

PLANNING COMMITTEE - Date:13 January 2016

Report of the Executive Head for Economic Development, Planning and Sustainability.

Ref: C2015/72953/FUL	WARD: C13 / CARSHALTON CENT	Time Taken: 11 weeks, 0 days
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Site: Land at 16 MILL LANE Carshalton
 Proposal: Use of land for the sale, storage and distribution of used motor vehicles involving demolition of existing workshop, erection of a single storey building for office use, W.C block and a freestanding canopy together with side fencing, hardstanding for car parking and sliding gate, wall and pillars up to 2.4 metres in height at front.
 Applicant: Mr Colin Anderson
 Agent: Home Counties Design

Recommendation:**GRANT PLANNING PERMISSION**

Reason for Report to Committee: More than ten objections have been received contrary to the officer's recommendation.

Summary of why application proposal is acceptable:

- The principle of the development is considered to be acceptable and compatible with the lawful use of the existing site.
- It is considered that the development is acceptable as it would not have a significant impact on nearby residents.
- The proposal is of a design quality that will offer a significant improvement to the streetscene and townscape and would enhance the character and appearance of the Carshalton Village Conservation Area.
- The proposed traffic generation is unlikely to cause significant impact on the local road network. The access provided is acceptable and would not cause harm to highway and pedestrian safety.
- The development would not involve the loss of any mature trees.

2.0 BACKGROUND**2.1 Site and Surroundings:**

2.2 The application site comprises a vacant site with an area of approximately 344sq metres situated to the north western side of Mill Lane within the Carshalton Village Conservation Area. The site has a lawful use for light industrial purposes (B1(c)).

2.3 Within the application site there were a number of single storey buildings which have been demolished due to their dilapidated condition, comprising a single storey garage measuring 3 metres in height and a single storey workshop measuring 3.5 metres in height located against the rear boundary of the site, 20 metres from the site frontage. Fronting the garage was a single storey toilet block of 2.2 metres in height. These buildings covered little of the application site leaving most of the land open for the parking of vehicles on an informal ad hoc basis. Vehicular access into the site is via a crossover located on Mill Lane.

2.4 To the north and south of the application site are two storey terraced residential properties. To the east and west of the site are two storey premises which comprise of commercial units at ground floor with residential above. Further to the south of the site are Grove Park and the River Wandle.

2.5 **Site Specific Designation:**

2.6 The site lies within the Carshalton Village Conservation Area, Limit of Sustainable Residential Development and an Archaeology Priority Area.

2.7 **Relevant Planning History:**

2.8 16 – 17 Mill Lane:

2.9 CAR.370 'Use of premises as restaurant' granted 30.3.1951.

2.10 CAR.476 'Erection of three external W.C's' granted 31.3.1952.

2.11 CAR.1879 'Use of lock up building as a workshop for light engineering' withdrawn 29.11.1961.

2.12 73/11008 'Use of premises for light assembly work and storage of metal' granted 23.7.1973.

3.0 **APPLICATION PROPOSALS**

3.1 **Details of Proposal:**

3.2 This application seeks planning permission for the use of the site for the sale, storage and distribution of used motor vehicles and the erection of a single storey building for office use, a W.C block and a freestanding canopy together with side fencing, hardstanding for car parking and a sliding gate, wall and pillars up to 2.4 metres in height at the front of the site. The sale of cars falls within 'Sui Generis' as defined in The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015.

3.3 The proposed buildings associated with the use would comprise an ancillary single storey office measuring 6.2 metres in width, 3.9 metres in depth and 2.5 metres in height. The proposed canopy would measure 2.9 metres in height, 7.3 metres in depth and 6.4 metres in width. These buildings are to be positioned to the rear of the site within a similar position to the previous buildings on the site. A proposed W.C and cleaner's cupboard would measure 3.8 metres in width, 1.9 metres in depth and 2.5 metres in height and would also located within the rear part of the site.

3.4 The proposed timber fencing would be located along the side and rear boundaries and would measure up to 1.9 metres in height. The proposed front boundary wall would be built up to the public footpath and would measure up to 2.2 metres in height, the pillars would measure 2.4 metres in height and the sliding gates would measure 2.2 metres in height.

3.5 The proposed buildings to the rear of the site would be timber clad with natural staining; the canopy will have metal supports with a clear plastic roof. The proposed wall and pillars will be constructed in yellow stock bricks.

3.6 The application proposes to provide 9 car parking spaces, 7 within the main frontage of the site and 2 under the proposed canopy to the rear of the site.

3.7 The applicant has advised that the use will operate on an appointment only system, where customers will book appointments to view a car via a website and arrange a time to visit the site between the hours of 9.30 to 17.30 Monday to Friday and 10.00 to 16.00 on Saturdays. It is intended that the business will not have any members of staff on site unless a prior appointment has been made.

3.8 **Significant amendments to application since submitted:**

3.9 None.

4.0 **PUBLICITY**

4.1 **Adjoining Occupiers Notified**

4.2 **Method of Notification:**

4.3 Letters were sent to 48 adjoining residents on the 10th November 2015, a site notice was erected on the 13th November 2015 and a press notice was issued.

4.4 **Number of Letters Received:**

4.5 Fifty-Five.

4.6 **Address of Objections:**

11,19,20,23,24,26,27,28,29,30,33,34,35,36,37,39,42A,43,45,46,48,49,50,52,
60,65,69 and 70 Mill Lane
4 and 13 Station Road
7, 8,10,11,12,14,17,18 and 19 Gurney Road
12 Rochester Road
158 Welbeck Road
2, 3 and 4 Grove Mill Place
40 Leechcroft Road
82 Nightingale Road
71 and 73 Vellum Drive
19 River Gardens
36 Burleigh Avenue
25 Senga Road
13 Shepley Close
56 Westcroft Road
5 Sandy Lane South

4.7 **Summary of Material Consideration:**

- The proposal does not provide any parking.
- Impact on parking in the road.
- The site is already heavily congested and this use will add more pressure to the road network.
- Parking, traffic and noise issues related to the sale of second hand cars.
- Out of character and inappropriate with the area.
- Increase in pollution.
- Unsafe use for local children.
- The site would be better used for housing.
- The proposal would pose a fire risk.
- Contradicts the strategy for the Conservation Area.
- No site notice has been erected.

- No landscaping is to be provided within the site.
- There is a high footfall due to the application site being opposite Grove Park entrance.
- Impact on the quality of life for residents in due to increase in the number of cars and pollution.
- Suspect that cars will be parked on the highway

4.8 **Summary of Non-Material Considerations:**

- Will affect house prices
- People test driving unfamiliar cars will lead to accidents.
- People in the area have pets.
- Appointments are only to be made via the internet.
- No financial information is available on the applicant.

4.9 **Letters of Support Received:**

4.10 One letter of support was received from 58 Nightingale Road.

4.11 **Summary of Support:**

- The proposed buildings look reasonable, smart and not too intrusive in design for the vintage character of the area.
- No harm for the new development as site is accumulating rubbish.
- This development will boost business and bring people into the area.
- This development will create new jobs.

4.12 One letter of observation was received from 1 Station Road.

4.13 **Summary of Observations:**

- Residents will be fearful of a used car site within a residential street. However, this will be an internet based business and will not attract large numbers of customers.
- The proposed buildings look reasonable for a 21st century business.
- This is a reasonable business for this site.
- Residents were not concerned when the Silver Birch tree was cut down in the adjacent site to this site.
- The proposed business is more acceptable than many other possible uses.

4.14 **Official Consultation:**

4.15 **Internal:**

4.16 Senior Highways Engineer:

4.17 No objection subject to conditions.

4.18 Environmental Health:

4.19 No objection subject to conditions.

4.20 Waste Management:

4.21 No comments received, any comments received will be reported orally to the committee.

4.22 Strategic Policy:

4.23 No objection.

4.24 **Councillor Representation:**

4.25 Councillor Whitehead De-Delegated the application on the 8th November 2015 due to the potential impact on the highway.

5.0 **MATERIAL PLANNING POLICIES**

5.1 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 relevant policy documents comprise:

National Planning Policy Framework
 National Planning Practice Guidance
 The London Plan
 The Core Planning Strategy DPD
 The Site Development Polices DPD
 Adopted London Borough of Sutton Supplementary Planning Guidance documents.

Material Planning Policies Considered in Determining this Application:

- (a) National Planning Policy Framework
- (b) National Planning Policy Guidance
- (b) Adopted London Borough of Sutton Supplementary Planning Guidance/Documents.

4.2 **National and Regional Planning Guidance:**

- National Planning Policy Framework
- National Planning policy Guidance

5.3 **London Plan:**

- 3.10 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.13 Sustainable drainage
- 5.15 Water use and supplies
- 6.1 Integrating transport and development – strategic approach
- 6.3 Assessing transport capacity
- 6.9 Cycling
- 7.1 Building London's Neighbourhoods
- 7.2 An inclusive Environment
- 7.3 Secured by Design
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.19 Biodiversity and Access to Nature
- 8.3 Community Infrastructure Levy

5.4 Core Strategy:

- BP6 One Planet Living
- BP12 Good Urban Design and Heritage
- PMP2 Suburban Heartlands

5.5 Site Development Policies:

- DM1 Character and Design
- DM2 Protecting Amenity
- DM3 Enhancing the Streetscene and Public Realm
- DM4 Historic Environment
- DM5 Sustainable Design and Construction
- DM6 Climate change Mitigation
- DM7 Flood Risk
- DM8 Climate Change Adaption
- DM17 Biodiversity, Habitats and Species
- SM19 Promoting Sustainable Transport and Accessibility
- DM20 Assessing the Transport Impact of New Development
- DM21 New Development and the Highway Network
- DM22 Parking
- DM31 Social and Community Infrastructure

5.6 Supplementary Planning Guidance/Documents:

- IPG11 Sustainable Design and Construction
- SPD1 Designing Out Crime
- SPD14 Creating Locally Distinctive Places

6.0 PLANNING CONSIDERATIONS

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

- **Principle**
- **Design Quality and Impact on Streetscene**
- **Impact on Neighbours**
- **Traffic & Parking**
- **Trees and landscaping**
- **Community Infrastructure Levy**

6.2 Principle:

6.3 The lawful use of the site is for light industrial purposes (Class B1 (c)). The applicant states that the last known use of the site was for engineering purposes and the last planning history record relating to the site related to light assembly work and storage of metal. The site is not located within a Strategic and Established Industrial Location as identified within the Council's adopted Site Development Policies DPD. As such it is considered that Policy DM34 of the Council's adopted Site Development Policies DPD relating to other land in industrial use is of relevance in this case.

- 6.4 It states that outside the main locations for industrial/business floor space will not be granted planning permission unless it can be demonstrated:
- The retention of the existing use will have a significant adverse effect on residential amenity and there is no reasonable prospect that this effect can be alleviated while retaining the use; or
 - There is genuine evidence, including that the site has been marketed without success, that the site is no longer suitable for industry/business uses.
- 6.5 The application proposes the loss of a light industrial use falling within Class B1 (C). Uses falling under this Class are any industrial process which can be carried out in any residential area without causing detriment to the amenity of the area. The Council's Environmental Health Team has no evidence to suggest that the previous use of this site has caused significant adverse effect on residential amenity. In addition no evidence been provided with the application that the site has been marketed for its lawful use without success.
- 6.6 Nevertheless the policy goes on to state that the Council will consider the redevelopment of such sites for other employment generating uses. The amplification of this policy also recognises the changing nature of industrial/business activities which may not fall within the B1, B2 and B8 uses typically found in industrial locations and that other employment generating uses which may include an element of trade may be acceptable provided there is not a negative impact upon the local highway network.
- 6.7 The proposed use of this site would be for car sales which like the lawful use of the site would be an employment generating use. In addition it is considered that the use of the site for the sale of cars would have a similar impact upon the site and the wider area to the light industrial uses falling within Class B1 (c) that are currently permissible on this site. It is also noted that there are currently no planning controls in force at this site within respect to hours of operation, hours of deliveries or allocated parking arrangements which can now be controlled as part of this proposal. In addition the proposals would make use of a vacant 'brownfield site' encouraged by the National Planning Policy Framework (NPPF) where buildings have been left in a state of disrepair which will also enhance the character and appearance of the Carshalton Village Conservation Area.
- 6.8 Overall, the principle of the redevelopment of the site for a commercial purpose is acceptable in land use terms providing the development does not detract from the character of the area or street scene; does not unduly impact on the amenity of the occupiers of neighbouring properties; provides sufficient parking facilities; and has no adverse impact on biodiversity or involves the loss of trees of merit. These issues are addressed in more detail below.
- 6.9 **Design Quality and Impact on Streetscene:**
- 6.10 Policy BP12 of the adopted Core Planning Strategy, policy DM1 of the Site Development Policies DPD and SPD14 'Urban Design' requires development to respect or reinforce the character and identity of the area and avoid developments which do not integrate well into the surroundings. Given that the site is located within the Carshalton Village Conservation Area Policy DM4 of the Site Development Policies DPD must also be considered.
- 6.11 The application site comprises a vacant plot which was previously used for light industrial purposes (Use Class B1(c)). The buildings were recently demolished due to their dilapidated condition.

- 6.12 As previously discussed the buildings prior to their demolition consisted of a toilet, garage and workshop. The toilet measured approximately 2.2 metres in height, the garage measured 3.0 metres in height and the workshop measured 3.5 metres in height.
- 6.13 Although the proposed office and canopy would be deeper than the buildings which were previously on the site they would remain set back a significant distance (18 metres) from the site frontage. Furthermore the proposed office and canopy would be lower in height than the buildings that have since been demolished and the canopy would be set 2.1 metres further away from the south west boundary of the site than the single storey garage that has been demolished.
- 6.14 Due to the reduction in height of the proposed buildings in comparison to the buildings that were previously on the site and their similar position to those buildings set a substantial distance from the site frontage it is considered that the size and scale of the proposed buildings would be acceptable.
- 6.15 In terms of their detailed design the proposed buildings to the rear of the site would be compatible to the commercial character of the site and would constitute an improvement to those buildings that were previously on the site. In addition vehicles are able to park within the site on an ad hoc basis whereas this proposal involves the creation of allocated parking bays that would be finished in a surface that will be agreed by the LPA. A condition seeking full details of the materials to be used for the hard surfacing on site is recommended.
- 6.16 The site currently has tarpaulin and metal gates to the front boundary. Previously the site had metal gates to the front boundary which allowed open views into the site and associated buildings which were in poor condition. The proposed brick wall and gates forming part of this application would enclose the site which will create an attractive frontage that would screen the commercial activities proposed within the site from the streetscene. This would constitute an improvement to the existing arrangement on site enhancing the character and appearance of the Carshalton Village Conservation Area.
- 6.17 Whilst the surrounding character of the area is mainly residential, there are several commercial properties within close proximity to the site. Therefore it is considered that the use of the site for the sale of second hand cars would not be out of character given the previous use of the site as light industrial and the commercial uses nearby.
- 6.18 Overall it is considered that the development would be acceptable in design terms and would be in accordance with the above policies.
- 6.19 **Impact on Neighbours:**
- 6.16 Policy DM2 of the Site Development Policies DPD seeks to protect the amenities of neighbouring properties in terms of overlooking, loss of outlook and the loss of light and overshadowing.
- 6.17 As previously stated the application site is bound by residential properties to the west and east. The adjoining properties to the north and south are commercial at ground floor with residential above.
- 6.18 Given that the proposed buildings to the rear of the site would either be similar or of a height lower than the buildings that were previously on site and would be located in a similar position to those buildings with the proposed canopy set further away from the south west boundary than the previous garage, it is considered that the proposed buildings would not result in harm to the amenity of nearby residents by way of loss of light or outlook.

- 6.19 All windows and doors associated with the proposed buildings would face into the site and as such, would not overlook into any neighbouring properties. Therefore it is considered that the buildings would not result in an unacceptable loss of privacy to adjacent occupiers.
- 6.20 A number of objections have been raised in regard to the use of the property as a second hand car show room and its compatibility with a residential area.
- 6.21 However the previous use of the site was for industrial purposes (B1(c)). It is considered that the use of the site for the sale of cars would have a similar impact in terms of general noise and disturbance to a light industrial use falling within Class B1(c). At present any use falling within Class B1 (c) could operate at this site without being subject to safeguarding conditions. The submission of this planning application would enable the LPA to control the hours of use and the hours of deliveries made at the site which could improve the impact the use of this site could have upon nearby residents.
- 6.22 The applicant has advised that there is a lockup outside of the Borough associated with the car sale business, which has the facility to store up to 10 cars. Cars will be driven from the lockup and moved onto the application site when necessary. All vehicles will be displayed within the site until their point of sale. As such, the development will not result in significant car trips during the day with respect to the delivery of vehicles which will be further controlled by the fact that only 9 vehicles will be able to be displayed at the site at any one time. A condition is also recommended restricting the hours of deliveries that can be made at the site.
- 6.23 The applicant has also advised that the site would be operated by appointment only. Appointments would be made between the hours of 9.30 to 17.30 Monday to Friday and 10.00 to 16.00 on Saturdays. The site will employ one full time employee and one part time employee. As the application site would work on an appointment based system, the only time an employee would be at the applicant site, is when a pre-booked appointment has been made or to take delivery of a car.
- 6.24 Nevertheless the LPA would not object to up to two full members of staff being on site throughout the opening hours of the site as it is considered that this would level of occupancy during the day is unlikely to result in significant noise and disturbance that would be harmful to the amenity of nearby residents. In addition as previously explained at present it would be possible to use the existing site for light industrial purposes without any controls in place with respect to hours of operation and staffing levels.
- 6.25 The Council's Environmental Protection Officer has been consulted on the application and considers that the proposed development would not have a negative impact upon the amenity of nearby residents by way of noise and disturbance provided an acoustic fence to the rear and side elevations of the site is provided. A condition has been recommended stating that an acoustic fence shall be installed prior to the occupation of the application site.
- 6.26 As such, it is considered that the proposal would maintain the amenity of neighbouring occupiers.

6.27 Traffic & Parking:

- 6.28 Policy BP10 of the Core Planning Strategy states that developments should seek to reduce the need to travel, advocate the use of sustainable modes of transport and reduce the impact of traffic on residential areas. Policy DM22 'Parking' of the Site Development Policies DPD seeks to ensure that provision is made for off-street parking for new proposals in line with the Council's maximum car parking standards. The policy continues that planning permission will not be granted for development that is likely to result in increased on-street parking where it would adversely affect traffic flows, bus movements, road safety and the amenities of local residents and the local environment.
- 6.29 Under the requirements of Policy DM22, there is no off street parking standards associated with the sale of cars. In such cases the potential impact of the development is assessed on its own merits based upon the likely level of trips that would be generated from the proposed use.
- 6.30 The current lawful use of the site is light industrial (B1(c)) which has no restrictions in terms of the number of vehicles associated with this use. Given that there would be only up to two members of staff on the site at any one time and a relatively small number of vehicles (9) would be displayed at the site until their point of sale it is considered by the Council's Highways Engineer that the level of trips generated by the proposed use would be low. The only trips generated by the proposed use would be at the point of sale of the vehicles, along with any associated test drives and the delivery of new vehicles to the site as and when required. The nature of the proposals means that such trips may not always occur during a typical working day.
- 6.31 As discussed above in order to further prevent harm to the local highway network a condition is recommended that the delivery of vehicles is only between the hours of 9.30am and 5pm Monday to Friday. This means that the delivery of vehicles would only occur during working hours at a time when the level of traffic and on street parking is generally at its lowest.
- 6.32 The Council's Highways officer has advised that it is unlikely that there would be any significant additional on-street parking demand due to the appointment based nature of the proposals and again it is noted that at present there are no controls in place within respect to hours of operation, delivery times or staffing levels at present. As such it is considered that this application would constitute an improvement to the existing arrangements for the site. The Council's Highways Engineer considers the site access and visibility splays are designed so that there would be no impact upon pedestrian or highway safety.
- 6.33 As such, subject to safeguarding conditions it is considered that the proposal would not adversely affect local highway conditions or result in an unacceptable increase in on-street parking pressure.
- 6.34 Trees and landscaping:**
- 6.35 The application does not propose the removal of any trees or any other landscape features. As discussed above a condition is recommended seeking details of hard landscaping to be submitted to and approved by the Local Planning Authority.

6.36 **Community Infrastructure Levy:**

6.37 The development would not involve an increase in floor space of more than 100sq.m as such the development would not be liable for the Mayor of London's Community Infrastructure Levy (CIL). The nature of the proposed development means that the development would also not be liable for the Council's CIL.

7.0 **CONCLUSION AND RECOMMENDATION**

8.0 It is considered that the proposal is acceptable as the proposal will have no significant adverse effects in terms of use, design quality, impacts on neighbours, layout or traffic/parking.

8.1 It is recommended that planning permission be approved.

Background Papers: C2015/72953/FUL

Drawings and other documents can be viewed on line –

- 1) Go to page: <http://gis.sutton.gov.uk/FASTWEB/welcome.asp>
- 2) Enter Planning Application Number: **C2015/72953**
- 3) Click on Search and View Current Applications
- 4) Click on View Plans & Documents



Home Counties Design
12 Banstead Road South
Sutton
SM2 5LF

C2015/72953/FUL

DRAFT

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

Land at 16 MILL LANE Carshalton

Use of land for the sale, storage and distribution of used motor vehicles involving demolition of existing workshop, erection of a single storey building for office use, W.C block and a freestanding canopy together with side fencing, hardstanding for car parking and sliding gate, wall and pillars up to 2.4 metres in height at front.

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 type and treatment of the materials to be used on the exterior of the building(s) shall be as stipulated on the approved plans unless otherwise agreed in writing by the Local Planning Authority. The approved materials shall be used in the construction of the development hereby approved and completed prior to its occupation/use.

Reason: To safeguard the visual amenities of the area and to ensure compliance with policy DM1 of the Site Development Policies DPD.

(3) The development shall not be occupied until accoustic fencing has been laid out within the site in accordance with a scheme to be submitted to and approved in writing

by the Local planning Authority to provide refuse and recycling facilities which shall be permanently maintained.

Reason: To comply with Policy DM2 of Sutton's Site Development Policies DPD.

(4) The use hereby permitted use shall operate only between the hours of 09:30 to 17:30 Monday to Fridays and 10:00 to 16:00 on Saturdays and no time on Sundays and Bank Holidays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of adjacent residential properties.

(5) The delivery of vehicles shall only take place between the hours of 09:30 and 17:00 Monday to Fridays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenity of local residents.

(6) No vehicle servicing or repairs to be undertaken within the site or on-street at any time.

Reason: To safeguard the amenity of local residents and prevent obstruction of the highway.

(7) Development shall not commence until a scheme of hard and soft landscaping and replacement tree planting shall be submitted to and approved in writing by the Local Planning Authority. The submissions shall include full details of materials to be used in hard landscaping along with details of all replacement trees and plants, their sizes, and densities. All landscaping 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 or other recognised codes of good practice. The works shall be carried out in accordance with the timetable agreed with the Local Planning Authority, and any plants or trees that (within a period of five years after planting) are removed, die, or become in the opinion of the Local Planning Authority, seriously 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 consent to any variation.

Reason: To ensure provision, establishment, and maintenance of amenity afforded by appropriate landscape design.

(8) No car transporters are to be used in the delivery or removal of vehicles to or from the site.

Reason: To prevent highway obstruction and maintain highway safety for pedestrians and cyclists.

(9) 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: To safeguard the amenity of the occupiers of adjacent premises and the area generally during the building construction process.

(10) The development hereby permitted shall be carried out in accordance with the following approved plans: Design and Access Statement, Site Location Plan, 15/2127 1, 15/2127 2 rev B, 15/2127 3, 15/2127 4, 15/2127 5 and 15/2127 6 rev A.

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

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) The permission hereby granted confers no rights on the applicant to encroach upon, extend over or otherwise enter upon property not in his ownership for any purposes connected with the implementation of this planning permission.

(3) The submitted application complied with the relevant planning policies and Sutton Council has accordingly granted planning permission.