework (NPPF) sets out that at the heart of the planning system is the presumption in favour of sustainable development, which should be seen as a golden thread running through plan-making and decision-taking. This means that development which accords with the development plan should be approved without delay, to allow the planning system to perform its role as a mechanism for economic, social and environmental improvements, and the NPPF requires local planning authorities to apply the presumption in favour of sustainable development when determining planning applications.

5.3  The London Plan Policy 3.1 gives a commitment to ensuring equal life chances for all, to meet the needs and expanding opportunities for all, and that planning decisions are expected to protect and enhance facilities and services that meets the needs of particular groups and communities.

5.4  The London Plan Policy 3.18 states that development proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes.

5.5  Policy 20 of Sutton’s Local Plan states that the council will support the provision of facilities to meet the accommodation needs for additional primary, secondary and special school places to serve the general increase in population across the borough.

5.6  Policy 22 of the Local Plan states that the Council supports the development of social and community infrastructure where it is accessible by a range of transport modes, in particular by walking, cycling and public transport, is close to or accessible to the community it is intended to serve and is of appropriate scale to meet that need and would not be harmful to the environment.

5.7  The application site comprises a grammar school which has a mixture of single to three-storey buildings. The subject building is single storey and surrounded by two storey buildings. This building would be demolished and replaced with a part single; part two storey building. In addition, a single storey building which connects the front and rear buildings of the site would be demolished and replaced with an extended open walkway that would lead to the recreational spaces to the north of the site.

5.8  It is considered that the demolition of the existing building and replacement with a part one, part two storey building would be considered acceptable, in principle, subject to satisfactory evidence put forward discussed below to demonstrate that the need of a two storey building which would accommodate the associated/ancillary facilities for the school, in this siting, would outweigh the overall harm to the MOL (from a visual and openness perspective) and constitutes ‘very special circumstances’. Furthermore, the demolition of the
attached building (connects front and rear building) to the north of the site would to an extent improve the views and openness to and from the MOL.

5.9 **A2 - Educational Need:**

5.10 The National Planning Policy Framework paragraph 94 states that local planning authorities are advised to give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

5.11 London Plan policy 3.18 states that development proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes. These commitments are also supported by Local Plan policy 20 ‘Education and Skills’.

5.12 In support of the application, the applicant has stated that since 2014 the school has increased its intake in pupil numbers to accommodate the need in the area. As a direct result of this, some school facilities are no longer able to accommodate the requirements of the curriculum for the pupils now using these spaces.

5.13 The applicant has stated that the main areas of concern to be addressed are the changing rooms, music and recital facilities. The current changing room facilities are located both within the existing school building and also in a separate outdoor building and both are no longer fit for purpose and are posing serious health and safety, structural, environmental and comfort issues for users. As a result, it has become necessary to demolish the existing outdoor changing block and remodel/ refurbish the existing school building to accommodate the changing space required.

5.14 In relation to music provision, the applicant states that the school has gained Arts College status and therefore puts strong emphasis on the teaching of this curriculum subject. The current music provision is housed in the existing music wing area of the main building. At the moment lessons are being held in unsuitable rooms that are too small to accommodate the pupils using them.

5.15 The proposal includes the demolition of the existing music wing including boot room and locker area allowing for the creation of the new building to house music, performance and sports facilities.

5.16 The applicant has stated that the proposal will not lead to an increase in pupil or staff numbers. The development is required to ensure that the school can function in an efficient manner with facilities that are suitable as a learning environment for pupils. As the school are currently achieving Ofsted ‘Outstanding’ the school wish to carry on improving their offering to pupils.
The proposed development would improve and enhance the teaching facilities within the educational establishment and as such is appropriate in land use terms.

**A3 - Impact on Metropolitan Open Land and Metropolitan Green Chain**

**Metropolitan Open Land**

The NPPF in setting out advice to Local Authorities on how to determine applications recommends that substantial weight should be given to assessing the impact on the Green Belt. Metropolitan Open Land (MOL) is a protective designation with the same weight as Green Belt for open land within the urban area. The advice in the NPPF while principally considering development on existing Green Belt land does not say that any less weight should be given to development on the edge of Green Belt land that could give rise to harm.

Policy 7.17 of the London Plan states that the strongest protection should be given to London’s Metropolitan Open Land (MOL) and inappropriate development refused, except in very special circumstances, giving the same level of protection as in the Green Belt. In addition, essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of MOL.

Policy 24 of Sutton’s Local Plan 2018 sets out that the council will not grant planning permission for inappropriate development in MOL unless other material considerations clearly outweigh the harm, and development with MOL will be inappropriate unless it is for agricultural, horticultural or animal related businesses or for outdoor sport and recreation or cemeteries. In addition, Policy 25 of Sutton’s Local Plan states that the council will seek to retain the existing level of open space within the borough and development resulting in the loss of public open space should be resisted.

Policy 28 paragraph ‘n’ of the Local Plan states, amongst other criteria that development will be granted planning permission provided it “Maintains the setting and visual amenity of the Green Belt, Metropolitan Open Land, Public Open Space and Urban Green Space.”

The proposed building is to be located predominantly on land which currently accommodates changing room facilities, which are to be demolished as part of this application. Part of the proposed building encroaches onto the school playing field by approximately 70m², on land designated as Metropolitan Open Land. This would equate to 8.6% of the total floor area of 813m² provided by the proposed development. In addition a temporary construction access is proposed for the construction phase, with access from Mollison Drive with the use of temporary-laid stone providing a suitable surface for construction traffic.

A persuasive case has been advanced to demonstrate that the new facilities are of essential importance to ensure pupils are provided with facilities that are
fit for purpose. Currently the existing changing facilities are not in a condition suitable for pupils and are therefore posing a health and safety issue. Also the current music department is also not fit for the pupils using the facilities. In light of this and also with the need to ensure that the school offers outstanding facilities for teaching Arts subjects, noting its Art college status, the new building has been designed to fully accommodate the school’s curriculum needs.

5.26 It is recognised that the proposed development seeks to enhance the facilities of a school and would accord with the general thrust of Policy 20. Moreover, the extension, would be of a relatively modest size and bulk and would be viewed in the context of the existing school buildings which are of a similar scale and height. Because the majority of the development will involve replacing buildings that sit outside the MOL designation and that the new building will appear visually integrated with the existing school buildings, the harm to the MOL would be negligible. It is also noted that the temporary construction access from Mollison Drive would be removed and the land reinstated and made good to a pre-existing condition on the completion of the development. The temporary nature of the access would ensure that the openness of the MOL is maintained.

5.27 On this basis, it is considered that the educational need to replace unsuitable accommodation, the relatively marginal encroachment on to MOL and the sensitive design which will be sympathetic to its surroundings are factors of weight which constitute the ‘Very Special Circumstances’ to allow a Departure from the Development Plan, as set out in Policy 7.17 of the London Plan and Policy 24 of Sutton’s Local Plan 2018. It is further considered that the proposed development, by reason of its design, modest size and siting, would not harm the openness of the MOL.

5.28 Metropolitan Green Chain

5.29 The London Plan Policy 2.18 ‘Green infrastructure: the multi-functional network of green and open spaces’ (E) states that

5.30 ‘Development proposals should: A) incorporate appropriate elements of green infrastructure that are integrated into the wider network: B) encourage the linkage of green infrastructure including the Blue Ribbon Network, to the wider public realm to improve accessibility for all and develop new links, utilising green chains, street trees, and other components of urban greening’.

5.31 Green chains are important to London’s open space network, recreation and biodiversity. These are areas of linked but separate open spaces and the footpaths between them. They are accessible to the public and provide way-marked paths and other pedestrian and cycle routes.

5.32 Local Plan Policy 25 ‘Open Spaces’ (iv) states that the council will seek to retain the existing level of open space in the borough by enhancing the role of Metropolitan Green Chains within the borough by protecting the open spaces.
within them from inappropriate development and improving walking and cycling linkages between them.

5.33 Whilst the proposal would incorporate development within Metropolitan Green Chain (MGC) this would relate to a relatively minor form of development. The proposal would still maintain the existing links through the playing fields from the north to the south and as a result the existing levels of accessibility in the area would be maintained.

5.34 **A4 – Impact on Playing Fields**

5.35 The proposal includes the loss of a section (70sqm) of playing field land. In support of the proposal the applicant has stated that they consider that the development meets two of the Sports England Exceptions criteria, as stated in Policy E2 and E3 of Sports England’s Playing Field Policy March 2018.

5.36 Policy E2 states the following;

> The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity and quality of the pitches or adversely affect their use.

Policy E3 states the following;

> The proposed development affects only land incapable of forming, or forming part of a playing pitch, and does not result in the loss or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing field areas of any playing pitch or the loss of any other sporting/ancillary facilities on the site.

5.37 The applicant has stated that an assessment of the current pitches at the school to ensure that they can all be retained along with the requisite run-off areas. This demonstrates that the small area of field affected by the development does not currently form part of the playing pitches as it is too close to existing buildings.

5.38 Sport England have assessed the proposal in its authority as a statutory consultee, against the National Planning Policy Framework (in particular Para. 97), and against its own playing fields policy, which states: ‘Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

> all or any part of a playing field, or land which has been used as a playing field and remains undeveloped, or land allocated for use as a playing field unless, in
the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.'

5.39 Sport England have consulted both the Football Association/Football Foundation (FA/FF) and the English Cricket Board (ECB). They have raised no objections subject to exploration of community access to the football and cricket pitches at the school and the inclusion of accessible facilities within the changing rooms.

5.40 Sport England conclude that they are satisfied that the proposed development could broadly meet exception 2 and 3 of their playing fields policy, subject to conditions addressing the design, glazing and community use agreement. This being the case, Sport England does not raise an objection to this application.

5.41 **Summary and Conclusion: Principle of Development**

5.42 It is considered that the proposed development is acceptable in principle, and that persuasive evidence has been put forward to demonstrate that the educational need for this two storey building which would accommodate the associated/ancillary facilities for the school, in this siting, would outweigh the overall harm to the MOL (from a visual and openness perspective), and constitutes ‘very special circumstances’ to justify a departure from the Development Plan, specifically Policy 7.17 of the London Plan and Policy 24 of Sutton’s Local Plan 2018.

5.43 **B) The Design of the Development:**

5.44 The NPPF states that planning authorities should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policies 7.4 and 7.6 of The London Plan (2016) state that Local Authorities should seek to ensure that developments promote high quality inclusive design, enhance the public realm, and seek to ensure that development promotes world class architecture and design.

5.45 Policy 28 of Sutton’s Local Plan states that council will grant planning permission for new development provided that it is attractive, designed to the highest standard and uses high quality materials. In addition, new development should respect the local context and respond to local character, make a positive contribution to the streetscene, and responds to any natural and landscape features of the site.

5.46 In addition, Sutton’s Urban Design Guide ‘Creating Locally Distinctive Places’ SPD (SPD14) seeks to ensure that development respects the positive features
that contribute to the character and appearance of an area, which includes, among other features, boundary treatments and materials. As such, development will be expected to respect the local character, by ensuring that the scale of development is appropriate and having regard to the existing characteristics of an area.

5.47 The application proposes the demolition of the existing changing facilities and music wing and the erection of a part one, part two storey sports, music and performance block. The proposed extension would be located to the north of the existing school buildings and would be 33 metres in width, 16.6 metres in depth with an overall height of 7.3 metres. The extension would be flat roofed and would be of rectangular form and constructed in a mixture of buff bricks and brick piers, cladding panels, double glazed windows, canopies and grey rooflights.

5.48 Given the varied built form of the site, which is predominantly two storeys in height, the scale, bulk and mass of the proposed extension is considered to be acceptable. The proposal would have a contemporary design largely based on the functional requirements of the school. Overall, it is considered that the proposed development presents a high quality design that would complement the existing character of the school.

5.49 The building would be finished in brick with elements of black concrete tiles or cladding across the external walls. The fenestration detailing and alignment would follow the existing arrangements of the building. It is considered that the overall level of visual and material form of the development would be acceptable with the site and surroundings.

5.50 When viewed against the backdrop of the wider school and surroundings the proposal would appear as a modest addition and it is considered that the design of the proposal is acceptable and would not cause harm to the character and appearance of the area or result in harm to the openness of the MOL.

5.51 C) The Impact on Residential Amenity:

5.52 Policy 7.6 of the London Plan states that development should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings.
Policy 29 of Sutton’s Local Plan states that the council will not grant planning permission for development if it adversely affects the amenities of future occupiers or those currently occupying adjoining or nearby properties, or has an unacceptable impact on the residents of the surrounding area. As such, in assessing the impact of a proposed development, the council will take into consideration a loss of privacy, a loss of sunlight or daylight, and increase in noise and disturbance, the creation of a sense of enclosure or the loss of outlook, effects on microclimate, odour, smoke, fumes and dust.

Given the siting of the proposed extension and separation distance of 63 metres to the boundary of the residential properties along Mollison Drive (west), 141 metres to the boundary of the properties along Stafford Road (north) and 210 metres to the boundary of the properties along Hannibal Way (east), it is considered that the proposed development will not result in any harm to adjoining occupiers by reasons of loss of outlook, privacy, increased sense of enclosure, visual intrusion, loss of daylight/sunlight or noise and disturbance.

For similar reasons of generous separation distances there would not be any loss of amenity to the occupiers of the residential properties along Adastra Way and Eagle Close (South).

Access to the school site would also remain as existing and as pupil numbers are not increasing as a result of this development there will be no increase in traffic movements by pupils and staff to and from the school site.

It is not anticipated that the community use agreement recommended by Sport England would cause any undue noise and disturbance. The wording of this condition would seek to regulate the use of the car park, hours of use, access by non-educational establishment users, management responsibilities. These measures as set out within the agreement would assist in preventing any undue noise and disturbance to neighbouring occupiers.

A Construction Logistics Management Plan has been submitted to support the planning application which demonstrates how construction activities will also be carefully managed during the construction of the new building and demolition of existing buildings so as not to adversely affect local residents.

As such, it is considered that the proposed development would accord with Policy 29 of Sutton’s Local Plan, insofar as it seeks to prevent harm to residential amenity, and the scheme is considered to be acceptable in this regard.

D) Transport and Highways
Policy 6.13 of the London Plan sets out that the Mayor wishes to see an appropriate balance between promoting new development and preventing excessive car parking provision, and seeks to encourage cycling, walking and public transport use in accordance with Policies 6.9, 6.10 and 6.11 of the London Plan respectively.

Policy 36 of the Sutton Local Plan states that the council will assess all new developments for their impact on the existing and proposed transport infrastructure and services and the local environment. Policy 37 of Sutton’s Local Plan states that new developments should provide the appropriate amount of car parking in accordance with the council’s restraint based, maximum car parking standards, taking into account Public Transport Accessibility Levels (PTALs), existing publicly available parking provision and usage in the vicinity of the site, and the need to deter unnecessary car use while avoiding overspill parking problems.

The application site is located in an area with a PTAL of 2, indicative of ‘poor’ public transport accessibility. However the Waddon railway station is located 0.9 miles from the subject site and bus stops are situated along Mollison Drive and nearby Stafford Road.

It is noted that there is an allocated vehicular parking area for the users of the school to the front (west) of the site. No alterations are proposed to enlarge the existing car parking area and it is not anticipated that the number of pupils and staff would be increased. Therefore there will be no increase in traffic movements by pupils and staff to and from the school site. The proposed building is also located next to existing parking facilities so the building is easily accessible.

It is not proposed to introduce additional space for cycle storage given that pupil numbers are not increasing at the school which already has sufficient cycle storage facilities to accommodate staff and pupils should they wish to use this form of transport.

Construction Logistics Plan (CLP) has been submitted to ensure that the construction phase would not pose a harm to the pedestrian and vehicular movement and conditions of the area. A planning condition is to be attached to ensure that the construction and demolition works are carried out in accordance with the provisions of the CLP.

As such, it is considered that the proposal would not adversely affect local highway conditions in accordance with Local Plan policies 36 and 37.
E) Sustainable Design and Energy Efficiency:

The London Plan Policy 5.2 requires developments to make the fullest contribution to the mitigation of, and adaptation to, climate change and to minimise carbon dioxide emissions according to the following hierarchy: use less energy through the use of passive design and energy efficiency measures, supply energy efficiently through the use of decentralised energy provision and generate renewable energy on-site. The policy continues that major development should meet a reduction in carbon dioxide emissions of 25% below 2010 building regulations.

Local Plan Policy 31 ‘Carbon and Energy’ states among others that proposed developments should meet targets for reducing CO2 emissions expressed as a percentage improvement over Part L of the 2013 Building Regulations and that all proposed developments will apply the Mayor’s energy hierarchy by achieving the highest standards of energy efficient design and layout and using renewable energy generated on-site.

The Sustainability Officer has raised no objection subject to a condition to secure details of sustainability measures.

F) Flood Risk:

Paragraph 163 of the NPPF seeks that when determining any planning application, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site specific flood risk assessment.

Policy 5.12 of the London Plan states that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan states that new development should utilise sustainable urban drainage systems (SuDs) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy 32 of Sutton’s Local Plan 2018 sets out that proposed developments should avoid or minimise all sources of flood risk to people and property, taking account of climate change, without increasing flood risk elsewhere by preparing site-specific flood risk assessments (FRAs) in support of all proposals in Flood Zones 2 or 3, all major proposals in Flood Zone 1 over 1ha and any proposal in
5.77 A site specific Flood Risk Assessment (FRA) is not required as the site is located within EA Flood Zone 1 (low flood risk) and lies outside the boundaries of any critical drainage area. The site itself is at ‘very low’ risk of surface water flooding according to the EA’s updated Flood Map for Surface Water (uFMfSW).

5.78 The Sustainability Officer has raised no objection to the proposal subject to conditions relating to the management of surface water-run off including SuDS. As such, the proposal is contrary to policy 5.13 of the London Plan and Policy 32 of the Sutton Local Plan.

5.79 G) Trees and Landscaping:

5.80 Policy 7.19 of the London Plan Policy states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

5.81 Policy 7.21 of the London Plan states that existing trees of value should be retained and any loss from development should be replaced on the principle of ‘right place, right tree’. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species.

5.82 Policy 28 of Sutton’s Local Plan 2018 states that new development, where appropriate, should make suitable provision for new planting, trees, and boundary treatments and incorporate well-designed soft and hard landscaping as an intrinsic feature of any proposal. It further sets out that where trees are present on site, a landscaping scheme should be submitted with the application which makes provision for the retention of existing trees, especially those which are significant within the local landscape.

5.83 The applicant has submitted an Arboricultural Impact Assessment and a Design and Access Statement in support of the application. These documents confirm that there are no mature trees on site although two small trees and some shrubs within a linear enclosed courtyard are likely to be removed. The applicant has confirmed that the majority of landscaping works will focus on making good the external areas created when demolishing the existing buildings, including a new paved area surrounding a new central grassed area.
5.84 The Council’s Principal Tree Officer has considered the proposals and confirmed that the arboricultural and landscape impacts of the development are minimal and has raised no objection subject to a landscaping condition.

5.85 As such, it is considered that subject to planning conditions the application would meet the aims and objectives of policy 28 of the Sutton Local Plan to incorporate well-designed soft and hard landscaping within the application site.

5.86 H) Biodiversity:

5.87 Policy 7.19 of the London Plan which sets out the new developments should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

5.88 Policy 26 of Sutton’s Local Plan 2018 states among others that ‘New development should incorporate opportunities to enhance biodiversity, wherever possible’ and Policy 33b promotes the usage of green infrastructure wherever feasible.

5.89 The proposed building is to be located predominantly on land which currently houses changing room facilities, which are to be demolished as part of this application. The proposed building sits marginally on the school playing field (by approximately 70m2). The site does not form part of any statutory or non-statutory nature conservation site.

5.90 The Council’s Senior Biodiversity officer has stated that the impact on biodiversity is negligible. However to accord with the Council's desire to increase local biodiversity wherever possible, planning conditions are recommended to make this application acceptable to Biodiversity. The proposed development subject to conditions would accord with Policy 26.

5.91 I) Financial Contributions:

5.92 The London Borough of Sutton introduced its Community Infrastructure Levy (CIL) charging schedule in April 2014. Any new build, that is a new building or an extension, is only liable for the levy if it has 100 square metres, or more, of gross internal floor space or creates an additional residential unit.

5.93 All Local Authorities are required to index the CIL charges to take account of price increases between the time when charging schedules setting out an authority’s rate come into force, and the time at which planning permission is granted. In this instance the London Borough of Sutton’s CIL has been indexed from its adoption in April 2014 and the Mayoral CIL indexed from its adoption in April 2012.
5.94 The proposal would not be liable for CIL

5.95 **CONCLUSION AND RECOMMENDATION**

5.96 The proposed development would improve and enhance the teaching facilities within the educational establishment and as such is appropriate in land use terms.

5.97 It is considered that the benefit of enhanced educational facilities is considered to represent very special circumstances that outweigh concerns about the potential harm to the openness of Metropolitan Open Land (MOL) or the function of the Metropolitan Green Chain within the borough, noting that the replacement building only marginal encroaches over MOL and does not impact on the function of the school playing fields.

5.98 The proposal in terms of design, scale, bulk and mass is considered acceptable and the new building would appear integrated in its appearance adjacent to existing school buildings and will not result in harm to the character and appearance of the area.

5.99 The proposed development would not result in any loss of amenity to adjoining residential properties in terms of loss of light, an increased sense of enclosure or loss of privacy.

5.100 The proposal would not result in an adverse impact on the safe operation of the public highway.

5.101 The proposal would not harm the health of the surrounding trees nor would there be any impact on biodiversity or ecological impact interests.

5.102 Therefore, it is recommended that the application is approved subject to the recommended conditions.
WARNIMG: It is in your interests to ensure you obtain the approval of the Local Planning Authority, where the conditions require that to occur. Failure to comply with the following conditions may lead to enforcement action to secure compliance.

FIRST SCHEDULE

Wilsons School, Mollison Drive, Wallington, SM6 9JW

The demolition of the existing external shower and changing facilities, the refurbishment of existing indoor changing rooms, the demolition of the existing music wing including the boot room and locker area along with the erection of a two-storey Sports, Music and Performance block with associated hardstanding and landscaping with the erection of an adjoining covered walkway and the relocation of existing air handling plant equipment.

SECOND SCHEDULE

1) The development must be begun not later than the expiration of three years beginning with the date hereof.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended.
2) The approved development shall be carried out in accordance with the following drawings/details:

2100 REV P3
2200 REV P2
0000
03279 Revision: 001
1100 REV P1
1120 REV P2
1150 REV P1
1160 REV P1
1170 REV P1
1175 REV P1
1200 REV P1
1400 REV P1
2000 REV P5
2005 REV P1
2006 REV P2
2020 REV P1
2020 REV P1
3220 REV P1
180131 REV P5

DESIGN & ACCESS STATEMENT
ARBORICULTURAL IMPACT ASSESSMENT REPORT
Construction Logistics Management Plan
Detailed Unexploded Ordnance (UXO) Risk Assessment
Phase 1 Desk Study & Phase 2 Report on Ground Investigation (September 2019)
Fire resistance Classification Report for Hardie Plank Cladding
Hardie Plank BBA Certificate.

Reason: For the avoidance of doubt and in the interests of proper planning.

3) Prior to the commencement of the superstructure of the building, the type and treatment of the materials, including samples, to be used on the exterior of the building(s) shall be submitted to and approved in writing by the Local Planning Authority. The approved materials shall be used in the construction of the development hereby approved, completed prior to its occupation/use and retained thereafter.

Reason: To safeguard the visual amenities of the area and to ensure compliance with Policy 28 of the Sutton Local Plan 2018.

4) Prior to the occupation of the development, full details of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. All hard and soft landscaping and tree planting shall be carried out in accordance with the approved...
details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards (in particular, BS 3882: Specifications for Topsoil, Recommendations (2015) and BS 8545: Trees from Nursery to Independence in the Landscape, Recommendations (2014) or other recognised codes of good practice). The works shall be carried out prior to the occupation of any part or relevant phase of the development or in accordance with the timetable agreed with the Local Planning Authority. Any tree(s) or plants that (within a period of five years after planting) are removed, die, or (in the opinion of the Local Planning Authority) are damaged or defective shall be replaced as soon as is reasonably practicable with others of a similar size/species/number as originally approved, unless the Local Planning Authority gives its consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs in accordance with Policy 28 of the Sutton Local Plan 2018.

5) If during implementation of this development, contamination is encountered which has not previously been identified, the additional contamination shall be fully assessed and a specific contaminated land assessment and associated remedial strategy shall be submitted to and agreed in writing by the Local Planning Authority before the additional remediation works are carried out. The agreed strategy shall be implemented in full prior to the completion of the development hereby approved.

Reason: There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters in accordance with Policy 34 of the Sutton Local Plan.

6) Any works during the demolition / construction phase that generate noise beyond the site boundary shall be only carried out between the hours of 08.00 and 18.00 Mondays to Fridays and between 08.00 and 13.00 on Saturdays and at no time whatsoever on Bank Holidays and Sundays.

Reason: In accordance with Policies 29 and 34 of Local Plan and to safeguard the amenity of surrounding occupiers during the construction phase.

7) Prior to the commencement of development, an Energy Statement incorporating ‘as-designed’ BRUKL outputs prepared under the Simplified Building Energy Model (SBEM) and details of the proposed solar PV array must be submitted to the Local Planning Authority and approved in writing which demonstrates how the development will apply the Mayor’s energy hierarchy (use less energy, supply energy efficiently and use renewable energy) to achieve at least a 19% reduction in CO2 emissions below the target emission rate (TER) based on Part L2A of the 2013 Building Regulations and at least a 10%
reduction in total emissions (regulated and unregulated) through on-site renewable energy generation.

Reason: To comply with the Sutton Local Plan Policy 31.

8) Prior to occupation of the development, 'as-built' BRUKL outputs prepared under the Simplified Building Energy Model (SBEM) should be submitted to the Local Planning Authority and approved in writing to demonstrate that the development has been carried out in accordance with the approved details. If the development is unable to meet the required reduction in CO2 emissions through the approved energy strategy, then any shortfall must be made up through the application of further sustainability measures. All of the approved measures must thereafter be retained for as long as the development is in existence.

Reason: To comply with the Sutton Local Plan Policy 31.

9) Prior to the commencement of development, a scheme for the management of surface water run-off must be submitted to the Local Planning Authority and approved in writing which identifies appropriate site drainage and flood risk management measures, including SuDS, in order to manage surface water run-off as close to its source as possible in accordance with the Mayor’s drainage hierarchy in London Plan Policy 5.13. The submitted scheme should:

(i) provide details of the design storm period and intensity, proposed SuDS measures to delay and control the rate of surface water discharged from the site and proposed measures to prevent pollution of the receiving groundwater and/or surface waters;

(ii) include calculations carried out by an appropriately qualified professional to show that the peak run-off rate for the 1 in 100 year 6-hour rainfall event (plus 40% for climate change) will be as close as reasonably practicable to the greenfield run-off rate for the same event;

(iii) where greenfield run-off rates cannot be achieved, evidence should be provided to justify the proposed measures and to demonstrate that the peak run-off rate for the 1 in 100 year 6-hour rainfall event (plus 40% for climate change) will be no more than 3 times the calculated greenfield run-off rate for the same event;

(iv) demonstrate that the 1 in 30 year rainfall event (plus 40% for climate change) can be contained without flooding; any flooding occurring between the 1 in 30 and 1 in 100 year event (plus 40% for climate change) will be safely contained on site; and that rainfall in excess of the 1 in 100 year event is managed to minimise risks.

10) Prior to the first occupation of the dwelling, written confirmation that the approved site drainage and flood risk management measures, including SuDS, have been implemented as part of the development as built must be submitted to the Local Planning Authority and approved in writing. Where different from the approved details, further calculations carried out by an appropriately qualified professional must be provided to show that the peak run-off rate for the 1 in 100 year 6-hour rainfall event (plus 40% for climate change) will be as close as reasonably practicable to the calculated greenfield run-off rate for the same event and no more than 3 times the calculated greenfield run-off rate for the same event. All of the approved measures must thereafter be retained for as long as the development is in existence.


11) Prior to building work starting on site, detailed proposals for accommodating a green roof as part of the design and layout of the development shall be submitted to the Local Planning Authority and approved in writing. This should include design/product specifications, the proposed implementation timescale and arrangements for on-going maintenance. Where a green roof or green wall is not proposed, the submitted documentary evidence should demonstrate why this would not be feasible or viable having regard to existing site constraints.

Reason: To comply with Local Plan Policy 33 and London Plan Policy 5.11.

12) Prior to the first occupation of the development, documentary evidence shall be submitted to the Local Planning Authority and approved in writing to demonstrate that any proposed green roof walls has been installed in accordance with the approved details.

Reason: To comply with Local Plan Policy 33 and London Plan Policy 5.11

13) No development shall commence until details of the design and layout of the refurbished changing rooms have been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]. The changing rooms shall not be refurbished other than in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Policy 20 of the Local Pan.

14) Within 12 months of work starting on site, a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the changing rooms, car park and sports fields and include details of pricing policy, hours of use, access by no
educational establishment] users management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy Policy 20 of the Local Pan.

15) The glass used in the windows in the new building which face on the playing fields, should be at least 15mm toughened glass for the outer pane and laminated glass for the inner pane. OR installation of external protective grills or other suitable protection to the windows facing the playing fields.

Reason: to allow continuous use of the playing field whilst protecting the occupants of the new building from possible glass damage caused by sports projectiles in use on the playing field.

16) The temporary access road from Mollison Drive for construction purposes shall be removed at the end of the construction period and the playing field use restored to the satisfaction of the Local Planning Authority within three months of work finishing.

Reason: To minimise disruption to the playing fields and to ensure its reinstatement to a previous existing condition in accordance with Policy 36 of the Local Plan.

17) The development works and any demolition and site clearance works, shall be carried out and constructed in accordance with the details and measures indicated in the Construction Logistics Management Plan dated 04/10/2019 submitted with the planning application hereby approved.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties.

18) Prior to rising above the damp proof course of the development hereby permitted, a scheme for biodiversity enhancements shall be submitted to and approved in writing by the Local Planning Authority.

Full details of habitat creation, habitat size, aftercare, management and monitoring of enhancements will be included in the plan.
Enhancements will include:

a) an extensive substrate based biodiverse roof utilising native species, providing physicochemical details of the planting substrate, species, species number and planting density (a mixture of plug plants and seed is recommended).

b) an indirect green wall (trellis or strung wire bound) on areas of the building without impact on doors or windows, which will provide details of planting substrate (planters could be utilised), species, species number and planting density. Species utilised should be at least 60% native by number and variety. Ornamental species should be on the RHS "Perfect for Pollinators" list or of known wildlife value.

Work shall be undertaken in accordance with the approved scheme and thereafter retained in perpetuity.

Reason: To enhance the biodiversity value of the land in accordance with Policy 26 of the Sutton Local Plan 2018.

19) Prior to rising above the damp proof course of the development hereby permitted, a scheme for integrated nesting features on buildings shall be submitted to and approved in writing by the Local Planning Authority. These will include multi-chamber swift bricks or boxes, multioccupancy hirundine nests, starling boxes, house sparrow terraces and bat bricks or boxes, including numbers of each, details of box / brick type, location (plan and elevation views), height above ground and nearest external lighting.

Reason: To enhance the biodiversity value of the land in accordance with Policy 26 of the Sutton Local Plan 2018.
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PLANNING COMMITTEE – Date 4 December 2019

Report of the Assistant Director, Environment, Housing and Regeneration Directorate

Ref: DM2019/01251 | WARD: Carshalton South & Clockhouse | Time Taken: **18 weeks**

Site: Garage Block At Radcliffe Gardens Carshalton

Proposal: Demolition of 22 garages and erection of four two-storey semi-detached dwelling houses (4 x 2-bed), provision of 4 car parking spaces, erection of four additional garages and new hard and soft landscape works.

Applicant: Mr Dan Wallis

Agent: Mr Brahim Kanoute

**Recommendation:**

GRANT PLANNING PERMISSION subject to the recommended conditions

**Reason for Report to Committee:** The application is by the Council’s Housing Enabling and Development Team as part of the Council's Housing Revenue Account New Build Programme and more than one objection has been received.

**Summary of reasons why proposal is acceptable:**

- The proposal for the loss of 22 existing garages from the site would be acceptable in land use terms.

- The proposed replacement use for residential accommodation (Use Class C3) which forms an allocated site (S66) for redevelopment for residential purposes within the Sutton Local Plan (2018) would be acceptable.

- The proposal in terms of design, scale, bulk and mass would respect the local context of the site and would not result in harm to the character and appearance of the area.

- The proposed development would not give rise to any amenity concerns to the neighbouring properties in terms of loss of light, and increased sense of enclosure or loss of privacy.
● The proposal would provide a satisfactory standard of living accommodation for future occupiers in accordance with the Development Plan.

● The proposal would not result in an adverse impact on the safe operation of the public highway and would not be detrimental to the parking stress on the existing highway.

● The proposal would not harm the health of the surrounding trees nor would there be any biodiversity or ecological impact to the adjacent Site of Nature Importance (SINC).

● Therefore, it is recommended that the application is approved subject to the recommended conditions.

1.0 BACKGROUND

1.1 Site and Surroundings:

1.2 The application site comprises of 22 garages sited adjacent to the detached dwelling house known as ‘Aysgarth’. Of the existing 22 garages on site, the applicant has submitted evidence to demonstrate that in total, 17 garages are occupied and 5 are empty. Of the 17 garages, 10 garages are used for storing a motor vehicle and 7 used for general storage purposes.

1.3 The application site is brownfield land located within a predominantly residential setting and designated within the Sutton Local Plan 2018 as an allocated site (S66) for residential development.

1.4 The subject site is bordered to the north (side) fronting Radcliffe Gardens and to the east (rear) fronting Woodmansterne Road by two storey detached dwellings which vary in shape, size and appearance. To the south (side) of the application site are three 6 storey flatted development blocks which are uniform in their form, proportion and appearance. To the front (west) of the site is Barrow Hedges Primary School. The facing materials in the vicinity of the site is predominantly brick.

1.5 The site is located within a Critical Drainage Area at risk from surface water flooding.

1.6 The site is not located within a Conservation Area nor are there any listed buildings in close proximity of the site.

1.7 The site has a PTAL rating of 2, which is equivalent to a ‘low’ level of public transport accessibility.
1.8 **Relevant Planning History:**

1.9 As part of a wider pre-application discussion on a number of potential development of garage sites, advice was given and issued on 20th June 2019 in respect of this site under reference PRE2018/00135. This considered three options:-

- Option 1 - Four terraced dwellings.
- Option 2 - Two pairs of semi-detached properties.
- Option 3 - Three terraced two storey dwellings with an attached block providing six flats.

1.10 In terms of option 1, officers considered that the terrace of four dwellings with a splayed building line would not respect the prevailing pattern and grain of development. Furthermore, it was considered that the four steep pitched roofs would result in a serrated appearance that would not relate appropriately to the context of the site.

1.11 In terms of option 3, officers considered that the proposed staggered block of flatted development may also be acceptable in design terms, serving as a transition between the detached dwellings to the north and the flatted development to the south. It is considered that a more traditional roof design would be more appropriate in this instance.

1.12 However, given the continuation of dwellinghouses across this particular part of Radcliffe Gardens, the applicant decided to follow this pattern of development and propose two pairs of semi-detached dwellings which as separate semi-detached pairs would follow the typical scale, bulk and mass of the dwellings adjacent (north) of this part of Radcliffe Gardens. As such, option 2 was brought forward.

1.13 A brief summary of the pre-application (option 2) response is listed below:

- The redevelopment of the site for residential use would be acceptable in principle in land use terms.
- The loss of the existing garages and the potential impact on the highway given various rights of way and the relationship with nearby trees are significant constraints that would need to be justified or suitably mitigated against in any forthcoming application.
- The proposal is unlikely to be of harm to the nature conservation value or integrity of the adjacent Sites of Importance Nature Conservation (SINC) and would not harm the open character or function of the area of Urban Green Space.
- The proposed dwellings are unlikely to be of detriment to the amenities of the adjacent and surrounding occupiers.
- It is considered that the option of two pairs of semi-detached dwellings would be in keeping with the character and appearance of the neighbouring row of
properties and would generally be acceptable in terms of bulk, massing, scale and site coverage.

2.0 APPLICATION PROPOSALS

2.1 Details of Proposal:

2.2 Planning permission is sought for the demolition of the existing 22 garages and erection of four two-storey semi-detached dwelling houses (4 x 2-bed), provision of 4 car parking spaces, erection of four additional garages and new hard and soft landscape works.

2.3 The application is by the Council’s Housing Enabling and Development Team as part of the Council's Housing Revenue Account New Build Programme. All the houses would be socially rented family homes.

2.4 The proposed semi-detached pair of buildings would have a rectangular footprint which would measure a total of 9.5 metres in depth and 11.2 metres in width with each of the dwellings are 5.5 metres wide. The proposed dwellings would be two storeys in height and would have a hipped roof measuring approximately 9.5 metres in height to the ridge and 6.3 metres to the eaves. The proposed residential dwellings would sit adjacent to the detached properties to the north of the site with the front elevation facing Barrow Hedges Primary School (west) and the rear elevation of the properties facing the rear gardens (east) of 11, 13 and 15 Woodmansterne Road.

2.5 Each dwelling would have an internal floor area of 80.5sqm. House 1 would be provided with 92sqm of external amenity space (rear garden), house 2 would have 116sqm, house 3 would have 131sqm and house 4 would have 55sqm. The layout of the dwellings would comprise kitchen/living/dining at ground floor level with bedrooms and bathrooms at first floor level.

2.6 The proposed dwellings would be finished in buff (recessed) brickwork with clay roof tiles. The windows would be painted/powder coated aluminium faced timber composites and the entrance doors would be metal and include a canopy over.

2.7 Solar panels are proposed within the rear roofslope of the dwellings (east elevation).

2.8 The proposed dwellings would be accessed via Radcliffe Gardens.

2.9 The proposal would provide 4 car parking spaces with 2 spaces sited perpendicular to each other. In total, 1 parking space per dwelling would be provided.

2.10 Out of the existing 22 garages on site, the applicant has submitted evidence to demonstrate that in total, 17 garages are occupied and 5 are empty. Of the 17 garages occupied, 10 garages are used for storing a motor vehicle and 7 used for general storage purposes. As such, the proposal would result in the displacement of
10 vehicular spaces. The proposal would re-provide 4 garages on site and as such the total displacement would be 6 vehicular spaces. The applicant has confirmed that there is an alternative garage site within 0.5 miles of the application site at Albion Road under the same lease agreement to that of the garages to be replaced on this site which can provide 4 garages to compensate for those displaced on this site. This would mean 2 vehicular spaces would be re-provided either on site or close to the site. The submitted parking survey report has demonstrated that the existing parking stress levels of the surrounding roads are at 47% which is below the 85% benchmark that defines high parking stress and, as such, the surrounding roads, on the basis of the submitted assessment, could cater for the displacement of the remaining 2 spaces from the application site which are currently being used to store a motor vehicle.

2.11 Hard and soft landscaping would be incorporated throughout the site which includes permeable concrete surfacing for the parking spaces and pockets of soft landscaping which includes trees and hedges. Part of the existing grass verge to the front of the application site would be removed to cater for a dropped kerb and vehicular access.

2.12 Given the gradient of the site which slopes from east to west the forecourt would contain a ramp and external steps leading to the entrances of the dwellings.

2.13 Refuse and cycle storage would be provided within the rear gardens of the properties.

2.14 Whilst the boundary treatment details and elevations have not been confirmed, it is noted that a 1.8m timber boundary fence treatment is proposed to enclose each individual property and mark site boundaries as appropriate. The rear wall of the existing garages that runs along the common boundaries of 11, 13 and 15 Woodmansterne Road measures 2.5 metres in height and would be replaced with a 2.5 metre high boundary brick wall (rear boundary) to maintain privacy levels to those properties. The site also includes land which abuts the side boundary with ‘Aysgarth’ which would be reinstated with brick walls.

2.15 The proposal would not require pruning to the surrounding trees.

2.16 **Amendments:**

2.17 The following amendments were requested:

- Remove first floor cladding and replace with brick
- Provide an Ecological Impact Report given the site is adjacent to SINC land
- Confirm the reasons behind the extent of pruning of G1 to the rear of the site (Woodmansterne Road properties)

2.18 The alterations to the scheme does not require a public re-consultation given the minor nature of the amendments.
3.0 PUBLICITY

3.1 Adjoining Occupiers Notified

3.2 Method of Notification:

3.3 Letters were delivered to 36 adjoining/surrounding properties on 3 August 2019 with a site notice displayed to a lamppost outside the application site on 28 August 2109.

3.4 The letters sent were to the following properties:

- Aysgarth, Radcliffe Gardens Carshalton SM5 4PQ
- Allandale, Radcliffe Gardens Carshalton SM5
- Gronant, Radcliffe Gardens Carshalton SM5
- Woodlands, Radcliffe Gardens Carshalton SM5
- Barrow Hedges Primary School, Harbury Road
- 1-25 Radcliffe Gardens, Carshalton SM5 4PF
- 11, 13, 15 Woodmansterne Road, Carshalton SM5 4JJ

3.5 The first consultation did not include the remainder of the flatted units along Radcliffe Gardens. As such, the consultation was expanded to include 26-70 Radcliffe Gardens on 9 October 2019.

3.6 In total, 85 adjoining/surrounding properties were consulted.

3.7 Number of Letters Received in response to the proposal:

3.8 10 letters of objection were received during the consultation periods. The letters of representation were received from the following addresses listed below;

- Aysgarth, Radcliffe Gardens, Carshalton SM5 4PQ
- 11, 13, 15 Woodmansterne Road, Carshalton SM5 4JJ
- 1, 20, 29, 56 Radcliffe Gardens, Carshalton SM5 4PF
- Woodlands, Radcliffe Gardens, Carshalton SM5
- 168 Banstead Road, Carshalton SM5 4DW

3.9 The objections received are outlined in the table below with the officers response to each of the comments raised:

<table>
<thead>
<tr>
<th>Objection Received</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Character</td>
<td></td>
</tr>
<tr>
<td>Out of keeping</td>
<td>The overall scale, bulk and mass of the semi-detached pairs would reflect the adjacent properties to the north of the</td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th><strong>site and as such officers consider that the proposal would not be out of character with the existing area.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cladding unsympathetic</strong></td>
</tr>
<tr>
<td><strong>Visual impact</strong></td>
</tr>
</tbody>
</table>
| **Residential Amenity** | **Part of the existing garages run along the rear boundary of 11, 13 and 15 Woodmansterne Road and partially to the side of ‘Aysgarth’ - detached dwelling to the north.**  
**Boundary wall of garage adjoins partly onto ‘Aysgarth’ - detached building to the north. Will this be replaced with a fence?**  
**The scheme proposes to erect a 1.8m high boundary fence across the application site which would be considered acceptable. Neighbours have suggested a preference in a solid wall being erected, notably to the rear. It is considered that the replacement elements of the existing side boundary of ‘Aysgarth’ with a brick boundary wall (1.8m high) and to the rear boundary at 2.5 metres high would be acceptable.**  
**Given the sloped nature of the site (Woodmansterne Road properties higher up), the applicant proposes a 2.5m high boundary wall to the rear to maintain privacy noting there is a 44** |
<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise and Air Pollution</td>
<td>The levels of noise and disturbance from the proposal would reflect a typical residential environment. This is also supported by the Councils Environmental Health team. Furthermore, the potential increase in vehicular activity compared with its lawful use as 22 garages means that there will be no unacceptable additional harm from either noise and pollution arising from the development.</td>
</tr>
<tr>
<td>Side windows should be frosted facing ‘Aysgarth’</td>
<td>The first floor side elevation of house 1 would not contain any side windows. In terms of the ground floor, these side windows would be secondary and given the siting at ground floor level with the boundary treatment in place, it is considered that the adjoining property will not be harmed by unacceptable overlooking.</td>
</tr>
<tr>
<td>Overlooking and loss of privacy</td>
<td>SPD4 requires a minimum back to back separation distance of 20 metres between any habitable window of a proposed residential development to existing habitable windows of the surrounding residential properties. The rear of the dwellings would be separated from the rear elevation of the Woodmansterne Road properties by 44 metres. The side of house 4 would be separated from the adjacent flats to the south by 25 metres (building to building). Furthermore, the siting of the development would reflect the existing relationship between the existing properties to the north in Radcliffe.</td>
</tr>
<tr>
<td><strong>Gardens and their neighbours to the east in Woodmansterne Road.</strong> As such, there will be no unacceptable loss of privacy arising from this proposed development.</td>
<td></td>
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<tr>
<td>---</td>
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<tr>
<td><strong>Loss of outlook</strong></td>
<td>Given the generous separation distances, the development would not result in an unacceptable loss of outlook to the surrounding residential occupiers.</td>
</tr>
<tr>
<td><strong>Biodiversity</strong></td>
<td>No ecological assessment of the site has been undertaken. The application site is situated between Barrow Hedges Primary School and Radcliffe Gardens SINC.s.</td>
</tr>
<tr>
<td><strong>Concerns about adjacent SINC land in terms of habitat movement</strong></td>
<td>The Council’s Senior Biodiversity Officer has reviewed the scheme and stated that no consideration of possible impacts on either of the adjacent SINCs has been presented, indirectly (such as an increase in light pollution) or increased trampling through Radcliffe Gardens Woodland SINC.</td>
</tr>
<tr>
<td></td>
<td>The Senior Biodiversity Officer commented that the standing deadwood (denoted as T2) required assessing for bats, as it was scheduled for removal.</td>
</tr>
<tr>
<td></td>
<td>Whilst it is acknowledged that the site itself is predominantly hardstanding, corrugated roofed garages and c.170sqm of amenity grassland and likely to be of low or negligible value for biodiversity in and of itself, the lack of consideration for adjacent designated sites for nature conservation and possible bat roosts is not acceptable.</td>
</tr>
<tr>
<td></td>
<td>The comments were relayed onto the applicant who provided a Preliminary Ecological Assessment. The Council’s Senior Biodiversity Officer has reviewed the assessment.</td>
</tr>
</tbody>
</table>
It has been confirmed that T2 will not be removed. There are, therefore, no outstanding issues in regards to possible impacts on bat roosts.

The Senior Biodiversity Officer confirms that the remaining mitigation measures proposed (high quality predominantly native landscaping, including green walls, flowering lawns, nesting opportunities, species protection and lighting levels) would be satisfactory through suitable conditions. The development has taken into consideration the protection and improvement of the relationship with the SINC land.

<table>
<thead>
<tr>
<th>Transport and Highways</th>
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</thead>
<tbody>
<tr>
<td><strong>Climate change/pollution from volume of traffic</strong></td>
</tr>
<tr>
<td>The Council’s Environmental Health officer has reviewed the scheme and raised no objection.</td>
</tr>
<tr>
<td>It is considered that the use of the site for 4 dwellings (4 vehicles) and re-provision of 4 garages (total of 8 vehicular spaces) would be less than the existing 10 spaces used for the storing of motor vehicles and therefore would not be of further detriment to the health and safety of nearby residents in terms of ‘fumes’ from vehicles.</td>
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</table>

<table>
<thead>
<tr>
<th>Where will the 22 garages demolished park and further parking problems</th>
</tr>
</thead>
<tbody>
<tr>
<td>The site is not within a Controlled Parking Zone (CPZ) and vehicles are parked on the kerbside, but the applicant has demonstrated that through re-provision on site, relocation to an alternative site within 0.5 miles of the application site, that the remaining 2 spaces being displaced can be reasonably accommodated on street.</td>
</tr>
<tr>
<td>It should be noted that the parking survey submitted by the applicant demonstrates that existing parking</td>
</tr>
<tr>
<td>Already congestion from school traffic</td>
</tr>
<tr>
<td>Will the proposed garages be re-provided for existing owners?</td>
</tr>
</tbody>
</table>

**Public Consultation**

| People should be given ample opportunity to respond to the application. Dates were conflicting | All comments received will be taken into consideration. As part of the public consultation for planning applications, a minimum of 21 days is required. After 21 days from the consultation date, the Local Planning Authority can make a decision on an application. However, any comments are taken into consideration up to the decision of the application. |
It is important to note that the public consultation was expanded to include 26-70 Radcliffe Gardens who were notified of the application on 9 October 2019. The original public consultation was dated 3 August 2019 and therefore concerns of ‘conflicting dates’ is acknowledged and explained further under section 3 of the committee report.

| Not all addresses consulted included the school | The Council can confirm that all properties that adjoin and surround onto the application site, all flats at Radcliffe Gardens and Barrow Hedges Primary School were consulted during the course of the application. A site notice was also placed onto a lamppost outside the application site on 20 August 2019. Please see section 3 (publicity) of the committee report. |

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3.10 **Official Consultation:**

3.11 **Internal:**

| Senior Highways Engineer | No objection raised subject to inclusion of a Construction Logistics Plan by condition to ensure the construction management phase and construction traffic is controlled. |
| Waste Management | No objection |
| Sustainability Officer | No objection subject to conditions requiring that the submitted statements/information in relation to the energy statement and SUDS strategy are carried out in accordance with those details. Furthermore, pre-commencement conditions are included to ensure a water efficiency calculator and overheating checklists are provided to ensure a sustainable development. |
| Principal Arboricultural Officer | The Council's Principal Arboricultural officer has reviewed the scheme and stated that the applicant needs to clarify the reasons why heavy pruning is proposed to the western canopy of G1 located to the rear gardens of 11, 13, 15 Woodmansterne Road as the level proposed would cause significant adverse impact to the trees and works will exceed BS3998 recommendations. Furthermore, the canopy spread of these trees is not plotted accurately on the Tree Protection Plan. The comments were forwarded to the applicant which provided a revised landscape plan to omit any pruning to G1 to the rear. Following review of the revised landscape plan, the Council’s Principal Arboricultural officer was satisfied that no pruning would be undertaken to G1 to the rear and the proposed soft landscaping would soften the built form and improve the site. However, the officer did request tree protection and hard and soft landscaping conditions which will be attached. |
| Environmental Health | No objection subject to Air Quality Neutral, boilers, construction management plan, Non-Road Mobile Machinery, noise control and contaminated land investigation conditions. |
| Biodiversity Officer | The Council’s Biodiversity officer has reviewed the scheme and stated that no consideration of possible impacts on either of the adjacent SINCs has been presented, indirectly (such as an increase in light pollution) for increased trampling through Radcliffe Gardens Woodland SINC. |
Whilst it is acknowledged that the site itself is predominantly hardstanding, corrugated roofed garages and c.170sqm of amenity grassland and likely to be of low or negligible value for biodiversity in and of itself, the lack of consideration for adjacent designated sites for nature conservation is not acceptable.

The comments were relayed onto the applicant who provided an Ecological Assessment. The Council’s Biodiversity Officer has reviewed the assessment and confirmed the mitigation measures proposed (high quality predominantly native landscaping, including green walls, flowering lawns, nesting opportunities) would be satisfactory and the development has taken into consideration the protection and improvement of the site and relationship with the adjacent SINC designation.

<table>
<thead>
<tr>
<th>3.12 Councillor Representations</th>
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<tbody>
<tr>
<td>3.13 None.</td>
</tr>
</tbody>
</table>

### 4.0 MATERIAL PLANNING POLICIES

<table>
<thead>
<tr>
<th>4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise. The development plan for the London Borough of Sutton comprises the following documents:</th>
</tr>
</thead>
<tbody>
<tr>
<td>● The London Plan 2016</td>
</tr>
<tr>
<td>● The Sutton Local Plan 2018</td>
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</table>

<table>
<thead>
<tr>
<th>4.2 Also a material consideration in determining planning applications are:</th>
</tr>
</thead>
<tbody>
<tr>
<td>● National Planning Policy Framework (NPPF) 2019</td>
</tr>
<tr>
<td>● National Planning Practice Guidance (NPPG)</td>
</tr>
<tr>
<td>● Adopted London Borough of Sutton Supplementary Planning Guidance documents.</td>
</tr>
<tr>
<td>● Human Rights Act 1998</td>
</tr>
</tbody>
</table>
4.3 **Public Sector Equality Duty (PSED) and Human Rights**

4.4 Under the Equalities Act 2010, the Council must have due regard to the need to eliminate discrimination, harassment or victimisation of persons by reason of age, disability, pregnancy, race, religion, sex and sexual orientation. This planning application has been processed and assessed with due regard to the PSED. The application proposals are not considered to conflict with the Duty.

4.5 The application has also been considered in the light of the Human Rights Act 1998 and it is considered that the analysis of the issues in this case, as set out in this report and recommendations below, is compatible with the Act.

4.6 **Material Planning Policies in the Determination of this Application**

4.7 **London Plan 2016 Policies:**

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 3.14 Existing Housing Stock
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water Quality and Wastewater Infrastructure
- 5.15 Water Use and Supplies
- 6.1 Strategic Approach
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing Traffic Flow and Tackling Congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
7.5 Public Realm
7.6 Architecture
7.19 Biodiversity and Access to Nature
7.21 Trees and Woodlands
8.3 Community Infrastructure Levy

4.8 Sutton Local Plan 2018 Policies:

1 Sustainable Growth
7 Housing Density
9 Housing Sizes and Standards
17 District and Local Centre Development
26 Biodiversity
28 Character and Design
29 Protecting Amenity
30 Heritage
31 Carbon and Energy
32 Flood Risk and Sustainable Drainage
33 Climate Change Adaptation
34 Environmental Protection
36 Transport Impact
38 Infrastructure Delivery

4.9 Supplementary Planning Guidance/Documents:

SPD1 Designing Out Crime
SPD4 The Design of Residential Extensions
SPD5 Planning Obligations
SPD14 Sutton’s Urban Design Guide

5.0 PLANNING CONSIDERATIONS

5.1 The principal considerations (including whether any material planning objections have been reasonably addressed) in relation to this application are:

A. Principle of Development
B. Design Quality
C. Neighbour Amenity
D. Layout and Standard of Accommodation
E. Highways and Parking
F. Sustainability
G. Trees, Landscaping and Biodiversity
H. Other Issues
I. Planning obligations and CIL
J. Conclusion
K. Recommendation
A. Principle of Development:

5.2 The NPPF requires that planning policies and decisions should promote the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. It states that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs.

5.3 Policy 3.3 of the London Plan (2016) sets out that the Mayor will seek to ensure that identified housing need is met particularly through provision consistent with at least an annual average of 42,000 net additional homes across London which will enhance the environment, improve housing choice and affordability and provide better quality accommodation for Londoners.

5.4 Policy 3.4 of the London Plan (2016) should take into consideration local context and character, the design principles and public transport capacity, development should optimise housing output for different types of location within the relevant density.

5.5 Policy 3.5 of the London Plain (2016) states Housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment, taking account of strategic policies in this Plan to protect and enhance London’s residential environment and attractiveness as a place to live. Boroughs may in their LDFs introduce a presumption against development on back gardens or other private residential gardens where this can be locally justified.

5.6 The application site, which comprises a parcel of land containing 22 garages and adjacent to detached two storey residential dwellings to the north, constitutes brownfield land within a predominantly residential setting.

5.7 The site is designated within the Sutton Local Plan 2018 as an allocated site (S66) for residential development with an indicative housing capacity of ten additional dwellings, which was based on the London Plan 2016 Density Matrix Setting of Suburban 40 – 80 units/habitable area (u/ha).

Loss of Garages

5.8 The proposal would result in the loss of 22 existing garages from the site. The applicant, in conjunction with Sutton Housing Partnership (SHP) contacted all garage tenants to establish what each garage is currently used for i.e. general storage or vehicle storage.

5.9 The loss of the existing garages is assessed in the context of whether this would result in any unacceptable overspill parking in adjoining streets also. Out of the existing 22 garages on site, the applicant has submitted evidence to demonstrate that in total, 17 garages are occupied and 5 are empty. Of the 17 garages occupied, 10
garages are used for storing a motor vehicle and 7 used for general storage purposes. As such, the proposal would result in the displacement of 10 vehicular spaces. The proposal would re-provide 4 garages to the rear of the site and as such the total displacement would be 6 vehicular spaces. The applicant has confirmed that there is an alternative garage site within 0.5 miles of the application site at Albion Road under the same lease agreement which can accommodate 4 of the displaced garages. This would mean that two garages previously used to store a car would be displaced onto adjacent streets.

5.10 The submitted Parking Survey Analysis Report (45703/00 Rev: AA) by PBA dated March 2019 concludes an existing parking stress level of 47% of the surrounding road network. The proposed displacement of 2 spaces on to the surrounding roads would not give rise to an unacceptable increase in on-street parking or reach the 85% benchmark (high parking stress) threshold for where such impacts can be significant.

5.11 As such, the proposed loss of garage is considered acceptable in principle in land use terms. This is considered further within the ‘Transport and Highways’ section of the report.

**Proposed Housing (Use Class C3)**

5.12 Policies 1 and 7 of the Sutton Local Plan 2018 acknowledge the NPPF’s presumption in favour of sustainable development, but expects that the majority of housing to be provided within Sutton Town Centre and the other district centres and their surrounding Areas of Potential Intensification.

5.13 The proposed development would enable the delivery of new family homes which would contribute towards the delivery of housing in the Borough as a whole. The site has been used as garages for many years and evidence has been submitted as part of the applicant to demonstrate that many of the garages have not been used for their lawful purpose. Furthermore it is considered that the proposal mitigates for the loss of existing parking on site by re-providing garages on or off site with the shortfall being capable of being accommodated on street.

5.14 Given that this is an allocated site in the Local Plan for residential use, the use of the site for housing is considered acceptable in principle and will enable good quality homes to be built which would be affordable for local residents in the borough. The delivery of these family homes is supported and would meet the relevant requirements of the Sutton Local Plan, particularly as the houses are all for social rent and therefore compliant with Policy 8 of the Sutton Local Plan.

**B. Design Quality:**

5.15 The NPPF states that planning authorities should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land
and buildings. Policies 7.4 and 7.6 of The London Plan state that Local Authorities should seek to ensure that developments promote high quality inclusive design, enhance the public realm, and seek to ensure that development promotes world class architecture and design.

5.16 Policy 28 of the Sutton Local Plan states the council will grant planning permission for new development, including new buildings, alterations and extensions, provided the new development:

- **a** Is attractive, designed to the highest standard, especially with regard to architectural detailing, and uses high-quality materials.
- **b** Respects the local context and responds to local character and heritage assets.
- **c** Is of a suitable scale, massing and height to the setting of the site and/or townscape.
- **d** Seeks to improve an area of poor character.
- **e** Makes a positive contribution to the street frontage, streetscene and / or public realm, such as using railings and low walls where practicable.
- **f** Is inclusive and accessible for all and improves movement through areas with direct, accessible and easily recognisable routes.
- **g** Is secure and designed to minimise crime and anti-social behaviour.
- **h** Is robust and flexible in use.
- **i** Responds to natural features and retains trees, hedges and other landscape features and spaces of amenity value, where possible.
- **j** Is not dominated by car and cycle parking.
- **k** Creates attractive, functional and clearly defined public and private space.
- **l** Protects any important local views and creates new ones wherever possible.

5.17 The character of the area mainly comprises two storey detached properties in a variety of size, form and finish, but with brick as the predominant facing materials. To the west is Barrow Hedges school, which is one to three storeys in height, open playing fields and to the south are six storey residential flatted blocks which represent a break from the predominant form found within this suburban area.

5.18 The existing garages are unattractive, largely underused and detract from the appearance of the area. They will be replaced by well designed affordable homes which would follow the predominant type of suburban housing found in this area in terms of size, scale and appearance.

5.19 The proposed pair of semi-detached properties have taken the design cues in terms of scale, bulk and mass of the adjacent detached properties to the north of the site. The predominant material choice of brick has been incorporated into the design through a later amendment. The houses are considered to be visually integrated in their surroundings and will confirm to the existing pattern of housing development in the area, forming an extension of the street frontage to the north.
5.20 It is acknowledged that the contemporary design of these houses introduces a new architectural style to the area, but takes account of facing materials found in the locality and will not appear out of character particularly when viewed in the context of the flats to the south and as views across the open playing fields to the west and beyond.

5.21 The existing site is predominantly laid to hardstanding and the proposal would incorporate a balance of hard and soft landscaping which will improve the appearance of the site by replacing unattractive garages that do not make a positive contribution to the character and appearance of the area.

5.22 The site has been allocated in the Sutton Local Plan (S66) for residential development of up to 10 residential units based on the London Plan (2016) density matrix in the setting of a suburban location 40 – 80 units/habitable area (u/ha). As noted previously, there is no uniformity as a whole across Radcliffe Gardens although the properties to the north are situated on wider and deeper plots of land. Taking into account all material planning considerations, in terms of parking, design and amenity considerations, it is considered that the proposal to provide 4 houses on this site, although not being able to match adjoining plot ratios is considered to represent good use of this site without appearing out of keeping.

5.23 It is considered necessary to attach a condition which removes permitted development rights so that each individual dwelling cannot be extended or altered without planning permission being sought. This is to ensure that the form, proportion and appearance of each dwelling is subject to further controls, and that neighbouring amenity is not harmed.

5.24 For the reasons above, subject to conditions, it is considered that the proposal would respect and improve the overall character and appearance of the area and therefore would be in accordance with Policies 7.4 and 7.6 of The London Plan and Policies 28 and 30 of the Sutton Local Plan.

C. Neighbour Amenity:

5.25 Policy 29 of the Sutton Local Plan states that the Council will not grant planning permission for any development that adversely affects the amenities of future occupiers or those currently occupying adjoining or nearby properties.

5.26 The semi-detached pair that would comprise houses 1 and 2 would sit adjacently with ‘Aysgarth’ to the north of the site and would be separated by 2.8 metres building to building. Houses 3 and 4 would be separated from the side wall of ‘Aysgarth’ by 16 metres.

5.27 The rear building line of the proposed dwellings would be separated from the rear elevation of 11, 13 and 15 Woodmansterne Road (east) by 44 metres.
5.28 Houses 3 and 4 would be separated from the side wall of 1-27 Radcliffe Gardens (6 storey flatted development block - to the south of the site) by 25 metres building to building. Houses 1 and 2 would be separated from the existing flatted block by 36 metres.

5.29 Directly to the front (west) of the application site is the recreational space for Barrow Hedges Primary School. The application site is separated from the common boundary by 12 metres with Radcliffe Gardens (5 metres wide) highway running in between.

Daylight and Sunlight

5.30 A Daylight and Sunlight report has been assessed by T16 Design Ltd dated June 2019. The assessment has considered the habitable front and rear windows of the adjacent dwelling ‘Aysgarth’ and the side windows of 1-27 Radcliffe Gardens. It is important to note there has not been an assessment of the impact on properties to the rear (east) of the site of 11, 13 and 15 Woodmansterne Road given the 44 metre separation distance which will represent no change to lighting conditions to those adjoining properties. The BRE guidelines set a benchmark of 27% Vertical Sky Component (VSC) as an acceptable tolerance for good daylighting conditions to existing properties which means that adjoining and that any proposed development should not result in daylighting falling below 27% VSC or less than 0.8 times its existing former value. The existing windows assessed are already above the recommended 27% threshold and with the proposal in place, this would not result in the windows falling below the benchmark level. As such, existing daylighting conditions to adjoining properties will not be harmed as a result of this proposed development.

5.31 There would be no concerns of loss of sunlight or overshadowing to the existing residential occupiers surrounding the application site.

Privacy

5.32 SPD4 requires a minimum rear to rear separation distance of 20 metres between any habitable window of a proposed residential development to existing habitable windows of neighbouring residential properties.

5.33 With boundary treatments of either a fence or wall with a minimum height of 1.8 metres above ground level, there would be no unacceptable loss of privacy to neighbouring properties from the ground floor accommodation in the proposed houses. There are no side windows proposed to the dwellings at first floor level apart from house 4 which would face the highway and the school. However, when measured from the side windows of house 4, there would be a 25 metre separation distance to the school boundary and, as such, the side windows of house 4 will not result in an unacceptable increase in overlooking of the school, noting that this development largely replicates existing separation between the houses to the north and the school boundary.
5.34 Given the generous separation distances, there will not be any unacceptable overlooking and loss of privacy to existing neighbouring properties. Given the fall in levels from the east, with the rear properties of Woodmansterne Road being higher, there have been concerns raised in respect of potential overlooking and privacy from the new development. At present the garages form a boundary to the rear of 11, 13 and 15 Woodmansterne Road and are approximately 2.5 metres in height. In order to maintain levels of privacy, the applicant will provide a 2.5 metre high brick wall no this boundary to ensure that the proposal does not give rise to unacceptable overlooking and loss of privacy.

Outlook

5.35 Given the separation distances to adjoining properties it is considered that the proposed dwellings will not be visually intrusive, overbearing or reduce the levels of outlook to the occupiers of the surrounding neighbouring properties.

5.36 It is considered necessary to attach a condition which removes permitted development rights so that the application site cannot be extended or altered without planning permission being sought. This is required to prevent any neighbouring amenity impacts from any extensions or alterations through permitted development.

Noise and Disturbance

5.37 The levels of noise and disturbance from the proposal would reflect a typical residential environment. This is also supported by the Council’s Environmental Health team.

5.38 Furthermore, the potential increase in vehicular activity compared with its lawful use as 22 garages means that there will be no unacceptable additional harm from either noise and pollution arising from the development.

Amenity Conclusion

5.39 For the reasons above, subject to conditions, it is considered that the proposal would not be detrimental to the surrounding and adjacent residential occupiers amenities and therefore would be in accordance with Policy 7.1 of The London Plan and Policy 29 of the Sutton Local Plan.

D. Layout and Standard of Accommodation:

5.40 Policy 3.5 of the London Plan and Policy 9 of the Sutton Local Plan requires all dwellings to achieve the minimum floor space standards set out in Table 3.3 of the London Plan. This requires that a 2-bedroomed 4-person two storey dwelling to achieve an internal floor space of 79m2. Each of the proposed dwellings would be 80.5sqm and therefore would meet the London Plan internal floor space standards.
5.41 The Mayor of London’s Housing Supplementary Planning Guidance (SPG) 2016 sets a standard of 5sqm of private outdoor space for 1 to 2 person dwellings and an extra 1sqm for each additional person. It is considered that in a suburban setting, typical of large parts of the borough, this minimum private outdoor space standard is inappropriate as set out in Policy 9 of the Sutton Local Plan. The Council’s Urban Design Guide SPD has minimum standards of 25sqm for flats or one-bedroom units, 40sqm for two-bedroom units and 70sqm for three-bedroom units. House 1 would be provided with 92sqm of external amenity space (rear garden), house 2 would have 116sqm, house 3 would have 131sqm and house 4 would have 55sqm. In this instance the proposed development would provide adequate levels of private amenity space.

5.42 Following the approach set in the London Plan (2016) to address the unique heat island effect of London and the distinct density, a minimum ceiling height of 2.5m for at least 75% of the gross internal area is required so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space. Section drawings have been provided and show compliance.

5.43 The layout of the proposed dwellings is such that all the habitable rooms would receive adequate levels of light and ventilation as well as have adequate outlook.

5.44 For the reasons above, it is considered that the proposal would provide adequate living accommodation for future occupiers and therefore would be in accordance with Policy 3.5 of the London Plan and Policy 9 of the Sutton Local Plan.

E. Highways and Parking:

5.45 Policy 36 of the Sutton Local Plan states that the Council will assess all new development applications for their impact on the existing and proposed transport infrastructure and services, and the local environment.

5.46 Policy 37 of the Sutton Local Plan states that ‘new developments will be expected to provide car parking in accordance with the council’s restraint based maximum car parking standards taking into account public transport accessibility levels, existing publicly available parking provision and usage in the vicinity of the site and the need to deter unnecessary car use while avoiding overspill parking problems’.

5.47 Carshalton Beeches railway station is located 0.5 miles from the subject site. Bus stops are situated along Beeches Avenue (0.2 miles) with access to surrounding towns. The PTAL rating is 2 which is ‘low’.

5.48 A Parking Survey Report by PBA dated March 2019, Construction Management Plan dated March 2019 and Swepth Path Analysis Plan (RAM-RG-XX-DR-C-00555 Rev I01) have been submitted.
5.49 The application would involve the loss of 22 existing garages from the site. Out of the existing 22 garages on site, the applicant has submitted evidence to demonstrate that in total, 17 garages are occupied and 5 are empty. Of the 17 garages occupied, 10 garages are used for storing a motor vehicle and 7 used for general storage purposes. As such, the proposal would result in the displacement of 10 spaces given that these particular garages are used for vehicular purposes (storing), noting that these do not meet the dimensions of the current standards. However, the proposal would re-provide 4 garages on site (rear) and as such the total displacement would be 6 vehicular spaces. The applicant has an alternative garage site within 0.5 mile radius of the site along Albion Road which could cater for the displacement of 4 spaces. The applicant has confirmed that this would be secured via a Tenancy Agreement between SHP and the tenants of these garages under the same lease agreements which are currently existing at the moment. This would still leave a total of 2 vehicular spaces that would be displaced from the proposal.

5.50 It should be noted that the submitted parking survey has recorded that the total stress levels of unrestricted parking spaces for all the roads surrounding the application site equates to a level of 47%, noting that 85% represents a level at which the street is at or exceeding acceptable levels of on street parking. The survey reports there were 70 cars parked within the 150 calculated spaces and 80 spaces were available for parking, at the time of the survey. Whilst the local residents have raised concerns about high levels of vehicular kerbside parking in the surrounding area, it is considered that the displacement of 2 spaces onto the surroundings roads would still result in the numbers of cars parked on the surrounding roads being lower than the 85% benchmark. On this basis, the proposal would not add substantial parking stress to the surrounding roads.

5.51 The proposal would provide a total of 4 off-street car parking spaces with two spaces sited perpendicular to each other and accessed via a 6 metre wide proposed cross over from Radcliffe Gardens. The proposed perpendicular parking bays would be 4.8m x 2.4m and would be separated by 6 metres. Part of the existing grass verge would be removed to facilitate vehicular and occupier access to the houses and would reflect the existing arrangement of the detached properties adjacent (north) of the site. The proposal has been assessed by the Highways team who support the application and do not consider that the replacement of the garages with four houses (and four separate rear garages) would add pressure to the existing highway and pedestrian movements of the area.

5.52 Four garages would be erected to the rear of the site (south) and would be accessed over the existing crossover to the site. It is noted that 15 Woodmansterne Road to the rear (east) has secondary access to the site and a garage via Radcliffe Gardens. The proposal would not impede the existing arrangements to this property. The Highways team have raised no objection to the erection of four additional garages to the rear of the site as part of the re-provision of the displacement of the proposal.

5.53 Refuse storage and cycle parking facilities would be provided within the rear gardens.
of the properties. The submitted design and access statement has proposed safe and secure storage spaces and as such it is considered that the siting and details are acceptable.

5.54 The Council’s Waste team have assessed the application and raised no objection regarding refuse collection and provision for the proposed houses on the site.

5.55 The proposed hard and soft landscaping to the forecourt in the way of a ramp and external steps given the gradient of the site would be acceptable from a highways perspective.

5.56 The Council’s Principal Highways officer has confirmed that the proposed arrangements for refuse, servicing and emergency access are considered to be sufficient although a pre-commencement condition requiring the applicant to submit a site-specific Construction Logistics Plan for highways approval is necessary to ensure that the potential wider impacts of construction traffic are satisfactorily managed.

5.57 For the above reasons, subject to conditions, it is considered that the proposal would not result in a significantly adverse impact on the safe and efficient operation of the public highway and therefore would be in accordance with Policies 6.11, 6.12 and 6.13 of The London Plan and Policies 36 and 37 of the Sutton Local Plan.

F. Sustainability:

5.58 The London Plan Policies 5.1, 5.2, 5.3, 5.9, 5.12 and 5.13 and the Sutton Local plan Policies 31, 32, 33 and 34 require new developments to achieve reductions in CO₂ emissions, water efficiency and flood risk mitigation measures and the installation of Sustainable Urban Drainage Systems.

5.59 The submitted energy strategy, which consists of high standards of insulation (enhanced U values and air permeability), high efficiency Air Source Heat Pumps (ASHP), energy efficiency lighting and solar PV panels, would deliver an estimated 36% improvement in CO₂ emissions compared to part L 2013 (based on SAP 12). This complies with the Mayor’s energy hierarchy in London Plan Policy 5.2 and the CO₂ reduction target in the Sutton Local Plan Policy 31. However, a condition is attached to ensure that the proposed energy strategy is implemented in the completed development as built.

5.60 The proposed SuDS strategy, Drainage Assessment Form (DAF) and run-off calculations are sufficient to meet the requirements of Local Plan Policy 32, London Plan Policy 5.13 and the Mayor’s SPG on ‘Sustainable Design and Construction’. However, conditions are attached to ensure that the development is carried out in accordance with the strategies prepared by Ramboll dated June 2019. This will require that, prior to the first occupation of the development, written confirmation that the approved site drainage and flood risk management measures, including SuDS, have been implemented as part of the development as built must be submitted to the
Local Planning Authority and approved in writing.

5.61 Policy 33 on ‘Climate Change Adaptation’ requires all residential developments to achieve good practice standards of water efficiency by ensuring that internal portable water consumption is limited to 110 litres per person per day (l/p/d). A condition is attached to ensure a completed Water Efficiency Calculator for New Dwellings is submitted to the Local Planning Authority and approved in writing.

5.62 Policy 5.9 of the London Plan and Policy 33 of the Sutton Local Plan seek to counteract the ‘Urban Heat Island’ (UHI) effect in London and encourage designs and layouts which avoid overheating and excessive heat generation arising from future climate change. The design, materials, construction and operation of all major development proposals should therefore seek to minimise overheating and meet the development’s cooling needs through application of the Mayor’s ‘cooling hierarchy. A condition is attached to ensure prior to the commencement of development, a completed GLA Overheating Checklist together with details of all proposed measures for minimising the development’s potential contribution to the Urban Heat Island (UHI) effect and for avoiding overheating and excessive heat generation arising from future climate change is submitted to the Local Planning Authority and approved in writing.

5.63 For the above reasons, subject to conditions, it is considered that the proposal would provide a sustainable form of development and would therefore be in accordance Policies 5.1, 5.2, 5.3, 5.9, 5.12 and 5.13 of The London Plan and Policies 31, 32, 33 and 34 of the Sutton Local Plan.

G. Trees, Landscaping and Biodiversity:

5.64 Policy 28 of the Sutton Local Plan states that:

(i) new developments where appropriate should make provision for suitable new planting, trees and boundary treatments, taking into account the future effects of climate change
(ii) incorporate well-designed soft and hard landscaping.

5.65 Policy 26 of the Sutton Local Plan States that the council will protect and enhance Sites of Importance for Nature Conservation, Green Corridors and biodiversity. It will ensure the restoration of Beddington Farmlands is completed to the agreed quality implement its Biodiversity Action Plan and agri-environment schemes.

5.66 The council will not grant planning permission within or adjacent to a SINC where there would be a damaging impact on the nature conservation value or integrity of the site, unless:

(i) the need for and the benefits of the development clearly outweigh the harm.
(ii) where there are no reasonable alternative sites that would result in less harm.
(iii) where development can demonstrate no net loss for biodiversity and, where
possible, net gains for biodiversity by providing mitigation and/or compensation measures.

5.67 The Council's Principal Arboricultural officer has reviewed the scheme and stated that the applicant needs to clarify the reasons why heavy pruning is proposed to the western canopy of G1 Located to the rear gardens of 11, 13, 15 Woodmansterne Road as the level proposed would cause significant adverse impact to the trees and works will exceed BS3998 recommendations. Furthermore, the canopy spread of these trees have not been plotted accurately on the Tree Protection Plan.

5.68 The comments were relayed onto the applicant which amended the landscaping plan to which the Council's Principal Arboricultural Officer reviewed and confirmed that the revised plan provides a more accurate reflection of the plotted trees and is satisfied that there is no pruning required to be undertaken to the G1 to the rear of the site (located in the rear gardens of 13 and 15 Woodmansterne Road).

5.69 Given the benefits that soft landscaping would bring to the site which is predominantly of hardstanding, officers consider that the proposal would be acceptable on these grounds subject to conditions being attached requiring full details of hard and soft landscaping and tree protection details (during construction).

5.70 The site is adjacent to SINC land to the south east and part of Barrow Hedges Primary School to the front form this designation.

5.71 The Council’s Biodiversity officer has reviewed the scheme and stated that no consideration of possible impacts on either of the adjacent SINCs has been presented, indirectly (such as an increase in light pollution for increased trampling) through Radcliffe Gardens Woodland SINC. Whilst it is acknowledged that the site itself is predominantly hardstanding, corrugated roofed garages and c.170sqm of amenity grassland and likely to be of low or negligible value for biodiversity in and of itself, the lack of consideration for adjacent designated sites for nature conservation is not acceptable.

5.72 The Council’s Biodiversity has reviewed the Preliminary Ecological Assessment provided in response to the above concerns and has confirmed that the mitigation measures proposed (high quality predominantly native landscaping, including green walls, flowering lawns, nesting opportunities) would be satisfactory and the development has taken into consideration the protection and improvement of the site and relationship with the adjacent SINC designation. The Council’s Biodiversity officer has suggested conditions requesting a scheme of integrated nesting features on buildings and biodiversity enhancement measures to ensure that the level of soft landscaping proposed and built form takes an opportunity to improve and add ecological value to the site.

5.73 For the above reasons, subject to the recommended conditions, it is considered that the proposal would not result in the loss of significant trees to the detriment of the
visual amenity or the character of the area nor would the proposal harm the adjacent SINC designations and therefore would be in accordance with Policies 7.4, 7.19 and 7.21 of The London Plan and Policies 26, 28 and 30 of the Sutton Local Plan.

H. Other Issues

5.74 Considering the separation distances and relationship of the proposed dwellings with the adjacent and surrounding properties, whilst not of detriment as submitted, it is recommended that permitted development rights of the proposed dwellings are removed by condition to ensure that the amenity of these adjoining and surrounding neighbours are protected and to prevent the overdevelopment of the site.

I. Planning Obligations and CIL:

5.75 The London Borough of Sutton introduced its Community Infrastructure Levy (CIL) charging schedule in April 2014. Any new build, that is a new building or an extension, is only liable for the levy if it has 100 square metres, or more, of gross internal floor space and is charged at a rate of £100 per sqm. This is in addition to the Mayor’s CIL charged at £25 per sqm. CIL is charged on the total net additional floor space created (measured as Gross Internal Area).

5.76 All Local Authorities are required to index the CIL charges to take account of price increases between the time when charging schedules setting out an authority's rate come into force, and the time at which planning permission is granted. In this instance the London Borough of Sutton’s CIL has been indexed from its adoption in April 2014 and the Mayoral CIL indexed from its adoption in April 2012.

5.77 The proposal would not be CIL liable and exempt from this payment as all the dwellings proposed would be socially rented.

J. Conclusion:

5.78 The proposal for the loss of garages from the site would be acceptable on land use grounds.

5.79 The proposed replacement use for residential accommodation (Use Class C3) (Socially rented affordable units) within an allocated site (S66) for redevelopment within the Sutton Local Plan 2018 would be acceptable on the site.

5.80 The proposal in terms of design, scale, massing and bulk would respect the local context of the site and would to an extent improve the character and appearance of the area given the unattractive nature of the site.

5.81 The proposal would not be detrimental to the amenities of the neighbouring and surrounding occupiers or future occupiers and would provide a satisfactory level of accommodation.
5.82 The proposal would not result in any adverse impact on the safe operation of the public highway nor would it result in overspill car parking.

5.83 The proposal would be a sustainable form of development.

5.84 The proposal would not harm the health of the surrounding trees nor would the proposal require the need of heavy pruning to these trees sited along the eastern boundary.

5.85 The development has considered the merits of the adjacent SINC designation and the proposal would not impact nature conversation of the land.

5.86 As such, it is considered that the proposal would meet the aims and objectives of the aforementioned policies and therefore is recommended for approval.

**K. Recommendation**

5.87 Grant Planning Permission subject to Conditions.
WARNING: It is in your interests to ensure you obtain the approval of the Local Planning Authority, where the conditions require that to occur. Failure to comply with the following conditions may lead to enforcement action to secure compliance.

FIRST SCHEDULE

Garage Block At Radcliffe Gardens Carshalton

Demolition of 22 garages and erection of four two-storey semi-detached dwelling houses (4 x 2-bed), provision of 4 car parking spaces, erection of four additional garages and new hard and soft landscape works.

SECOND SCHEDULE

(1) The development hereby permitted shall be carried out in accordance with the following approved plans:

01006 05-1001, 01006 05-1002, 01006 05-1003, 01006 05-4001 dated 02/07/2019

01006 05-4002, 01006 05-4003, 01006 05-7001 Revision 2, 01006 05-7002 Revision 2, 01006 05-2001 Revision 2, 01006 05-2002 Revision 2, 01006 05-2003 Revision 2, 01006 05-2004 Revision 1 dated 11/10/2019

01006 05-SK1 Revision 1 dated 14/10/2019

Swept Path Analysis - RAM-RG-XX-DR-C-00 Rev I01 dated June 2019

Design and Access Stated dated June 2019
SuDS and Drainage Strategy by Ramboll dated June 2019
MEP Report by Ramboll dated June 2019
Energy Statement by Ramboll dated June 2019
Preliminary Arboricultural Assessment (RT-MME-129582-06) by Middlemarch Environmental dated June 2019
Arboricultural Assessment (RT-MME-150040-01E) by Middlemarch Environmental dated June 2019
Daylight and Sunlight Assessment by T16 Design dated June 2019
Parking Survey Analysis Report (45703/001 Rev: AA) by PBA dated March 2019
Construction Management Plan dated March 2019
Flood Risk Assessment by Ramboll dated June 2019
Preliminary Ecological Appraisal (RT-MME-151102-01) dated November 2019

Reason: For the avoidance of doubt and in the interests of proper planning.

(2) The development must be begun not later than the expiration of three years beginning with the date hereof.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended.

(3) Prior to the commencement of the development hereby approved, samples and a schedule of materials to be used within the external elevations of the buildings and including windows and doors shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved materials.

Reason: To safeguard the visual amenities of the area in accordance with Policy 28 of the Sutton Local Plan.

(4) No development shall take place until a Construction Management Plan has been submitted to and approved by the local planning authority. The Construction Management Plan should set out the measures that will be put in place during the construction phase in order to control dust and emissions. The Construction Management Plan shall be adhered to throughout the construction period for the development.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties in accordance with Policies 29 and 36 of the Sutton Local Plan.

(5) No demolition or construction works, including site excavation or any external site works, the operation of plant and machinery, the erection of scaffolding, the delivery of materials, the removal of materials and spoil from the site and the use of any sound amplification equipment, shall take place outside 0800 hours to 1800 hours Mondays to Fridays and 0800 hours to 1300 hours on Saturdays and at no time on Sundays or Bank Holidays.

Reason: In the interests of amenity for future and neighbouring occupiers in accordance with Policy 29 of the Sutton Local Plan.

(6) Prior to occupation of the development hereby approved, the car parking shall be laid out in accordance with the approved drawing no. 01006 05-2004 Revision 1 and shall be retained thereafter for its designated purpose.

Reason: To ensure that the development provides sufficient car parking in accordance with Policy 37 of the Sutton Local Plan.

(7) The development hereby approved shall be constructed in accordance with the details set out within the approved Energy Statement prepared by Ramboll dated June 2019. The
approved measures should thereafter be retained for as long as the development is in existence.

Reason: To ensure a sustainable form of development in accordance with Policy 31 of the Sutton Local Plan.

(8) Prior to first occupation of the dwellings, as-built’ Standard Assessment Procedure (SAP) outputs must be submitted to the Local Planning Authority and approved in writing to demonstrate that the development has been carried out in accordance with the approved details. If the development is unable to meet the required reduction in CO2 emissions through the approved energy strategy, then any shortfall shall be made up through the application of further sustainability measures unless otherwise approved by the Local Planning Authority in writing. The approved measures should thereafter be retained.

Reason: To ensure a sustainable form of development in accordance with Policy 31 of the Sutton Local Plan.

(9) The development hereby approved shall be constructed in accordance with the details set out within the approved SuDS and Drainage Strategy prepared by Ramboll and dated June 2019. The approved measures should thereafter be retained for as long as the development is in existence.

Reason: To ensure a sustainable form of development and prevent surface water flooding to the locality as a resultant of the development in accordance with Policies 31 and 32 of the Sutton Local Plan.

(10) Prior to first occupation of the development, written confirmation that the approved site drainage and flood risk management measures, including SuDS, have been implemented as part of the development as built must be submitted to the Local Planning Authority and approved in writing. Where different from the approved details, further calculations carried out by an appropriately qualified professional must be provided to show that the peak run-off rate for the 1 in 100 year 6-hour rainfall event (plus 30% for climate change) will be as close as reasonably practicable to the calculated greenfield run-off rates for the same event and no more than 3 times the calculated greenfield run-off rates for the same event. All the measures implemented shall be retained for as long as the development is in existence.

Reason: To ensure a sustainable form of development and prevent surface water flooding to the locality as a resultant of the development in accordance with Policies 31 and 32 of the Sutton Local Plan.

(11) Prior to first occupation of the development, a completed Water Efficiency Calculator for New Dwellings must be submitted to the Local Planning Authority and approved in writing to show that internal potable water consumption for each of the dwellings will be limited to 110 litres per person per day (l/p/d) based on the Government’s national calculation method for water efficiency for the purposes of Part G of the Building Regulations. The Water Efficiency Calculator should be accompanied by details of the location and type of all appliances or fittings that use water, the capacity or flow rate of any equipment and any rainwater or greywater collection systems incorporated as part of the development.

Reason: To ensure a sustainable form of development efficient water usage in accordance with Policies 31 and 32 of the Sutton Local Plan.
(12) Notwithstanding the information submitted on drawing no. 01006 05-2004 Revision 1, Prior to the occupation of the development, full details of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. All hard and soft landscaping and tree planting shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards (in particular, BS 3882: Specifications for Topsoil, Recommendations (2015) and BS 8545: Trees from Nursery to Independence in the Landscape, Recommendations (2014) or other recognised codes of good practice). The works shall be carried out prior to the occupation of any part or relevant phase of the development or in accordance with the timetable agreed with the Local Planning Authority. Any tree(s) or plants that (within a period of five years after planting) are removed, die, or (in the opinion of the Local Planning Authority) are damaged or defective shall be replaced as soon as is reasonably practicable with others of a similar size/species/number as originally approved, unless the Local Planning Authority gives its consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs in accordance with Policy 28 of the Sutton Local Plan.

(13) Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority. Specific issues to be dealt with in the TPP and AMS:

a) Location and installation of services/ utilities/ drainage.
b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
c) Details of construction within the RPA or that may impact on the retained trees.
d) A full specification for the installation of boundary treatment works.
e) a full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.
f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
h) A specification for scaffolding and ground protection within tree protection zones.
i) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
j) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
k) Boundary treatments within the RPA
l) Methodology and detailed assessment of root pruning
m) Arboricultural supervision and inspection by a suitably qualified tree specialist
n) Reporting of inspection and supervision
The development thereafter shall be implemented in strict accordance with the approved Details.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality with best practice and Policies 26 and 28 of the Sutton Local Plan and pursuant to section 197 of the Town and Country Planning Act 1990.

(14) Prior to the occupation of the development hereby approved details of the boundary treatments shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented prior to occupation of the development.

Reason: In the interests of amenity for future and neighbouring occupiers in accordance with Policy 29 of the Sutton Local Plan 2018.

(15) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or revoking and re-enacting that Order), planning permission shall be required in respect of development falling within Class(es) A-G of Schedule 2 to that Order.

Reason: To protect the amenity of neighbouring occupiers and character and appearance of the area in accordance with Policies 28 and 29 of the Sutton Local Plan.

(16) Prior to rising above the damp proof course of the development hereby permitted, a scheme for biodiversity enhancements shall be submitted to and approved in writing by the Local Planning Authority.

Full details of habitat creation, habitat size, aftercare, management and monitoring of enhancements will be included in the plan, following the recommendations in the submitted PEA (R3)

Soft landscaping will include details of species number, provenance and utilise at least 60% native and local species, by number of individuals and species, aiming to create varied structure through the planting of trees & shrubs, the creation of wildflower lawns and utilising herbaceous perennial species, to include larval host plants for insects and nectar, pollen and fruit / berry / nut resources. Ornamental species should be on the RHS "Perfect for Pollinators" list or of known wildlife value.

Works to promote site permeability / connectivity (such as hedgehog holes) will be installed between each hard boundary (fence) between the properties and with the adjacent woodland SINC.

Work shall be undertaken in accordance with the approved scheme and thereafter retained in perpetuity.

Reason: To enhance the biodiversity value of the land in accordance with Policy 26 of the Sutton Local Plan.

(17) No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority, in line with recommendation within the submitted PEA (R1 & R2). The CEMP shall be in accordance with BS42020:2013 and include the following:

a) The role and responsibilities of the on site ecological clerk of works (ECoW) or similarly competent person;
b) seasonal timing of works (R6);
c) measures to prevent entrapment of mammals (R5);
d) measures to eradicate invasive non-native species (R8) and
e) construction lighting to ensure it is in accordance with Guidance Note 08/18 Bats and artificial lighting in the UK Bats and the Built Environment series by the Institute of Lighting Professionals and the Bat Conservation Trust, including pre-and post-development lighting levels, shown as 1m centre isolux contour maps (R4).

All works carried out during the construction period shall be undertaken in accordance with the approved CEMP.

Reason: To enhance and protect the biodiversity value of the land in accordance with Policy 26 of the Sutton Local Plan 2018. This condition is required to be pre-commencement to ensure that protected species and the biodiversity value of the adjacent SINC are not harmed / mitigated for prior to the demolition / construction process.

(18) Prior to rising above the damp proof course of the development hereby permitted, a scheme for integrated nesting features on buildings shall be submitted to and approved in writing by the Local Planning Authority. These will include multi-chamber swift bricks or boxes, multi-occupancy hirundine nests, starling boxes, house sparrow terraces and bat bricks or boxes, including numbers of each, details of box / brick type, location (plan and elevation views), height above ground and nearest external lighting (R3 of the submitted PEA).

Reason: To enhance the biodiversity value of the land in accordance with Policy 26 of the Sutton Local Plan 2018.

(19) No development shall commence until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall be in accordance with BS42020:2013 and include the following:

(a) A Precautionary Method of Working for demolition of the garages to ensure they are not utilised by bats or if they are, that ecological advice is immediately sought. The PMW should include:
(i) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction;
(ii) The location and timing of sensitive works;
(iii) The times during construction when a specialist ecologist needs to be present on site to oversee works;
(iv) Responsible persons and lines of communication;
(v) The role and responsibilities of the on site ecological clerk of works (ECoW) or similarly competent person.

All works carried out during the development period shall be undertaken in accordance with the approved CEMP.

Reason: To enhance and protect the biodiversity value of the land in accordance with Policy 26 of the Sutton Local Plan. This condition is required to be pre-commencement to ensure that protected species are not harmed / mitigated for prior to the demolition / construction process.

(20) No development shall begin, including demolition and site clearance works, until a Construction Logistics Plan (CLP), to include details of: (a) loading and unloading of plant
(a) programme of works (including measures for traffic management); (d) provision of boundary hoarding, behind any visibility zones of construction traffic routing; (e) hours of operation; (f) means to prevent deposition of mud on the highway; and (g) parking and travel arrangements to be put in place for site operatives have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved statement.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties in accordance with Policies 28, 36 and 37 of the Sutton Local Plan 2018. This condition is required to be pre-commencement as the Construction Logistics Plan needs to be in place before any works take place and to mitigate against the impacts of the demolition / construction process.

(21) Prior to the commencement of the use the applicant shall provide details of all domestic boilers installed demonstrating that the rated emissions of Oxides of Nitrogen (NOx) do not exceed 40 mg/kWh, in writing for the approval of the Local Planning Authority.

Reason: To prevent harm to human health and pollution of the environment in accordance with Policies 29 and 34 of the Sutton Local Plan.

(22) No development shall commence, including demolition and site clearance works, until a Construction Management Plan (CMP), to include details of: (a) provision of boundary hoarding; (b) hours of operation; (c) means to control dust and emissions to air; (d) means to control noise and vibration has been submitted to, and approved in writing by the Local Planning Authority. The CMP should be in accordance with the GLA's Supplementary Planning Guidance 'Control of Dust and Emissions during Demolition and Construction'. The development shall be constructed in accordance with the approved statement.

Reason: To prevent harm to human health and pollution of the environment in accordance with Policies 29 and 34 of the Sutton Local Plan. This condition is required to be pre-commencement as the Construction Management Plan needs to be in place before any works take place and to mitigate against the impacts of the demolition / construction process.

(23) Prior to the commencement of development details shall be submitted and approved by the Local Planning Authority for all Non-Road Mobile Machinery (NRMM) to be used on the development site. All NRMM should meet as a minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments unless it can be demonstrated that Stage IIIB equipment is not available. An inventory of all NRMM must be registered on the NRMM register https://nrmm.london/user-nrmm/register. All NRMM should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. The development shall be constructed in accordance with the approved details.

Reason: To ensure that the development would not result in a deterioration of air quality in accordance with Policy 29 of the Sutton Local Plan. This condition is required to be pre-commencement to mitigate against the impacts of the demolition / construction process.

(24) A scheme of noise insulation/reduction shall be submitted to ensure that the noise level of 35 dBLAeq, 16 hour in living rooms and bedrooms during the daytime (0700 to 2300
hours) and 30 dBAeq, 8 hour and 45 dBAmax during the night time (measured with F
time-weighting and between 2300 and 0700 hours) in bedrooms in accordance with
BS8233:2014 shall not be exceeded. Where these levels cannot be met with windows open
appropriate acoustic ventilation should be provided so that the room can be sufficiently
ventilated. The acoustic performance of any passive vent, variable speed mechanical air
supply unit or whole house ventilation must be sufficient to ensure that the noise level
standards given above are not compromised.

Reason: To protect both neighbouring occupiers and future occupier’s amenity in
accordance with Policy 29 of the Sutton Local Plan.

(25) No development shall commence until an assessment of the risks posed by any
contamination, carried out in accordance with British Standard BS10175: Investigation of
Potentially Contaminated Sites - Code of Practice and the Environment Agency’s Model
Procedures for the Management of Land Contamination (CLR 11) (or equivalent British
Standard and Model Procedures if replaced), has been submitted to and approved in writing
by the Local Planning Authority. Should remediation be required, no development shall
commence until a report is submitted to and approved in writing by the Local Planning
Authority specifying the measures to be taken, including the timescale, to remediate the site
to render it suitable for use.

Reason: To comply with Policies 29 and 34 of the Sutton Local Plan. This condition is
required to be pre-commencement as any development within the site could result in
contamination risks which could be mitigated with an appropriate assessment and
remediation.

(26) Prior to occupation of the development hereby permitted, the approved remediation
works shall be completed on site, in accordance with a quality assurance scheme, agreed as
part of the contaminated land assessment.

Reason: To prevent harm to human health and pollution of the environment in accordance
with Policies 29 and 34 of the Sutton Local Plan.

(27) If during implementation of this development, contamination is encountered which has
not previously been identified, the additional contamination shall be fully assessed and a
specific contaminated land assessment and associated remedial strategy shall be submitted
to and agreed in writing by the Local Planning Authority before the additional remediation
works are carried out. The agreed strategy shall be implemented in full prior to the
completion of the development hereby approved.

Reason: To prevent harm to human health and pollution of the environment in accordance
with Policies 29 and 34 of the Sutton Local Plan.

(28) The proposed 4 garages to the rear (south) of the site shall serve as part of the
displacement of parking from the existing site.

Reason: To prevent overspill parking onto the surrounding roads and ensure that the existing
highway and pedestrian conditions are not impacted in accordance with Policies 36 and 37
of the Sutton Local Plan.
INFORMATIVES

(1) This approval only grants permission under section 57 of the Town and Country Planning Act 1990. Further approval or consent may be required by other legislation, in particular the Building Regulations and you should contact Building Control on 020 8770 5000 before proceeding with the work.

(2) Pre-application advice was provided and the submitted application (following amendments) complied with the relevant planning policies and Sutton Council has accordingly granted planning permission.

(3) NAMING AND NUMBERING. This permission creates one or more new units which will require a correct postal address. Contact the Street Naming & Numbering Section by e-mail street.naming@sutton.gov.uk.

(4) The applicant is reminded that under the Highways Act 1980 Sections 131, 148 and 149, it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and also to prosecute persistent offenders.

(5) Preventing Damage to the Public Highway: Care should be taken by all applicants to ensure that no damage is caused to the public highway adjacent to their site during demolition and/or construction work. The Council will always seek to recover any costs incurred in repairing or making good such damage from the owner of the development site, except where they are otherwise able to identify the person(s) who caused the damage and are willing to accept the recoverable costs. Pre-Commencement Highways Condition Surveys: To avoid the above costs arising, and BEFORE ANY WORK COMMENCES on your site, PLEASE SEND A BLANK EMAIL to highwayshcs@sutton.gov.uk to receive further details on how to arrange a pre-commencement photographic survey of the public highway conditions around your site. Where the Council decides that a survey is necessary a Returnable Deposit and Inspection Fee (Highways to advise) will be payable to London Borough of Sutton. The pre-commencement survey will ensure you are not charged for any damage which existed prior to commencement of your works. If you fail to arrange a pre-commencement survey it will be assumed that any damage to the highway was caused by your own activities and you will be charged the full cost of repair. Once the site works are completed you need to contact Highways to arrange for a post construction inspection to be carried out. If there is no further damage, the case will be closed, and your deposit refunded. If damage is found to have occurred, the Council will carry out the repairs, and the costs will be charged to you, whether less or more that the deposit value.
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PLANNING COMMITTEE – Date 4 December 2019

Report of the Assistant Director, Environment, Housing and Regeneration Directorate

Ref: DM2019/01411  WARD: C10 - St Helier  Time Taken: 18 weeks

Site: Garage Block Assembly Walk Carshalton SM5 1JH

Proposal: Demolition of 25 existing garages and the erection of a part two, part three-storey building comprising of 10 self contained units (1x1 bed, 9 x 2 bed) with 9 standard car parking spaces and 1 wheelchair accessible car parking space, bin storage and new hard and soft landscape works.

Applicant: Mr Dan Wallis

Agent: Mr Brahim Kanoute

Recommendation:

GRANT PLANNING PERMISSION
subject to the recommended conditions

Reason for Report to Committee: The application is by Council's Housing Enabling and Development Team as part of the Council's Housing Revenue Account New Build Programme and more than one objection has been received.

Summary of reasons why proposal is acceptable:

- The proposal for the loss of 25 existing garages from the site would be acceptable in land use terms.

- The proposed use of the site for residential purposes (Use Class C3) is considered acceptable in principle in land use terms as it forms part of an allocated site (S68) for residential use within the Sutton Local Plan (2018).

- The proposal is considered to be acceptable in terms of its design, scale, bulk and mass which would respect the local context of the site and would not result in harm to the character and appearance of the St Helier Area of Special Local Character (ASLC).

- The proposed development would not give rise to unacceptable harm to the amenity of neighbouring properties in terms of loss of light, increased sense of enclosure or loss of privacy.
The proposal would provide a good standard of living accommodation for future occupiers.

The proposal would not result in any adverse impact on the safe operation of the public highway and would result in unacceptable overspill parking in adjacent streets or adversely impact on highway safety.

The proposal would constitute a sustainable form of development on a brownfield site.

The proposal would not harm the health of trees within the vicinity of the development nor would there be any biodiversity or ecological impact.

Therefore, it is recommended that the application is approved subject to the recommended conditions.

1.0 BACKGROUND

1.1 Site and Surroundings:

1.2 The existing application site comprises of 25 garages that are separated into 2 blocks. Out of the existing 25 garages on site, the applicant has submitted evidence to demonstrate that in total, 20 garages are occupied and 5 are empty. Of the 20 garages occupied, 6 garages are used for storing a motor vehicle and 14 used for general storage purposes.

1.3 The application site, which would involve the redevelopment of this brownfield land is designated within the Sutton Local Plan 2018 as an allocated site (S68) for residential development with an indicative housing capacity of ten additional dwellings.

1.4 The site is located within the St Helier Estate Area of Special Local Character (ASLC) which is characterised by low rise terraced housing. The surrounding area is predominantly residential in character and incorporates commercial uses within the Middleton Circle Local Centre. The properties to the front of the application site are three storeys but are sympathetic to the general character and appearance of the surrounding residential area. The predominant facing materials in the area comprises red brickwork.

1.5 The application site is bounded to the south by the rear boundaries of 260-282 Winchcombe Road and to the west (side) by the rear boundaries of 276-286 Winchcombe Road. The site is adjacent (east) to the Assembly Walk Chapel which shares the common boundary with 355-367 Green Wrythe Lane and 167-181 Thornton Road. To the north (front) of the application site is a three storey parade block along Green Wrythe Lane and Middleton Road which comprises commercial at ground floor level with residential on the upper floor levels.
1.6 The application site is further separated from the properties to the front by the service road (Assembly Walk) which serves as access to the rear of the surrounding properties, existing garages on site and Assembly Walk chapel.

1.7 The site is not located within a Conservation Area nor are there any listed buildings in close proximity of the site.

1.8 The site has a PTAL rating of 2, which is equivalent to a ‘low’ level of public transport accessibility.

1.9 Relevant Planning History:

1.10 Pre-application advice was given on a range of garage sites in a single letter and within this letter referenced PRE2018/00132, the following summary of advice was given in respect of the proposal on this site to demolish the garages and erect one 2-bedroom detached dwelling and eight 2-bedroom and one 1-bedroom self contained flats together with ten off street parking spaces, refuse store and cycle parking.

- The redevelopment of the site for residential use would be acceptable in principle in land use terms.
- The loss of the existing garages, highways impact given various rights of way and the relationship with nearby trees are significant constraints that would need to be justified or suitably mitigated against in any forthcoming application
- The proposed building would be considered generally acceptable in terms of layout, bulk, massing and scale and would not impact the ASLC.
- The proposed dwellings are unlikely to be of detriment to the amenities of the adjacent and surrounding occupiers.

2.0 APPLICATION PROPOSALS

2.1 Details of Proposal:

2.2 Planning Permission is sought for the demolition of 25 existing garages and the erection of a part two, part three-storey building comprising of 10 self contained units (1x1 bed, 9 x 2 bed) with 9 standard car parking spaces and 1 wheelchair accessible car parking space, bin storage together with hard soft landscaping.

2.3 The application is by the Council’s in-house Housing Enabling and Development Team as part of the Council’s Housing Revenue Account New Build Programme. All the houses would be socially rented family homes.

2.4 The application site forms a triangular curtilage in which it is proposed to erect a part two, part three storey building arranged as a rectangular footprint. Part of the building facing east would be set back and the overall footprint would be ‘L’ shaped to ensure the built form appears integrated within its surroundings. The largest part of the
building would contain 6 houses (two storey) and is 9.3 metres in depth and 31.6 metres in width. Each house would be approximately 5 metres wide. Part of the building would be three storeys facing east comprising four flats although flat 4 would oversail houses 5 and 6. The element which is set back would be 9.3 metres in depth and 9.5 metres in width.

2.5 The three storey element of the building would have a hipped roof measuring 12.7 metres in height and 9.5 metres to the eaves. The two storey element of the building would also have a hipped roof measuring 9.4 metres in height and 7 metres to the eaves.

2.6 Houses 1-6 (two storey) would have an internal floor area of 79sqm. Flat 1 (single storey) which would be a wheelchair accessible flat would have internal floor area of 68.3sqm, flats 2 and 3 would be 70.1sqm and flat 4 would be 78.2sqm. The layout of the houses would comprise kitchen/living/dining at ground floor level with bedrooms and bathrooms at first floor level. The flats are all single level units.

2.7 In terms of amenity space, house 1 would be provided with 34sqm of external amenity space (rear garden), houses 2-5 would have 12sqm and house 6 would have 7.5sqm. Each of the houses would have a first floor front projecting balcony which would be 3.5sqm. Flat 1 would be provided with a side garden measuring 28.5sqm. Flats 2 and 3 would have rear projecting balconies measuring 7sqm and Flat 4 would have a front projecting balcony measuring 7sqm. The rear of the site would be landscaped to provide 226sqm of communal amenity space accessed via the core entrance to the flats.

2.8 The proposed dwellings would be finished in buff brickwork with clay roof tiles. The windows would be painted/powder coated aluminium faced timber composites and all doors would be metal which includes the proposed canopies above the front entrance doors. The material choices proposed would reflect those of the locality.

2.9 Solar panels would be sited to the rear roofslope of the proposed building (south elevation).

2.10 In total, 10 car parking spaces would be provided to the front (north) of the site. 6 spaces would be sited adjacent to house 1 and 4 spaces would be sited adjacent to house 6 (and in front of the proposed flats). 4 spaces would have electrical vehicle charging points and one bay would be a Blue Badge bay. In total, 1 parking space per dwelling would be provided.

2.11 Out of the existing 25 garages on site, the applicant has submitted evidence to demonstrate that in total, 20 garages are occupied and 5 are empty. Of the 20 garages occupied, 6 garages are used for storing a motor vehicle and 14 used for general storage purposes. As such, the proposal would result in the displacement of 6 vehicular spaces. The applicant has confirmed that there is an alternative garage site within 0.5 miles of the application site at Newent Close and Waltham Road under the
same lease agreement as offered for the garages on this site which will mean that the 6 garages can be re-provided off-street on an alternative site. The submitted parking survey report has demonstrated that the existing parking stress level on the surrounding roads is at 87% which is above the 85% benchmark (high parking stress). However, this proposal will not result in overspill parking to surrounding roads and replacement garage facilities are proposed on an alternative site.

2.12 It is proposed to provide hard and soft landscaping throughout the site which includes permeable concrete surfacing for the parking spaces and pockets of soft landscaping including trees and hedges across the common boundaries.

2.13 Cycle storage for houses 1-6 would be within the rear gardens and flats 1-4 would have an allocated area for cycles adjacent to the building at the rear. Refuse storage would be sited to the side of houses 1 and 6 and the proposed flats would have refuse storage to the front of the site in front of the private garden of flat 1.

2.14 Refuse and fire truck vehicles would be able to access the site via the Assembly Walk service road.

2.15 Whilst boundary treatment elevations have not been provided, it is noted that 1.8m timber boundary fences (according to the submitted design and access statement) are proposed to denote boundaries apart from the front elevation.

2.16 The application site would still retain secondary access to the surrounding commercial and residential properties.

2.17 Amendments:

2.18 None.

3.0 PUBLICITY

3.1 Adjoining Occupiers Notified

3.2 Method of Notification:

3.3 Letters were delivered 81 adjoining/surrounding properties on 28 August 2019 with site notices displayed to lampposts along Green Wrythe Lane on 4 September 2019. Further site notices on lamp posts along Middleton Road and Winchcombe Road were placed on 2 November 2019.

3.4 The letters were sent to the following properties:

This included all the commercial units along Green Wrythe Lane and Middleton Road, the flats above and the separate residential units to the rear of these properties.

**Number of Letters Received in response to the proposal:**

1 letter of objection was received. The letter of representation was received from the following address listed below;

- 367 Green Wrythe Lane Carshalton SM5 1TW

The objection received is outlined in the table below with the officers response to each of the comments raised:

<table>
<thead>
<tr>
<th>Objection Received</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighbouring Amenity</td>
<td></td>
</tr>
<tr>
<td>Overlooking and Loss of Privacy</td>
<td>SPD4 requires a minimum back to back separation distance of 20 metres between habitable windows of a proposed residential development and existing habitable windows of surrounding residential properties. The proposed building would be separated from the rear building line (first floor) of the properties along Green Wrythe Lane and Middleton Road (north) by 44 metres. Furthermore, the immediate properties along Green Wrythe Lane (351-367) to the east would be separated by 28 metres (building to building). The properties situated to the rear (south) of the application site would be separated by 20 metres from the balcony or window of the proposed building to the rear building line of the properties along Winchcombe Road.</td>
</tr>
</tbody>
</table>
The Thornton Road properties to the rear (181-167) would be separated from the proposed building by 34 metres. Given the separation distances from the proposed building to the surrounding existing properties, it is considered that the proposal would not adversely impact the residential occupiers of the surrounding properties.

### Noise and Disturbance

The levels of noise and disturbance generated from the proposal would not be any greater than that found within this commercial and residential setting. The Council’s Environmental Health Officer has raised no objection to the development on these grounds.

### Anti-social behaviour would increase

It considered that the replacement of these unattractive and underused features with the proposed residential development that would provide pockets of soft landscaping would improve the appearance of the area and introduce natural surveillance which is likely to minimise the opportunity for ‘anti-social behaviour’ in this location.

### Parking

There will be increased parking from proposal

It is noted there is currently significant unauthorised parking within the site area, specifically on the hard standing areas in front of the existing garages. The loss of these informal parking areas could lead to some displacement on street but parking in these areas is unregulated and opportunist, and it would not be reasonable to make provision for such parking as part of the considerations of this proposal’s planning merits.

Furthermore, it is noted that vehicles are parked on the kerbside within the surrounding context, but the applicant has demonstrated that through re-provision on site, relocation to an alternative site within 0.5 miles of the application site, that there would be no displacement onto the surrounding roads.
The submitted parking survey concludes that the existing parking stress level in the immediate area is 87% which is slightly higher than the 85% benchmark. However, the applicant has submitted evidence that of the existing 25 garages on site, 6 are being used to store a vehicle. The proposal would provide 10 car parking spaces (1 for each dwelling) which would comply with the minimum standards set out within Policies 36 and 37 of the Sutton Local Plan.

In terms of the displacement of 6 spaces from those garages that are currently storing a motor vehicle, noting the substandard nature of these garages, the proposal would not result in overspill parking to the surrounding roads nor would it impact the already existing ‘high parking stress’ levels.

<table>
<thead>
<tr>
<th>Official Consultation:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>3.9</strong></td>
</tr>
<tr>
<td><strong>3.10</strong> Internal:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Senior Highways Engineer</th>
<th>No objection raised subject to inclusion of a Construction Logistics Plan by condition to ensure the construction management phase and construction traffic is controlled.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waste Management</td>
<td>No objection</td>
</tr>
<tr>
<td>Sustainability Officer</td>
<td>No objection subject to conditions requiring that the submitted statements/information in relation to the energy statement and SUDS strategy are carried out in accordance with those details. Furthermore, pre-commencement conditions are included to ensure a water efficiency calculator and overheating checklists are provided to ensure a sustainable development. Furthermore, Green space factor and zero carbon and offsetting condition is suggested.</td>
</tr>
<tr>
<td>Principal Arboricultural Officer</td>
<td>No objection subject to hard and soft landscaping condition</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>-----------------------------------------------------------</td>
</tr>
<tr>
<td>Environmental Health</td>
<td>No objection subject to Air Quality Neutral, boilers, construction management plan, Non-Road Mobile Machinery, noise control and contaminated land investigation conditions.</td>
</tr>
<tr>
<td>Biodiversity Officer</td>
<td>No objection raised subject to conditions requiring a Construction Environmental Management Plan (CEMP), a scheme for integrated nesting features on buildings and biodiversity enhancement measures for local wildlife improvements.</td>
</tr>
</tbody>
</table>
| Lead Local Flood Authority       | No objections subject to SuDS and permeable paving conditions.  

No objections subject to final detailed drainage design including drawings, Confirmation of the discharge point and invert level and clarify as to whether the permeable paving is lined or not. This will be controlled through conditions. 

If the final discharge point is to the Thames Water sewer consent to connect to this from Thames Water must be provided by the applicant. Updated calculations using an allowance of 40% for climate change must be provided while maintaining the runoff rate of 2 l/s. Calculations demonstrating that the site will not flood in the 1 in 30 year event and that buildings will not flood up to and including the 1 in 100 year event must be provided. The specific owner of maintenance responsibility of all SuDS features on site for their lifetime must be provided. 

Furthermore, no building hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance
with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Planning Policy | No objection
---|---

3.11 External:

<table>
<thead>
<tr>
<th>Organization</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thames Water</td>
<td>No objection to waste water network and sewage treatment works</td>
</tr>
<tr>
<td>Environment Agency</td>
<td>No comment</td>
</tr>
<tr>
<td>London Fire Brigade</td>
<td>No objection</td>
</tr>
<tr>
<td>Crime Prevention</td>
<td>No comment</td>
</tr>
<tr>
<td>Surrey and East Surrey Water</td>
<td>No comment</td>
</tr>
<tr>
<td>Woodland Trust</td>
<td>No comment</td>
</tr>
</tbody>
</table>

4.0 MATERIAL PLANNING POLICIES

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise. The development plan for the London Borough of Sutton comprises the following documents:

- The London Plan 2016
- The Sutton Local Plan 2018

4.2 Also a material consideration in determining planning applications are:

- National Planning Policy Framework (NPPF) 2019
- National Planning Practice Guidance (NPPG)
- Adopted London Borough of Sutton Supplementary Planning Guidance documents.
- Human Rights Act 1998
- Equality Act 2010
- Draft London Plan 2017
- The Mayors Homes for Londoners SPG 2017
- The Mayors Housing SPG 2016

4.3 Public Sector Equality Duty (PSED) and Human Rights

4.4 Under the Equalities Act 2010, the Council must have due regard to the need to eliminate discrimination, harassment or victimisation of persons by reason of age, disability, pregnancy, race, religion, sex and sexual orientation. This planning
application has been processed and assessed with due regard to the PSED. The application proposals are not considered to conflict with the Duty.

4.5 The application has also been considered in the light of the Human Rights Act 1998 and it is considered that the analysis of the issues in this case, as set out in this report and the recommendation below, is compatible with the Act.

4.6 Material Planning Policies in the Determination of this Application

4.7 London Plan 2016 Policies:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 3.14 Existing Housing Stock
- 4.7 Retail and Town Centre Development
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water Quality and Wastewater Infrastructure
- 5.15 Water Use and Supplies
- 5.16 Water Net Self-Efficiency
- 5.17 Water Capacity
- 5.18 Construction, Excavation and Demolition Waste
- 6.1 Strategic Approach
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing Traffic Flow and Tackling Congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.19 Biodiversity and Access to Nature
- 7.21 Trees and Woodlands
8.3 Community Infrastructure Levy

4.8 Sutton Local Plan 2018 Policies:

- 1 Sustainable Growth
- 7 Housing Density
- 8 Affordable Housing
- 9 Housing Sizes and Standards
- 17 District and Local Centre Development
- 26 Biodiversity
- 28 Character and Design
- 29 Protecting Amenity
- 30 Heritage
- 31 Carbon and Energy
- 32 Flood Risk and Sustainable Drainage
- 33 Climate Change Adaptation
- 34 Environmental Protection
- 36 Transport Impact
- 38 Infrastructure Delivery

4.9 Supplementary Planning Guidance/Documents:

- SPD1 Designing Out Crime
- SPD4 The Design of Residential Extensions
- SPD5 Planning Obligations
- SPD14 Sutton’s Urban Design Guide

5.0 PLANNING CONSIDERATIONS

5.1 The principal considerations (including whether any material planning objections have been reasonably addressed) in relation to this application are:

A. Principle of Development
B. Design Quality
C. Neighbour Amenity
D. Layout and Standard of Accommodation
E. Highways and Parking
F. Sustainability and Flood Risk
G. Trees, Landscaping and Biodiversity
H. Other Issues
I. Planning obligations and CIL
J. Conclusion
K. Recommendation

A. Principle of Development:
5.2 The NPPF requires that planning policies and decisions should promote the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. It states that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs.

5.3 Policy 3.3 of the London Plan (2016) sets out that the Mayor will seek to ensure that identified housing need is met particularly through provision consistent with at least an annual average of 42,000 net additional homes across London which will enhance the environment, improve housing choice and affordability and provide better quality accommodation for Londoners.

5.4 Policy 3.4 of the London Plan (2016) should take into consideration local context and character, the design principles and public transport capacity, development should optimise housing output for different types of location within the relevant density.

5.5 Policy 3.5 of the London Plan (2016) states housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment, taking account of strategic policies to protect and enhance London’s residential environment and attractiveness as a place to live. Boroughs may in their LDFs introduce a presumption against development on back gardens or other private residential gardens where this can be locally justified.

5.6 The application site, which comprises a parcel of land containing 25 garages bounded to the rear boundaries of the Winchcombe Road properties would involve the redevelopment of this brownfield land within a predominantly residential setting.

5.7 The site is designated within the Sutton Local Plan 2018 as an allocated site (S68) for residential development with an indicative housing capacity of ten additional dwellings – Based on the London Plan 2016 Density Matrix Setting of Suburban 40 – 80 units/habitable area (u/ha).

Loss of garages

5.8 The application involves the loss of 25 existing garages from the site. The applicant in conjunction with Sutton Housing Partnership (SHP) contacted all garage tenants to establish how each garage is currently used i.e. for general storage or vehicle storage.

5.9 The loss of the existing garages is assessed in the context of whether this would result in any unacceptable overspill parking in adjoining streets also. Of the existing 25 garages, the applicant has submitted evidence to demonstrate that 20 garages are occupied and 5 are empty. Of the 20 garages occupied, 6 garages are used for storing a motor vehicle and 14 used for general storage purposes. As such, the proposal would result in the displacement of 6 vehicular spaces. The applicant has confirmed that there is an alternative garage site within 0.5 miles of the application site at Newent.
Close and Waltham Road under the same lease agreement which are currently existing at the moment that can cater for the displacement of 6 spaces (6 garages).

5.10 The submitted Parking Survey Analysis Report (45703/00 Rev: AA) by PBA dated March 2019 concludes an existing parking stress level of 87% which exceeds the 85% benchmark (high parking stress). The proposal would not displace or result in overspill parking onto the surrounding roads as the scheme would provide a total of 10 car parking spaces on site (1 per dwelling) and the displacement of the existing 6 spaces that are used to store a motor vehicle would be re-provided on an alternative site on Newent Close and Waltham Road.

5.11 There is currently unauthorised parking in the vicinity of the site specifically on hard standing fronting the existing garages and within the application site boundary. The loss of these informal parking areas could lead to some displacement parking on surrounding streets but as this parking is unregulated and opportunist, it would not be reasonable to make provision for such parking as a consequence of this development.

5.12 As such, the proposed loss of the garages is considered acceptable in land use terms.

Proposed Housing (Use Class C3)

5.13 Policies 1 and 7 of the Sutton Local Plan (2018) acknowledge the NPPF’s presumption in favour of sustainable development, and expects the majority of the Borough’s housing needs to be provided within Sutton Town Centre, other District Centres and their surrounding Areas of Potential Intensification.

5.14 The proposed development would enable the delivery of new family homes which would contribute towards the delivery of housing in the Borough as a whole. The site has been used as garages for many years and evidence has been submitted to demonstrate that many of the garages have not been used for parking. There will not be displacement parking in adjoining streets as existing garages in use for parking will be re-provided on an alternative site as mentioned in paragraph 5.9.

5.15 Given that this is an allocated site in the Local Plan for residential use, the use of the site for housing is considered acceptable in principle and will enable good quality homes to be built which would be affordable for local residents in the borough. The delivery of these family homes is supported and would meet the relevant requirements of the Sutton Local Plan, particularly as the houses are all for social rent and therefore compliant with Policy 8 of the Sutton Local Plan.

5.16 As such, given that the site is located within an existing residential area, is development of brownfield land as encouraged by the NPPF and allocated in the Local Plan for residential purposes, it is considered that the proposal, which would provide affordable socially rented family accommodation, would be acceptable in principle, subject to all other relevant planning policies having regard to all other material planning considerations.
B. Design Quality:

5.17 The NPPF states that planning authorities should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

5.18 Policies 7.4 and 7.6 of The London Plan state that Local Authorities should seek to ensure that developments promote high quality inclusive design, enhance the public realm, and seek to ensure that development promotes world class architecture and design.

5.19 Policy 28 of the Sutton Local Plan states the council will grant planning permission for new development, including new buildings, alterations and extensions, provided the new development:

a. Is attractive, designed to the highest standard, especially with regard to architectural detailing, and uses high-quality materials.
b. Respects the local context and responds to local character and heritage assets.
c. Is of a suitable scale, massing and height to the setting of the site and/or townscape.
d. Seeks to improve an area of poor character.
e. Makes a positive contribution to the street frontage, streetscene and/or public realm, such as using railings and low walls where practicable.
f. Is inclusive and accessible for all and improves movement through areas with direct, accessible and easily recognisable routes.
g. Is secure and designed to minimise crime and anti-social behaviour.
h. Is robust and flexible in use.
i. Responds to natural features and retains trees, hedges and other landscape features and spaces of amenity value, where possible.
j. Is not dominated by car and cycle parking.
k. Creates attractive, functional and clearly defined public and private space.
l. Protects any important local views and creates new ones wherever possible.

5.20 The application site is located within the St Helier Estate Area of Special Local Character (ASLC) which is characterised by low rise terraced housing, most of which are finished in brickwork (red). The surrounding area is predominantly residential in character but does incorporate commercial uses within the Middleton Circle Local Centre which is located to the north of the site.

5.21 The proposed redevelopment of the site includes the replacement of 25 garages with a part two storey; part three storey residential block comprising 10 residential units. The existing garages which are unattractive and underused features that detract from the appearance of the area would be replaced with well designed affordable homes within a building footprint that would satisfactorily integrate within the site context and reflect individually the typical scale, proportion and appearance of the ASLC.
5.22 The typical scale of the properties is as such that towards the narrower (west) of the site, which the properties of 270, 272 and 274 Winchcombe Road are situated closer to would mean that the proposed building is required to be no higher than two storeys. Towards the west of the application site is much wider and therefore the proposed dwelling is afforded the opportunity to reflect a scale of the Green Wrythe Lane and Middleton Road properties located to the front (north) of the site. In order to facilitate the vehicular parking for the site, part of the proposed building which contains the flats has been set back in a manner that does not detract from the finished appearance of the building.

5.23 The proposed building has taken design cues from adjacent properties to the north in terms of scale, bulk and mass. The predominant material choice of brick has been incorporated into the design and as such, the proposed building is considered to be sympathetic to the existing street scene as typified by the existing properties to the north. Furthermore, the development would not appear visually dominant within its surroundings or adversely impact on the character and appearance of the adjoining ASLC, especially given its siting some distance from Green Wrythe Lane and Middleton Road frontages.

5.24 It is acknowledged that the contemporary design of this building introduces a new architectural style to the area, but includes a number of visually references that tie it into other properties within the vicinity and would represent an improvement in the appearance of the area and would benefit the setting of the ASLC.

5.25 The existing site is predominantly laid to hardstanding and the proposal would incorporate a balance of hard and soft landscaping which would improve the overall appearance of the site by removing unattractive garages that negatively impact on the character of the ASLC. Therefore, the use of the site for housing would enable good quality homes to be built which would be affordable for local residents in the borough whilst ensuring the overall built form respects the character and appearance of the ASLC and improving an existing underutilised parcel of land.

5.26 It is considered necessary to attach a condition which removes permitted development rights so that the proposed houses cannot be extended or altered without planning permission being sought. This is to ensure that the form, proportion and appearance of the new dwellings is subject to further controls, and neighbouring amenity is not harmed.

5.27 For the reasons above, subject to conditions, it is considered that the proposal would respect and improve the overall character and appearance of the ASLC and therefore would be in accordance with Policies 7.4 and 7.6 of The London Plan and Policies 28 and 30 of the Sutton Local Plan.

C. Neighbour Amenity:
5.28 Policy 29 of the Sutton Local Plan states that the Council will not grant planning permission for any development that adversely affects the amenities of future occupiers or those currently occupying adjoining or nearby properties.

5.29 The proposed building would sit to the rear (north) of the Green Wrythe Lane, Assembly Walk and Middleton Road (north) properties (commercial at ground floor and residential at upper floors) and would be separated from the rear building of these properties (first and second floor levels) by 44 metres. Furthermore, the immediate properties along Green Wrythe Lane (351-367) to the east, although separated by the Assembly Walk Chapel building, would be separated from the side wall of the proposed building by 28 metres (building to building).

5.30 The properties situated to the rear (south) of the application site along Winchcombe Road (260-290) would be separated from the balcony or window of the proposed building to the rear building line of these properties by 20 metres. The properties at 167-181 Thornton Road are situated to the rear of the application site (south-east) but are screened from views of the site by Assembly Walk Chapel and have a building to building separation distance of 34 metres which will maintain good levels of light and privacy.

Daylight and Sunlight

5.31 A Daylight and Sunlight report has been assessed by T16 Design Ltd dated July 2019. The assessment has considered the habitable rear windows 365 and 367 Green Wrythe Lane to the east (side) and 262-292 Winchcombe Road to the rear (south).

5.32 The BRE guidelines set a benchmark of 27% Vertical Sky Component (VSC) as an acceptable tolerance for good daylighting conditions to existing properties which means that adjoining and that any proposed development should not result in daylighting falling below 27% VSC or less than 0.8 times its existing former value. The existing windows assessed are already above the recommended 27% threshold and with the proposal in place, this would not result in the windows falling below the benchmark level. However, windows 1, 3, 5, 8, 12 of the Winchcombe Road properties and window 27 of 365 Green Wrythe Lane are already below the 27% benchmark (as existing) and the proposal, whilst would reduce the percentage, would not result in the VSC falling less than 0.8 times its existing former value. Furthermore, the assessment has considered the first and second floor windows of the Green Wrythe Lane and Middleton Road properties which form the commercial (ground) and residential (first and second floor levels) elements of the three storey parade block to the front. However, given the 44 metre separation distance, the proposal would not result in loss of natural light to the occupiers of these properties.

5.33 The separation distances as set out in paragraphs 5.29 and 5.30 are sufficient to ensure that there is no loss of daylight, sunlight or overshadowing to adjoining residential occupiers.
Privacy

5.34 With satisfactory boundary treatment in place, the ground floor windows of the dwellings would not result in overlooking and loss of privacy to adjoining properties.

5.35 The proposal will not result in unacceptable overlooking and loss of privacy to adjoining residential properties due the separation distances which equal or exceed the 20 metre recommended distances set out in SPD4.

5.36 The side windows of the development serve secondary habitable windows and have good separation to adjoining properties so as not to result in unacceptable overlooking and loss of privacy.

Outlook

5.37 As per the separation distances set out in paragraphs 5.29 and 5.30, it is considered that the proposed dwellings would not be visually intrusive, overbearing or reduce the levels of outlook to the occupiers of the surrounding neighbouring properties.

Noise and Disturbance

5.38 The levels of noise and disturbance from the proposal would reflect a typical residential environment. This is also supported by the Council’s Environmental Health team.

5.39 Furthermore, the potential increase in vehicular activity compared with its lawful use as 25 garages means that there will be no unacceptable additional harm from either noise and pollution arising from the development.

Amenity Conclusion

5.40 For the reasons above, it is considered that the proposal would not be detrimental to the surrounding and adjacent residential occupiers amenities and therefore would be in accordance with Policy 7.1 of The London Plan and Policy 29 of the Sutton Local Plan.

D. Layout and Standard of Accommodation:

5.41 Policy 3.5 of the London Plan and Policy 9 of the Sutton Local Plan requires all dwellings to achieve the minimum floor space standards set out in Table 3.3 of the London Plan. The table below demonstrates the standards of accommodation which includes the minimum and proposed Gross Internal Area (GIA) and external amenity space of each residential unit. All houses would be two storey and the 4 flats proposed would be single storey.
<table>
<thead>
<tr>
<th>Dwelling Type</th>
<th>Layout</th>
<th>Minimum GIA</th>
<th>Proposed GIA</th>
<th>Minimum External Amenity Space</th>
<th>Proposed External Amenity Space</th>
<th>Internal Storage space proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>House 1</td>
<td>2b 4p</td>
<td>79</td>
<td>79</td>
<td>40</td>
<td>37.5</td>
<td>2</td>
</tr>
<tr>
<td>House 2</td>
<td>2b 4p</td>
<td>79</td>
<td>79</td>
<td>40</td>
<td>15.5</td>
<td>2</td>
</tr>
<tr>
<td>House 3</td>
<td>2b 4p</td>
<td>79</td>
<td>79</td>
<td>40</td>
<td>15.5</td>
<td>2</td>
</tr>
<tr>
<td>House 4</td>
<td>2b 4p</td>
<td>79</td>
<td>79</td>
<td>40</td>
<td>15.5</td>
<td>2</td>
</tr>
<tr>
<td>House 5</td>
<td>2b 4p</td>
<td>79</td>
<td>79</td>
<td>40</td>
<td>15.5</td>
<td>2</td>
</tr>
<tr>
<td>House 6</td>
<td>2b 4p</td>
<td>79</td>
<td>79</td>
<td>40</td>
<td>11</td>
<td>2</td>
</tr>
<tr>
<td>Flat 1 - Disabled</td>
<td>1b 2p</td>
<td>50</td>
<td>68.3</td>
<td>5</td>
<td>28.5</td>
<td>2</td>
</tr>
<tr>
<td>Flat 2</td>
<td>2b 4p</td>
<td>70</td>
<td>70</td>
<td>7</td>
<td>7</td>
<td>2</td>
</tr>
<tr>
<td>Flat 3</td>
<td>2b 4p</td>
<td>70</td>
<td>70</td>
<td>7</td>
<td>7</td>
<td>2</td>
</tr>
<tr>
<td>Flat 4</td>
<td>2b 4p</td>
<td>70</td>
<td>78.2</td>
<td>7</td>
<td>7</td>
<td>2</td>
</tr>
</tbody>
</table>

5.42 As demonstrated in the above table, all residential units would meet the minimum GIA floorspace (including storage) as required under under Policy 3.5 of the London Plan and Policy 9 of the Sutton Local Plan.

5.43 The Mayor of London's Housing Supplementary Planning Guidance (SPG) 2016 sets a standard of 5sqm of private outdoor space for 1 to 2 person dwellings and an extra 1sqm for each additional person. It is considered that in a suburban setting, typical of large parts of the borough, this minimum private outdoor space standard is inappropriate as set out in Policy 9 of the Sutton Local Plan. The Council's Urban Design Guide SPD has minimum standards of 25sqm for flats or one-bedroom units, 40sqm for two-bedroom units and 70sqm for three-bedroom units. Each of the proposed two storey houses would be provided with amenity space through a rear garden and projecting front balcony. All proposed houses would not meet the minimum 40sqm requirement. However, 226sqm of communal amenity space would be provided to the rear of the site which would cater for the shortfall. This would ensure each of the proposed houses have a cumulative level of 40sqm amenity space which is the minimum requirement for a 2 bed dwelling.

5.44 Following the approach set in the London Plan (2016) to address the unique heat island effect of London and the distinct density, a minimum ceiling height of 2.5 metres for at least 75% of the gross internal area is required so that new housing is of
adequate quality, especially in terms of light, ventilation and sense of space. Section drawings have been provided and show compliance.

5.45 The layout of the proposed dwellings (dual-aspect) is such that all the habitable rooms would receive adequate levels of light, ventilation and outlook.

5.46 The arrangement of accommodation has been carefully considered to ensure that like rooms have been situated above each other to avoid issues of significant noise transference through the building vertically.

5.47 Since October 2015, 90% of new housing is 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 would be achieved (flat 1).

5.48 For the reasons above, subject to conditions, it is considered that the proposal would provide a good standard of living accommodation for the future occupiers of the development and would be in accordance with Policy 3.5 of the London Plan and Policy 9 of the Sutton Local Plan.

E. Highways and Parking:

5.49 Policy 6.3 of the London Plan states that the Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. In addition, developments in all parts of London must:

(a) ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
(b) provide parking for disabled people in line with Table 6.2
(c) meet the minimum cycle parking standards set out in Table 6.3
(d) provide for the needs of businesses for delivery and servicing.

5.50 Policy 36 of the Sutton Local Plan states that the Council will assess all new development applications for their impact on the existing and proposed transport infrastructure and services, and the local environment.

5.51 Policy 37 of the Sutton Local Plan states that 'new developments will be expected to provide car parking in accordance with the council’s restraint based maximum car parking standards taking into account public transport accessibility levels, existing publicly available parking provision and usage in the vicinity of the site and the need to deter unnecessary car use while avoiding overspill parking problems’.

5.52 Hackbridge railway station is located 1.4 miles from the subject site. Bus stops are situated along Green Wrythe Lane with access to surrounding towns. The PTAL rating is 2 which is 'low'.

5.53 A Parking Survey Report by PBA dated March 2019, Construction Management Plan dated March 2019 and Swept Path Analysis Plan (RAM-WL-XX-DR-C-00551 Rev I02) have been submitted.

5.54 The application would involve the loss of 25 existing garages from the site. Out of the existing 25 garages on site, the applicant has submitted evidence to demonstrate that in total, 20 garages are occupied and 5 are empty. Of the 20 garages occupied, 6 garages are used for storing a motor vehicle and 14 used for general storage purposes. As such, the proposal would result in the displacement of 6 spaces given that these particular garages are used for storing a car, although the existing garages do not meet the internal dimensions set out in current standards. The applicant proposes that the 6 garages used for storing a car can be re-provided on an alternative garage site within 0.5 mile radius of the site along Newent Close and Waltham Road. The applicant has confirmed that this would be secured via a Tenancy Agreement between SHP and the tenants of these garages under the same lease agreements which are currently existing at the moment.

5.55 It should be noted that the submitted parking survey has recorded that the total stress levels of unrestricted parking spaces for all the roads surrounding the application site equates to a level of 87% which is slightly higher than the Council's benchmark of 85%. However, given that the existing garages being used for parking will be re-provided site in an alternative location and that 10 parking spaces are provided to serve the new development on the basis of one space per flat, this will ensure that there is no unacceptable overspill parking in adjoining roads.

5.56 There is existing unregulated parking in the access road including the use of space in front of the garages which are to be redeveloped. This parking would cease on redevelopment which could lead to some displacement on street. However, given the existing parking in these areas is unregulated, it would not be reasonable to make alternative provision for such parking as part of the consideration of this applicant's planning merits.

5.57 The proposed parking for the new development would be for 10 off street car parking spaces on either side of the new building with 4 to the east and 6 to the west. The proposed parking bays would be 4.8m x 2.4m and the Blue Badge space (located directly in front of the flats) would be 4.8m x 3.3m. The proposal includes two Electric Vehicle Parking spaces (both active and passive) and 1 disabled parking bay. The proposed application has been assessed by the Highways team who support the application and do not consider that the replacement of the garages with 10 residential units would add pressure to the existing highway and pedestrian movements of the area.

5.58 Cycle parking facilities would be provided within the rear gardens of the proposed houses. The occupiers of the flats will use an allocated area containing cycle stands to the rear of the flatted element of the building. Refuse storage would be provided to the
5.59 The Council’s Waste team have assessed the application and raised no objection regarding refuse collection and provision for the proposed houses on the site.

5.60 The application site would be accessed via the Assembly Walk Service road which would be acceptable.

5.61 The Council’s Principal Highways officer has confirmed that the proposed arrangements for refuse, servicing and emergency access are considered to be sufficient although a pre-commencement condition requiring the applicant to submit a site-specific Construction Logistics Plan for highways approval is necessary to ensure that the potential wider impacts of construction traffic are satisfactorily managed. Furthermore, the London Fire Brigade team were consulted and confirmed that no additional hydrants are required to be provided and therefore no objection is raised from a fire emergency perspective.

5.62 For the above reasons, subject to conditions, it is considered that the proposal would not result in overspill car parking and would not result in a significantly adverse impact on the safe and efficient operation of the public highway and therefore would be in accordance with Policies 6.11, 6.12 and 6.13 of The London Plan and Policies 36 and 37 of the Sutton Local Plan.

F. Sustainability and Flood Risk:

5.63 The London Plan Policies 5.1, 5.2, 5.3, 5.9, 5.12 and 5.13 and the Sutton Local plan Policies 31, 32, 33 and 34 require new developments to achieve reductions in CO$_2$ emissions, water efficiency and flood risk mitigation measures and the installation of Sustainable Urban Drainage Systems.

5.64 The proposed energy strategy consists of high standards of insulation (enhanced U values and low air permeability); energy efficient lighting; high efficiency air source heat pumps (ASHP) to provide space and water heating via underfloor heating and solar PV (minimum KwP around 1.0). As-designed SAP worksheets are provided to demonstrate an estimated 37% improvement in CO2 emissions compared to Part L 2013 based on SAP 12 (equivalent to a 53% improvement based on SAP10). In terms of on-site emissions, the proposed energy strategy complies with the Mayor’s energy hierarchy and the 35% CO2 reduction target in Local Plan Policy 31. However, a condition will be attached to ensure that the proposed energy strategy is implemented in the completed development as built.

5.65 Policy 31 of the Sutton Local Plan requires all major residential developments to achieve ‘zero carbon’ standards by firstly maximising on-site emissions reductions
through the Mayor’s energy hierarchy and then offsetting all remaining emissions (to 100%) through a financial contribution to the council’s carbon offset fund priced at £60 per tonne over 30 years. Further details of this contribution is provided in the council’s Technical Guidance Note for Developers. As a result of this, the application would be liable to pay this contribution and shall be secured following the determination of this planning application.

5.66 The proposed SuDS strategy, drainage assessment form (DAF) and run-off calculations are sufficient to meet the requirements of Local Plan Policy 32, London Plan Policy 5.13 and the Mayor’s SPG on ‘Sustainable Design and Construction’. However, conditions are attached to ensure that the development is carried out in accordance with the strategies prepared by Ramboll dated June 2019. This will require that, prior to the first occupation of the development, written confirmation that the approved site drainage and flood risk management measures, including SuDS, have been implemented as part of the development as built must be submitted to the Local Planning Authority and approved in writing.

5.67 Policy 33 on ‘Climate Change Adaptation’ requires all residential developments to achieve good practice standards of water efficiency by ensuring that internal potable water consumption is limited to 110 litres per person per day (l/p/d). A condition will be attached to ensure a completed Water Efficiency Calculator for New Dwellings is submitted to the Local Planning Authority and approved in writing.

5.68 Policy 5.9 of the London Plan and Policy 33 of the Sutton Local Plan seek to counteract the ‘urban heat island’ (UHI) effect in London and encourage designs and layouts which avoid overheating and excessive heat generation arising from future climate change. The design, materials, construction and operation of all major development proposals should therefore seek to minimise overheating and meet the development’s cooling needs through application of the Mayor’s ‘cooling hierarchy. A condition is attached to ensure prior to the commencement of development, a completed GLA Overheating Checklist together with details of all proposed measures for minimising the development’s potential contribution to the urban heat island (UHI) effect and for avoiding overheating and excessive heat generation arising from future climate change has been submitted to the Local Planning Authority and approved in writing.

5.69 Further details have to be provided on how the proposed development will meet the council’s minimum Green Space Factor (GSF) thresholds in line with Policy 33(b). A GSF assessment should therefore be prepared to demonstrate how the above standards will be met. Guidance on how the GSF is calculated is set out in Sutton’s Local Plan Technical Guidance Note’ (LBS, June 2018) - see at https://drive.google.com/file/d/1sVECu4YKjFke7n0VE4X07JMtBzrnXdBV/view. As such, a condition will be attached to ensure prior to commencement, documentary evidence is submitted to the Local Planning Authority and approved in writing to show that the development will achieve an improved Green Space Factor (GSF) score of at least +0.2 compared to the baseline GSF score for the site prior to redevelopment.
council’s GSF scoring system set out in the council’s ‘Technical Guidance Note - Building a Sustainable Sutton’ (June 2018) must be used for this purpose. The applicant has agreed to the condition requesting further details.

5.70 The site is not located within a major flood zone nor within a Critical Drainage Area. However, given the application is a major residential development, the Lead Local Flood Authority officer has reviewed the submitted SuDS Strategy and MEP Report (by Rambol dated June 2019) and stated that whilst the proposed mitigation and strategy is satisfactory further clarity is required on the discharge points, permeable paving and climate change factors of the development. Furthermore, no evidence on whether flooding has been avoided for 1 in 30 year event and 1 in 100 year event nor has any party confirmed to be responsible for the maintenance schedule. The Lead Local Flood Authority officer is satisfied with the proposal but has requested further details are sought through conditions.

5.71 For the above reasons, subject to conditions, it is considered that the proposal would provide a sustainable form of development and would therefore be in accordance Policies 5.1, 5.2, 5.3, 5.9, 5.12 and 5.13 of The London Plan and Policies 31, 32, 33 and 34 of the Sutton Local Plan.

G. Trees, Landscaping and Biodiversity:

5.72 Policy 26 of the Sutton Local Plan States that the council will protect and enhance Sites of Importance for Nature Conservation, Green Corridors and biodiversity. It will ensure the restoration of Beddington Farmlands is completed to the agreed quality implement its Biodiversity Action Plan and agri-environment schemes.

5.73 Policy 28 of the Sutton Local Plan states that:

(i) new developments where appropriate should make provision for suitable new planting, trees and boundary treatments, taking into account the future effects of climate change
(ii) incorporate well-designed soft and hard landscaping.

5.74 The application has been reviewed by the Council’s Principal Arboricultural Officer who is satisfied there will be no direct arboricultural impacts given the hardstanding setting and there are no trees within the immediate setting of the site. The proposed landscape plan shows a balance of hard and soft landscaping and the use of the active communal space together with the proposed tree and hedge planting across the site (notably towards the rear boundaries). However, the Council’s Principal Arboricultural Officer has suggested that although the natural play area proposed would be a very positive addition, it is not considered this has been best achieved through density of tree planting as proposed on the landscape plan. In terms of aesthetics, year-round interest and play value this would be better achieved through a mixture of plants, grasses, shrubs and trees. Species selection should also maximise biodiversity gains by utilising RHS Plants for Pollinators guidance and accommodating at least one large
canopy tree to achieve good ecosystem service delivery benefits in response to the changing climate. However, through a hard and soft landscaping condition, it is considered that satisfactory landscaping can be provided to soften the built for and improve the visual perspectives of the site and wider benefits as a whole.

5.75 Given the benefits that soft landscaping would bring to the site which is predominantly of hardstanding, officers consider that the proposal would be acceptable on these grounds subject to conditions being attached requiring full details of hard and soft landscaping (during construction).

5.76 The Council’s Biodiversity Officer has reviewed the scheme and stated that no ecological information has been provided. However, given the location and the current use of the site as garages, it is considered unlikely that there would be any potential habitat issues. The possibility of bats utilising the garages is likely to be negligible but should be required to be considered at the demolition stage by undertaking best practice through a Precautionary Method of Working.

5.77 No objection was raised by the Council’s Biodiversity Officer subject to conditions requiring a Construction Environmental Management Plan (CEMP), a scheme for integrated nesting features on buildings and biodiversity enhancement measures for local wildlife improvements.

5.78 For the above reasons, subject to the recommended conditions, it is considered that the proposal would not result in the loss of significant trees to the detriment of the visual amenity or the character of the ASLC nor would the proposal result in any ecological impact and would therefore be in accordance with Policies 7.4, 7.19 and 7.21 of The London Plan and Policies 26, 28 and 30 of the Sutton Local Plan.

H. Other Issues

5.79 Considering the separation distances and relationship of the proposed dwellings with the adjacent and surrounding properties, whilst not of detriment as submitted, it is recommended that the permitted development rights of the proposed dwellings are removed by condition to ensure the amenity of these adjoining and surroundings neighbours are protected and to prevent the overdevelopment of the site.

I. Planning Obligations and CIL:

5.80 The London Borough of Sutton introduced its Community Infrastructure Levy (CIL) charging schedule in April 2014. Any new build, that is a new building or an extension, is only liable for the levy if it has 100 square metres, or more, of gross internal floor space and is charged at a rate of £100 per sqm. This is in addition to the Mayor’s CIL charged at £25 per sqm. CIL is charged on the total net additional floor space created (measured as Gross Internal Area).

5.81 All Local Authorities are required to index the CIL charges to take account of price
increases between the time when charging schedules setting out an authority's rate come into force, and the time at which planning permission is granted. In this instance the London Borough of Sutton’s CIL has been indexed from its adoption in April 2014 and the Mayoral CIL indexed from its adoption in April 2012.

5.82 The proposal would not be CIL liable and exempt from this payment as all the dwellings proposed would be socially rented.

J. Conclusion:

5.83 The proposal for the loss of garages from the site would be acceptable on land use grounds.

5.84 The proposed replacement use for residential accommodation (Use Class C3) (Socially rented affordable units) within an allocated site (S68) for redevelopment within the Sutton Local Plan 2018 would be acceptable on the site.

5.85 The proposal in terms of design, scale, massing and bulk would respect the local context of the site and would to an extent improve the character and appearance of the area given the unattractive nature of the site.

5.86 The proposal would not be detrimental to the amenities of the neighbouring and surrounding occupiers or future occupiers and would provide a satisfactory level of accommodation.

5.87 The proposal would not result in any adverse impact on the safe operation of the public highway nor would it result in overspill car parking.

5.88 The proposal would be a sustainable form of development.

5.89 The proposal would not harm the health of the surrounding trees nor would the proposal require the need of heavy pruning to these trees sited along the eastern boundary.

5.90 The proposal would achieve ‘Zero’ carbon standards through a financial contribution to the Council’s carbon offset fund. This is secured via a Unilateral Undertaking.

5.91 As such, it is considered that the proposal would meet the aims and objectives of the aforementioned policies and therefore is recommended for approval.

K. Recommendation

5.92 Grant Planning Permission subject to Conditions.
WARNING: It is in your interests to ensure you obtain the approval of the Local Planning Authority, where the conditions require that to occur. Failure to comply with the following conditions may lead to enforcement action to secure compliance.

FIRST SCHEDULE

Garage Block Assembly Walk Carshalton SM5 1JH

Demolition of 25 existing garages and the erection of a part two, part three-storey building comprising of 10 self contained units (1x1 bed, 9 x 2 bed) with 9 standard car parking spaces and 1 wheelchair accessible car parking space, bin storage and new hard & soft landscape works.

SECOND SCHEDULE

(1) The development hereby permitted shall be carried out in accordance with the following approved plans:

01006 03-1001, 01006 03-1002, 01006 03-1003, 01006 03-2001, 01006 03-2002, 01006 03-2003, 01006 03-2004 01006 03-4001, 01006 03-4002, 01006 03-4003, 01006 03-4004, 01006 03-4005, 01006 03-4006, 01006 03-5001, 01006 03-5002, 01006 03-5003, 01006 03-7001, 01006 03-7002, 01006 03-7003, 01006 03-7004, 01006 03-7005, 01006 03-SK1 dated 24/07/2019
653-001-001 dated 29/04/2019

Design and Access Stated dated July 2019
SuDS and Drainage Strategy by Ramboll dated July 2019
MEP Report by Ramboll dated June 2019
Energy Statement by Ramboll dated July 2019
Daylight and Sunlight Assessment by T16 Design dated July 2019
Parking Survey Analysis Report (45703/001 Rev: AA) by PBA dated March 2019
Construction Management Plan dated March 2019
Flood Risk Assessment by Ramboll dated July 2019

Reason: For the avoidance of doubt and in the interests of proper planning.
(2) The development must be begun not later than the expiration of three years beginning with the date hereof.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended.

(3) Prior to the commencement of the development hereby approved, samples and a schedule of materials to be used within the external elevations of the buildings and including windows and doors shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved materials.

Reason: To safeguard the visual amenities of the area in accordance with Policy 28 of the Sutton Local Plan.

(4) No development shall take place until a Construction Management Plan has been submitted to and approved by the local planning authority. The Construction Management Plan should set out the measures that will be put in place during the construction phase in order to control dust and emissions. The Construction Management Plan shall be adhered to throughout the construction period for the development.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties in accordance with Policies 29 and 36 of the Sutton Local Plan.

(5) No demolition or construction works, including site excavation or any external site works, the operation of plant and machinery, the erection of scaffolding, the delivery of materials, the removal of materials and spoil from the site and the use of any sound amplification equipment, shall take place outside 0800hours to 1800hours Mondays to Fridays and 0800hours to 1300hours on Saturdays and at no time on Sundays or Bank Holidays.

Reason: In the interests of amenity for future and neighbouring occupiers in accordance with Policy 29 of the Sutton Local Plan.

(6) Prior to occupation of the development hereby approved, the car parking shall be laid out in accordance with the approved drawing no. 653-001-001 and shall be retained thereafter for its designated purpose.

Reason: To ensure that the development provides sufficient car parking in accordance with Policy 37 of the Sutton Local Plan.

(7) The development hereby approved shall be constructed in accordance with the details set out within the approved Energy Statement prepared by Ramboll dated June 2019. The approved measures should thereafter be retained for as long as the development is in existence.
Reason: To ensure a sustainable form of development in accordance with Policy 31 of the Sutton Local Plan.

(8) Prior to first occupation of the dwellings, as-built' Standard Assessment Procedure (SAP) outputs must be submitted to the Local Planning Authority and approved in writing to demonstrate that the development has been carried out in accordance with the approved details. If the development is unable to meet the required reduction in CO2 emissions through the approved energy strategy, then any shortfall shall be made up through the application of further sustainability measures unless otherwise approved by the Local Planning Authority in writing. The approved measures should thereafter be retained.

Reason: To ensure a sustainable form of development in accordance with Policy 31 of the Sutton Local Plan.

(9) The development hereby approved shall be constructed in accordance with the details set out within the approved SuDS and Drainage Strategy prepared by Ramboll and dated June 2019. The approved measures should thereafter be retained for as long as the development is in existence.

Reason: To ensure a sustainable form of development and prevent surface water flooding to the locality as a resultant of the development in accordance with Policies 31 and 32 of the Sutton Local Plan.

(10) Prior to first occupation of the development, written confirmation that the approved site drainage and flood risk management measures, including SuDS, have been implemented as part of the development as built must be submitted to the Local Planning Authority and approved in writing. Where different from the approved details, further calculations carried out by an appropriately qualified professional must be provided to show that the peak run-off rate for the 1 in 100 year 6-hour rainfall event (plus 30% for climate change) will be as close as reasonably practicable to the calculated greenfield run-off rates for the same event and no more than 3 times the calculated greenfield run-off rates for the same event. All the measures implemented shall be retained for as long as the development is in existence.

Reason: To ensure a sustainable form of development and prevent surface water flooding to the locality as a resultant of the development in accordance with Policies 31 and 32 of the Sutton Local Plan.

(11) Prior to first occupation of the development, a completed Water Efficiency Calculator for New Dwellings must be submitted to the Local Planning Authority and approved in writing to show that internal potable water consumption for each of the dwellings will be limited to 110 litres per person per day (l/p/d) based on the Government’s national calculation method for water efficiency for the purposes of Part G of the Building Regulations. The Water Efficiency Calculator should be accompanied by details of the location and type of all appliances or fittings that use water, the capacity or flow rate of any equipment and any rainwater or greywater collection systems incorporated as part of the development.
Reason: To ensure a sustainable form of development efficient water usage in accordance with Policies 31 and 32 of the Sutton Local Plan.

(12) Notwithstanding the information submitted on drawing no. 653-001-001, Prior to the occupation of the development, full details of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. All hard and soft landscaping and tree planting shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards (in particular, BS 3882: Specifications for Topsoil, Recommendations (2015) and BS 8545: Trees from Nursery to Independence in the Landscape, Recommendations (2014) or other recognised codes of good practice). The works shall be carried out prior to the occupation of any part or relevant phase of the development or in accordance with the timetable agreed with the Local Planning Authority. Any tree(s) or plants that (within a period of five years after planting) are removed, die, or (in the opinion of the Local Planning Authority) are damaged or defective shall be replaced as soon as is reasonably practicable with others of a similar size/species/number as originally approved, unless the Local Planning Authority gives its consent to any variation.

In terms of aesthetics, year-round interest and play value this would be better achieved through a mixture of plants, grasses, shrubs and trees. Species selection should also maximise biodiversity gains by utilising RHS Plants for Pollinators guidance and accommodating at least one large canopy tree to achieve good ecosystem service delivery benefits in response to a changing climate. This would need to be provided as part of a revised landscaping plan and further details of hard and soft landscaping.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs in accordance with Policy 28 of the Sutton Local Plan.

(13) Prior to the occupation of the development hereby approved details of the boundary treatments shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented prior to occupation of the development.

Reason: In the interests of amenity for future and neighbouring occupiers in accordance with Policy 29 of the Sutton Local Plan 2018.

(14) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or revoking and re-enacting that Order), planning permission shall be required in respect of development falling within Class(es) A-G of Schedule 2 to that Order.

Reason: To protect the amenity of neighbouring occupiers and character and appearance of the area in accordance with Policies 28 and 29 of the Sutton Local Plan and to prevent overdevelopment of an already constrained site.
(15) Prior to rising above the damp proof course of the development hereby permitted, a scheme for integrated nesting features on buildings shall be submitted to and approved in writing by the Local Planning Authority. These will include multi-chamber swift bricks or boxes, multi-occupancy hirundine nests, starling boxes, house sparrow terraces and bat bricks or boxes, including numbers of each, details of box / brick type, location (plan and elevation views), height above ground and nearest external lighting.

Reason: To enhance the biodiversity value of the land in accordance with Policy 26 of the Sutton Local Plan 2018.

(16) Prior to rising above the damp proof course hereby permitted, a scheme for biodiversity enhancements shall be submitted to and approved in writing by the Local Planning Authority. This shall take the form of landscaping with predominantly native and local species (no less than 60% by species and number), including wildflower lawns, green walls / fences, rain gardens and culinary herb planters.

Full details of species and numbers to be planted, habitat creation, aftercare, management and monitoring of enhancements will be included in the plan.

A brief 'management handbook' detailing the biodiversity improvements will be created and provided to residents explaining the landscaping and nesting benefits and how to manage and improve on these areas.

Work shall be undertaken in accordance with the approved scheme and thereafter retained in perpetuity.

Reason: To enhance the biodiversity value of the land in accordance with Policy 26 of the Sutton Local Plan.

(17) No development shall commence until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall be in accordance with BS42020:2013 and include the following:

(a) A Precautionary Method of Working for demolition of the garages to ensure they are not utilised by bats or if they are, that ecological advice is immediately sought. The PMW should include:
   (i) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction;
   (ii) The location and timing of sensitive works;
   (iii) The times during construction when a specialist ecologist needs to be present on site to oversee works;
   (iv) Responsible persons and lines of communication;
   (v) The role and responsibilities of the on site ecological clerk of works (ECoW) or similarly competent person.
All works carried out during the development period shall be undertaken in accordance with the approved CEMP.

Reason: To enhance and protect the biodiversity value of the land in accordance with Policy 26 of the Sutton Local Plan. This condition is required to be pre-commencement to ensure that protected species are not harmed / mitigated for prior to the demolition / construction process.

(18) No development shall begin, including demolition and site clearance works, until a Construction Logistics Plan (CLP), to include details of: (a) loading and unloading of plant and materials; (b) storage of plant and materials; (c) programme of works (including measures for traffic management); (d) provision of boundary hoarding, behind any visibility zones of construction traffic routing; (e) hours of operation; (f) means to prevent deposition of mud on the highway have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved statement.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties in accordance with Policies 28, 36 and 37 of the Sutton Local Plan 2018. This condition is required to be pre-commencement as the Construction Logistics Plan needs to be in place before any works take place and to mitigate against the impacts of the demolition / construction process.

(19) Prior to the commencement of the use the applicant shall provide details of all domestic boilers installed demonstrating that the rated emissions of Oxides of Nitrogen (NOx) do not exceed 40 mg/kWh, in writing for the approval of the Local Planning Authority.

Reason: To prevent harm to human health and pollution of the environment in accordance with Policies 29 and 34 of the Sutton Local Plan.

(20) No development shall commence, including demolition and site clearance works, until a Construction Management Plan (CMP), to include details of: (a) provision of boundary hoarding; (b) hours of operation; (c) means to control dust and emissions to air; (d) means to control noise and vibration has been submitted to, and approved in writing by the Local Planning Authority. The CMP should be in accordance with the GLA's Supplementary Planning Guidance 'Control of Dust and Emissions during Demolition and Construction'. The development shall be constructed in accordance with the approved statement.

Reason: To prevent harm to human health and pollution of the environment in accordance with Policies 29 and 34 of the Sutton Local Plan. This condition is required to be pre-commencement as the Construction Management Plan needs to be in place before any works take place and to mitigate against the impacts of the demolition / construction process.

(21) Prior to the commencement of development details shall be submitted and approved by the Local Planning Authority for all Non-Road Mobile Machinery (NRMM) to be used on the development site. All NRMM should meet as a minimum the Stage IIIB emission criteria of
Directive 97/68/EC and its subsequent amendments unless it can be demonstrated that Stage IIIB equipment is not available. An inventory of all NRMM must be registered on the NRMM register https://nrmm.london/user-nrmm/register. All NRMM should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. The development shall be constructed in accordance with the approved details.

Reason: To ensure that the development would not result in a deterioration of air quality in accordance with Policy 29 of the Sutton Local Plan. This condition is required to be pre-commencement to mitigate against the impacts of the demolition / construction process.

(22) A scheme of noise insulation/reduction shall be submitted to ensure that the noise level of 35 dBLAeq, 16 hour in living rooms and bedrooms during the daytime (0700 to 2300 hours) and 30 dBLAeq,8 hour and 45 dBLAmax during the night time (measured with F time-weighting and between 2300 and 0700 hours) in bedrooms in accordance with BS8233:2014 shall not be exceeded. Where these levels cannot be met with windows open appropriate acoustic ventilation should be provided so that the room can be sufficiently ventilated. The acoustic performance of any passive vent, variable speed mechanical air supply unit or whole house ventilation must be sufficient to ensure that the noise level standards given above are not compromised.

Reason: To protect both neighbouring occupiers and future occupier’s amenity in accordance with Policy 29 of the Sutton Local Plan.

(23) No development shall commence until an assessment of the risks posed by any contamination, carried out in accordance with British Standard BS10175: Investigation of Potentially Contaminated Sites - Code of Practice and the Environment Agency’s Model Procedures for the Management of Land Contamination (CLR 11) (or equivalent British Standard and Model Procedures if replaced), has been submitted to and approved in writing by the Local Planning Authority. Should remediation be required, no development shall commence until a report is submitted to and approved in writing by the Local Planning Authority specifying the measures to be taken, including the timescale, to remediate the site to render it suitable for use.

Reason: To comply with Policies 29 and 34 of the Sutton Local Plan. This condition is required to be pre-commencement as any development within the site could result in contamination risks which could be mitigated with an appropriate assessment and remediation.

(24) Prior to occupation of the development hereby permitted, the approved remediation works shall be completed on site, in accordance with a quality assurance scheme, agreed as part of the contaminated land assessment.

Reason: To prevent harm to human health and pollution of the environment in accordance with Policies 29 and 34 of the Sutton Local Plan.
(25) If during implementation of this development, contamination is encountered which has not previously been identified, the additional contamination shall be fully assessed and a specific contaminated land assessment and associated remedial strategy shall be submitted to and agreed in writing by the Local Planning Authority before the additional remediation works are carried out. The agreed strategy shall be implemented in full prior to the completion of the development hereby approved.

Reason: To prevent harm to human health and pollution of the environment in accordance with Policies 29 and 34 of the Sutton Local Plan.

(26) Prior to commencement of works (excluding site investigations and demolition), the applicant must submit a final detailed drainage design including drawings to the Lead Local Flood Authority for review and approval. Where the applicant has made material changes to the approved drainage strategy defined in Ramboll SuDS Drainage Strategy dated 17 July 2019, revised calculations, updated Drainage Assessment Form and maintenance plan that demonstrate compliance with the original drainage strategy must be submitted to support the detailed design. The applicant must confirm the discharge point and invert level and clarify as to whether the permeable paving is lined or not. If the final discharge point is to the Thames Water sewer consent to connect to this from Thames Water must be provided by the applicant. Updated calculations using an allowance of 40% for climate change must be provided while maintaining the runoff rate of 2 l/s. Calculations demonstrating that the site will not flood in the 1 in 30 year event and that buildings will not flood up to and including the 1 in 100 year event must be provided. The specific owner of maintenance responsibility of all SuDS features on site for their lifetime must be provided.

Reason: To prevent the risk of flooding to and from the site in accordance with relevant policy in accordance with Policy 5.12 and 5.13 of The London Plan and Policy 32 of The Sutton Local Plan.

INFORMATIVES

(1) This approval only grants permission under section 57 of the Town and Country Planning Act 1990. Further approval or consent may be required by other legislation, in particular the Building Regulations and you should contact Building Control on 020 8770 5000 before proceeding with the work.

(2) Pre-application advice was provided and the submitted application (following amendments) complied with the relevant planning policies and Sutton Council has accordingly granted planning permission.

(3) NAMING AND NUMBERING. This permission creates one or more new units which will require a correct postal address. Contact the Street Naming & Numbering Section by e-mail street.naming@sutton.gov.uk.

(4) The applicant is reminded that under the Highways Act 1980 Sections 131, 148 and 149, it is an offence to allow materials to be carried from the site and deposited on or damage the
highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and also to prosecute persistent offenders.

(5) This decision notice should be read in conjunction with the agreement or Unilateral Undertaking submitted under Section 106 of the Town and Country Planning Act 1990 dated...

Before work commences there may be notices or payments due in relation to this agreement and the obligations contained within. Please send any notices or queries to planningobligations@sutton.gov.uk.

Please note that failure to follow the obligations as stated in the agreement could result in penalty charges being added.

(6) Preventing Damage to the Public Highway: Care should be taken by all applicants to ensure that no damage is caused to the public highway adjacent to their site during demolition and/or construction work. The Council will always seek to recover any costs incurred in repairing or making good such damage from the owner of the development site, except where they are otherwise able to identify the person(s) who caused the damage and are willing to accept the recoverable costs. Pre-Commencement Highways Condition Surveys: To avoid the above costs arising, and BEFORE ANY WORK COMMENCES on your site, PLEASE SEND A BLANK EMAIL to highwayshcs@sutton.gov.uk to receive further details on how to arrange a pre-commencement photographic survey of the public highway conditions around your site. Where the Council decides that a survey is necessary a Returnable Deposit and Inspection Fee (Highways to advise) will be payable to London Borough of Sutton. The pre-commencement survey will ensure you are not charged for any damage which existed prior to commencement of your works. If you fail to arrange a pre-commencement survey it will be assumed that any damage to the highway was caused by your own activities and you will be charged the full cost of repair. Once the site works are completed you need to contact Highways to arrange for a post construction inspection to be carried out. If there is no further damage, the case will be closed, and your deposit refunded. If damage is found to have occurred, the Council will carry out the repairs, and the costs will be charged to you, whether less or more that the deposit value.
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