Report of the Executive Head of Planning, Transportation and Highways.

Ref: B2007/57263/OUT  WARD: B07 / SUTTON CENTRAL  Time Taken: 32 weeks, 5 days

Site: 17 Sutton Court Road  Sutton Surrey SM1 4GQ

Proposal: Outline application to determine access, scale and layout of a three storey building for use as a gymnasium and wellness centre (Class D2 - Assembly and Leisure) and coffee shop/restaurant (A1 and A3 Use) together with ancillary storage and servicing.

Applicant: Amazon Properties PLC
Agent: Metropolis PD LLP

Recommendation:
GRANT PLANNING PERMISSION

Reason for Report to Committee: Major Application Recommended for Approval.

Summary of why application proposals are acceptable:
- Principle of development and use is acceptable in this town centre and secondary shopping frontage location.
- Proposal has good site layout and building is acceptable in scale and would be appropriate to the character of the locality.
- Development would not adversely affect adjoining town centre amenity or of adjacent occupiers.
- Development promotes sustainable transport and would not detrimentally impact on local road network.
- Scheme contributes to overall holistic approach to development for Sutton Town Centre.
- Development proposes financial contributions towards the environmental improvement and management of the Town Centre, as well as contributions towards the improvement of sustainable local public transport.

1.0 BACKGROUND

1.1 Site:

1.2 The application site comprises 0.1 hectares of open vacant ground comprising hardstanding that is in a poor condition. The site area, OS2 on the Sutton Proposals Map, was originally intended to be a phase of the Police Station redevelopment and was included in the PFI scheme for the Police Station. In 2005 it was considered that this part of the Police Station site would no longer be required and was sold as a separate development site.
1.3 The site is accessed directly from Sutton Court Road which forms part of the one-way gyratory road network which includes Carshalton Road, Chalk Pit Way and Sutton Court Road. To the west, Sutton High Street closes the quadrangle that encloses the site. There is no on-street car parking facilities in front of the site on Sutton Court Road, which is a red route forming part of the Transport for London Road Network.

1.4 Surroundings:

1.5 The site is bounded by Sutton Court Road and the South Point development to the south, Watermead House to the west and Sutton Police Station to the east and north. The Police Station is articulated with varying heights and pitched roofs and wraps around the corner from Chalk Pit Lane to Sutton Court Road. Directly to the rear of the application site to the north is the low-level covered police car parking area.

1.6 On the opposite side of the application site to the south is the South Point development which was recently granted planning permission subject to legal agreement. The scheme is for redevelopment to provide a mixed use scheme, including the refurbishment of the 20 storey office tower and the redevelopment of existing offices to provide two wings of 14 storeys containing residential units with retail use at ground floor.

1.7 The site is within the Sutton Town Centre and within an approximate 2-minute walk from the Sutton Train Station. Comprehensive bus routes are easily accessible from the site and are within a 5-minute walk. Sutton Town Centre includes public car parking facilities, within a 5-minute walk of the site.

1.8 Site specific UDP designation:

1.9 The site is located within the boundaries of the Sutton Town Centre and is designated as falling within Opportunity Site, OS/2, on the Proposals Map and within the Sutton High Building Zone. The site frontage is classified as secondary shopping frontage, and this part of Sutton Court Road is designated for future public transport improvements (Croydon Tramlink). This part of the Town Centre is also located within an Archaeological Priority Area.

1.10 Relevant Planning History:

1.11 B2006/56134/FUL: Use of land as a car park for a temporary period and alteration to vehicular access. The application was withdrawn on 17 August 2006.

2.0 APPLICATION PROPOSALS

2.1 Details of Proposal:

2.2 There are no existing buildings or vegetation on the site that would be demolished or removed to accommodate the proposed development.
The current application seeks to obtain outline planning permission to determine access, scale and layout of a three storey building for use as a gymnasium and wellness centre Class D2 (Assembly and Leisure) with ancillary coffee lounge area at first floor, and an ancillary retail area at ground floor. The application also proposes a coffee shop/restaurant (A3 Use) at ground floor level.

The applicants have requested that the matters of Landscaping and Appearance be reserved at this stage and only determined once the outline planning permission has been granted.

The total floorspace allocated over the 3 floors would total 1640sq metres with the gym and wellness centre comprising part of the ground floor and the complete first and second floors. 247 sq metres of the ground floor would be used for the restaurant with dedicated pedestrian access onto Sutton Court Road. The restaurant and gym would operate independently from each other and combined, would employ a total of 35 full-time members of staff. It is advised that the gym would have the following opening times: Mon - Thurs: 6:30am - 10.00pm: Fri: 6:30am - 9:00pm and Sat & Sun: 8:00am - 8:00pm. The restaurant would operate within the same parameters but may not open as early as the gym and the ancillary retail element of the gym would operate within the same hours of the gym. The hours of opening will be controlled by appropriate planning condition.

A new vehicular access to Sutton Court Road would be formed centrally to the site leading to a rear off-street service area. The development is proposed as a car free.

PUBLICITY

Adjoining Occupiers Notified

Method of Notification: Neighbour Notification Letters were sent to adjoining occupiers in High Street, Carshalton Road, Sutton Court Road and Chalk Pit Way. A Site Notice was also displayed on 20 March 2007.

Number of Letters Received: 0

Official Consultation

Internal:

Transport Planning:

No objection.

Waste Manager:

Objects to location of refuse area.
3.10 **Policy Section:**

3.11 No objection.

3.12 **External:**

3.13 **Transport for London:**

3.14 No objection.

3.15 **Environment Agency:**

3.16 No objection.

3.17 **Councillor Representation:**

3.18 None.

4.0 **MATERIAL PLANNING POLICIES**

4.1 National Planning Guidance
   - PPS6- Town Centres

4.2 Sutton Unitary Development Plan
   - BE1- Good Urban Design
   - BE4- Building Relationships
   - BE5- Daylight and Sunlight
   - BE9- Access for Disabled People
   - BE18- Privacy
   - G/CL2- Sports, Recreation and Leisure Facilities
   - CL21- Commercial Leisure Facilities
   - TCS1- Principles for Development in Town Centres
   - TCS3- Opportunity Sites in Town Centres
   - TCS5- Secondary Shopping Frontages
   - TCS7- Food and Drink Uses
   - TCS8- Mixed Use Development
   - TCS10- Sutton Town Centre
   - TCS14- Leisure, Recreation and the Evening Economy
   - TCS16- Design of Development in Sutton Town Centre
   - TCS18- Service Areas in Sutton Town Centre
   - G/TR5- Transport Impact and New Development
   - G/TR6- Public Transport
   - TR12- Parking Provision for New Development
   - TR18- New Development and Transport
   - TR28- Cycle Parking and Storage
   - IMP1- Planning Obligations

4.3 Supplementary Planning Guidance/Documents
   - SPD5- Planning Obligations
5.0 **PLANNING CONSIDERATIONS**

5.1 The principle considerations (including whether any material planning objections have been reasonably addressed) in relation to this application are:
- **Use**
- **Design Quality**
- **Impact on Neighbours**
- **Layout**
- **Traffic & Parking**
- **Trees**
- **Access**
- **Sustainability**
- **Other Relevant Material Planning Considerations**

5.2 **Use:**

5.3 Policy G/CL2 asserts that the Council will seek to maintain and enhance the provision of public and private facilities for sports, recreation and leisure and encourage the provision of new facilities in town centres and other areas with higher levels of public transport accessibility. The Council will also seek to secure new leisure facilities in appropriately accessible locations as well as increasing the number and range of indoor and outdoor facilities.

5.4 The application site forms part of Opportunity Site OS/2 within the Sutton Town Centre Secondary Shopping Frontage, which is an area of 0.62 hectares that has principally been developed as an extension to the Police Station. The bulk of the opportunity site has been developed in accordance with the relevant Unitary Development Plan (UDP) Policies. Policy TCS3 states that the council will identify opportunity sites in Town Centres and encourage their development. It is considered appropriate to consider alternative uses for the application site and in accordance with the above-mentioned policy guidance a gymnasium and wellness centre would be an appropriate use.

5.5 Policy TCS5 further supports the gymnasium and restaurant use within the designated secondary shopping frontage. The restaurant use would be compatible with this secondary shopping frontage (TCS5) by providing an active use within what is currently a dead frontage. The proposal would also introduce an active use above street level and the development would therefore, in its entirety, enhance the vitality and viability of this secondary location to the High Street and the Town Centre as a whole. PPS6 places great emphasis on the regeneration of town centres which have seen a declining amount of investment and loss of attractiveness.

5.6 Policies TCS8 and TCS10 encourage mixed forms of development and seek to promote a wide range of complimentary facilities within the Sutton Town Centre, provided that there are no adverse effects on traffic, the local environment or nearby residential amenities. Policy TCS14 promotes an active evening economy which would provide a diverse range of attractions for a variety of age groups and interests. Under this policy the Council will favourably consider proposals which enhance the choice of leisure and entertainment facilities within the Town Centre. This policy makes specific reference to health
and fitness clubs. Mixed-use developments which aid the evening economy are particularly promoted by the guidance of PPS6.

5.7 The proposed use is consistent with the Sutton Town Centre policy objectives and promotes a diversity of uses within its boundaries to encourage vitality and viability of the Centre as a whole. The UDP is generally supportive of the principle of the proposed use but all aspects of the development would have to be assessed against its policies; as set out in the following sections of this report.

5.8 **Design Quality:**

5.9 Policy BE1 of the UDP requires development to respect or reinforce the character and identity of the area and avoid development which does not integrate well into the surroundings. Developments are required to positively contribute to the existing townscape, in terms of mass, impact and height, avoiding sharp contrasts in scale, building form, materials, style and landscape, and to ensure the development has a positive impact on the streetscene. PPS 1 encourages good design, which, amongst other things, should contribute positively to making places better for people.

5.10 Policy TCS16 relates to the design of development within the Sutton Town Centre and advocates that the council will require all new development in Sutton Town Centre to incorporate the basic elements of good urban design and demonstrate a high quality architectural solution which is visually distinctive, appropriate to the surrounding townscape characteristics and improves the identity of Sutton as a strategic Town Centre.

5.11 The supporting information submitted with this scheme demonstrates that the scheme has evolved from a wider study of the area and has been adapted and / or been redesigned to take account of various design constraints / parameters as well as seeking to exploit clear development opportunities.

5.12 The urban fabric surrounding the application site has a varied appearance characterised by buildings of contrasting architecture and appearance. Building heights fluctuate in the range from 3 to 20 storeys. In addition, while Sutton Court Road has a significant number of buildings dating from late 19th – early 20th century, there are also several substantial office blocks from the 1960’s and 1970’s. In addition there are several more recent developments in the immediate townscape setting, including a large police station in utilitarian vernacular and a modern B&Q superstore.

5.13 Opposite and to the south, the recent proposal for the South Point redevelopment which includes the demolition of Rafferty House and Sentinel House was recently approved, following referral to the Mayor of London. The scheme accommodates provision for the future extension of the tramlink and pedestrian links through a plaza to the intended transport interchange at Sutton station. The South Point development, if and when implemented, will change the face of this part of Sutton and should therefore be seen as part of a holistic approach to the future master planning of the Town Centre. Therefore, the
The design approach to this site should not be considered in isolation but as part of
the wider context of the Sutton Centre.

5.14 The proposal is in outline form with appearance and landscaping reserved. The
layout effectively fixes the footprint of the ground floor and scale dictates the
overall height and mass of each floor. Access also partly fixes the position of
the building on the site.

5.15 The site is framed by the gable ends of both Watermead House (9 storeys) and
the modern extension to the police station, which is 5 storeys in height with
large pitched roof. The building line in this part of Sutton Court Road is
staggered from west to east and the Police Station sits to the front of
Watermead House in the streetscene with the existing vacant site between
them. It is considered that the proposed building would sit comfortably on the
site and between adjacent buildings, even though it would be lower in height.
The building would provide good visual articulation in the skyline and would
result in a visual gap between buildings allowing through views from a southerly
direction. The lower height of the proposed building would also result in
adjoining buildings being visible from eastern-western views, as well as longer
views of the site. It is therefore considered that a 3-storey building would be of
an acceptable scale that would be reflective of lower adjacent buildings heights
in the wider locality. Bank House is located just to the west of Westmead
House and is 4-storey building within very close proximity to the application site
and of similar height, therefore directly comparable in the streetscene.

5.16 Due to the irregular shape of the site the natural progression of the street line
has been used to inform the siting and form of the proposed building. The
building would be accentuated by the forward projection of the façade above
ground floor level which would have greater presence in the streetscape and
allows focal views, while the curvature at both ends re-integrates the building
line with neighbouring developments.

5.17 To allow for access from Sutton Court Road to the adjacent Police Station site,
the proposed building footprint has been set back from the site boundary so as
not to compromise the integrity of the existing vehicular access point. This
would also allow for a visual break between the buildings at low level and
would, in streetscene terms, emphasise the glazed element proposed on the
southeastern corner of the building. The proposed building does not provide
such a gap to Watermead House which is preferable in streetscene terms.
There are no windows in the flank elevation of Watermead House that would be
compromised as a result of this close proximity.

5.18 The proposal includes a rear service area which has resulted in the building
sitting slightly forward of adjoining building lines. This will emphasise the
curvature and relative low height of the proposed building and is considered to
provide visual interest between buildings on this side of Sutton Court Road. It is
therefore considered that the layout of the proposed development would be
acceptable.

5.19 The application has been submitted in outline form with ‘Appearance’ being a
reserved matter. Illustrative elevational drawings have been submitted
indicating a contemporary design which includes a high level of glazing. The
illustrative elevations may be acceptable subject to good quality materials being used but this would be explored at a reserved matters stage.

5.20 There are no listed buildings on this site or in close proximity of the application site which setting could be affected by the design of the proposed development.

5.21 Therefore, given the scale, indicative design and layout of the proposal, it is considered to be compatible with the general development within Sutton Town Centre, and would not cause cumulative harm to the character of the area or the existing street scene.

5.22 Impact on Neighbours:

5.23 Policy BE4 seeks to protect privacy and amenity to adjoining occupants and ensure good building relationships. Policy BE5 seeks to protect daylight and sunlight, whilst BE18 seeks to protect privacy.

5.24 It is considered that the buildings have been carefully designed to ensure there is minimal impact on the local environment and to adjoining buildings. The proposed building would not prejudice the use of the adjacent office accommodation at Watermead House. Although the building would extend past the front building line, this would not unreasonably affect outlook or sunlight/daylight to Watermead House.

5.25 The proposed building would be located away from the Police Station building and would not affect the flank windows facing the application site. The Police Station car parking area is located to the rear of the application site and there is unlikely to be any impact on the functioning that space as a result of this application.

5.26 Site access is central to the site and would not affect the proper working of adjacent site entrances to developments in Sutton Court Road. There has been no objection from the Council transport division or from Transport for London over the positioning of the means of access. The issue of rear servicing is well established in the locality and would not impact on the amenities of adjoining occupiers.

5.27 There are no residential properties in close proximity to the application site that will be adversely affected by the development.

5.28 Layout:

5.29 Policy BE1 advises that proposals for new development or redevelopment should incorporate the basic elements of good urban design that would respect and reinforce the character and identity of the area; avoid isolated developments that do not integrate well into the surrounds; create attractive and well functioning spaces within the site; respond to contextual features; contribute to a safe and secure environment and ensure equal access. Policy TCS18 reiterates that good design should be achieved and that service areas
in the Sutton Town Centre should as far as possible be screened from view of public areas.

5.30 The building footprint is considered to be acceptable, including the impact of the building’s layout in relation to adjoining buildings and spaces, which is not considered negative and should not prejudice their amenities.

5.31 Access and servicing provision has been carefully designed to allow all servicing of the development to take place off-street and out of sight. This aspect of the development would therefore have no adverse impacts on the public realm and would not impact the free-flow of vehicular or pedestrian traffic along Sutton Court Road. Refuse storage is also located towards the rear of the site but the Waste Manager had some concerns over the positioning and therefore final details would be sought through planning condition. Access to the site is shown as gated and final details would be secured through a planning condition, to be approved in consultation with the Sutton Crime Prevention Officer to ensure that a safe and secure environment is created.

5.32 The internal layout of the building is acceptable and well laid out with clearly defined spaces. The proposal includes an area to the frontage for pedestrian circulation with both proposed uses accessed directly from Sutton Court Road.

5.33 Cycle facilities have not been shown and details will be required by condition. It is anticipated that such facilities would be provided to the rear of the site or within the building fabric itself.

5.34 Traffic & Parking:

5.35 Policy TR12 of the UDP requires that provision be made for off-street parking for motor vehicles in proposals for new development in accordance with the Council’s car parking standards (set out in Appendix 7, Schedule 7.2). Normally planning permission will not be granted for development that is likely to result in an increase in on-street parking, where it would adversely affect traffic flows, bus movement, road safety, or the amenities of the local residents or the local environment. Policy TR18 of the UDP states that permission for new development will not be granted if a proposal adversely affects transport infrastructure.

5.36 The applicant was required to submit a Transport Statement on 26 March 2007 which was submitted to Transport for London and the Councils Transport Planning Section on 10 April 2007. The details were found to be acceptable and impacts on local highway conditions negligible.

5.37 The site is in a highly accessible town centre location, in close proximity to the Sutton Mainline Railway Station, where numerous bus and taxi services operate. The development is proposed to be a car-free development, and this is supported by the Local Planning Authority, the Councils Transport Planning Section as well as Transport for London. A car free scheme will be encouraged within this Town Centre location due to the highly accessible nature of the site, proximity to comprehensive public transport routes, and Town Centre located public car parking facilities. The Transport Engineer is satisfied with the
conclusion of the received Transport Statement which stated that overall, few car trips are likely to be generated solely by the development and that no patron car parking would be sought on-site.

5.38 The applicant has advised that a total of 35 staff members would be employed on a full-time basis on the site and this could potentially have highway implications. It is considered appropriate to require via condition, a Green Travel Plan (GTP) be submitted which concentrates on encouraging staff to consider alternative means of travelling to work. The objective of the GTP is to reduce traffic congestion; encourage the use of more sustainable means of transport; reduce unnecessary travel; to promote green initiatives and to ensure that all staff are fully aware of the travel plan. The GTP will be based on a confidential staff travel survey, which will identify the location, by postcode, of journeys to work undertaken by staff. It will look at how each individual travels to work and identify what barriers there may be to prevent them from using alternatives to the car, and encourage car sharing. It also contains initiatives to raise staff awareness of the GTP and an action plan which seeks to ensure the plan achieves its objectives. The Travel Plan should also include set targets, incentives and a monitoring program. Such a Plan would be done in consultation with the Councils Transport Planning Section.

5.39 The site access is proposed in a central position of the application site and would require the formation of a new vehicular access from Sutton Court Road. The access to the rear of the site would be gated where the service area is located. The service area has been designed in order to allow for vehicle manoeuvre and would allow service vehicles to leave the site in a forward gear to safeguard highway safety. No vehicles would be permanently parked on the application site and hardstanding areas would solely be used for servicing the separate uses on the site for any temporary period.

5.40 Transport For London expressed concern that service vehicles, including refuse vehicles, accessing the site, may increase congestion on the Transport for London Road Network (TLRN), particularly during peak times. TFL acknowledged that off-street servicing would assist the free-flow of traffic on the highway but expressed concern that larger vehicles would encroach into neighbouring lanes when turning into and out of the development. TFL further recommended that deliveries be scheduled during off-peak hours to reduce congestion and in light of this advice, it is considered appropriate to require the applicant to provide such detail for consideration by way of condition.

5.41 The submitted Transport Statement indicated that approximately 86 journeys would be made to the site, on a daily basis, by way of taxi. TFL expressed concern that insufficient stopping facilities have been made on the application site for taxi’s which could have implications for the red route where no parking is allowed at any time. Subsequent to officer discussions with TFL it was agreed that no taxi drop off facilities will be provided on the site frontage and that an appropriate condition should require the applicant to submit details of how this would be discouraged by providing clearly displayed signage, and to encourage use of existing demarcated taxi drop off areas located within the Town Centre.
5.42 A total of 11 cycle spaces are required for the entire development, to be in accordance with UDP standards, and such details will be sought by condition.

5.43 The ‘Transport Assessment' that was submitted with the application concluded that with appropriate highway measures, the entry and exit manoeuvres from the car park will not affect the existing flow of traffic to the detriment of highway safety.

5.44 **Trees:**

5.45 There is no significant vegetation on the site that is subject to statutory protection.

5.46 **Access:**

5.47 London Plan policies 3A.13 and 4B.5 seeks to ensure all people can use developments easily. The Mayor advises that an ‘Access Statement’ showing how the principles of inclusive design, including the needs of disabled people, have been integrated into the proposed development, and how inclusion will be maintained and managed. UDP Policy BE9 aims to ensure that all new developments cater for the accessibility needs of disabled people.

5.48 The applicant’s access statement advises that the layout of the development has been designed to be fully accessible for people with mobility, sight and hearing difficulties taking into account guidance of Part M of the Building Regulations and relevant British Standard.

5.49 The entrance to the gym and restaurant uses will be accessed from the pedestrian area along Sutton Court Road and lobby access would be level with the pavement. Upper floor access would be obtained via the lifts, which serve each floor and can be used by persons with mobility problems. Internal doors are also of sufficient width to accommodate wheelchair passage.

5.50 **Sustainability:**

5.51 Policy 4B.6 of the London Plan, seeks the submissions of a statement showing how sustainability principles would be met in terms of demolition, construction and long-term management. Policy 4A.7 requires the inclusion of energy efficient and renewable energy technology.

5.52 Details relating to sustainable development, construction and design and details relating to renewable energy have not been submitted as part of the application and it is anticipated that such details would be provided at a detailed design stage as the application is currently in outline form. Therefore if approval were minded conditions would be imposed requiring the submission of a sustainability and energy statement. Measures should include details such as grey water recycling, solar power capture, sustainable urban drainage, biodiversity, green roofs, ventilation etc. The applicant has advised that such details have already been partially explored and if outline permission is granted, full details would be provided.
Other Relevant Material Planning Considerations:

Financial Contributions:

Planning obligations are intended to provide a means of ensuring that a proposed development contributes to the creation of sustainable communities, and to secure works, meet costs, provide benefits or impose restrictions in connection with a development to enable it to become acceptable in planning terms. In this instance it is considered that the imposition of planning obligations in accordance with Policy IMP1 and SPD5: Planning Obligations, would make the proposed development acceptable in planning terms and would mitigate for its impact on the local environment.

The applicant has shown willingness to agree to the following Heads of Terms for planning obligations which includes the following:

- Contributions towards Environmental Improvements: £24,600.00
- Contributions towards Town Centre Management: £10,000.00
- Contributions towards Sustainable Transport Improvements: £11,115.00 from the Restaurant Use and £16,716.00 from the Gymnasium/Welness Centre use with a cumulative total of £27,831.00

Therefore the total required contribution from the development would be £62,431.00. Subsequent to the granting of outline planning permission the applicant should provide the unilateral undertaking prior to the decision notice being issued.

Secure by Design:

In terms of secured by design, it is considered that more details are required on a number of matters relating to formal surveillance, potential CCTV coverage, access control into buildings and rear service area, security lighting, and the design of open space, however this can be dealt with by suitable conditions.

Details of the landscaping scheme shall include bollards or planters to prohibit vehicular access / parking on the east side of the proposed building, adjacent to the party wall with the police station upon the request of the Crime Prevention Officer.

CONCLUSION AND RECOMMENDATION

The proposal represents a mixed-use development scheme on previously developed, but currently vacant land, which is supported by regional and local plan policies. The proposed building or future operations on the site would not significantly affect adjoining Town Centre amenity or detrimentally impact on the local highway network, which forms part of the TLRN red route. It is considered that no significant harm would be caused by the proposal to the character and appearance of the area by reason of its indicative design, height,
bulk and scale comparative to the existing pattern of development in the surrounding Town Centre area.

6.2 The proposed parking and access arrangements exclusively from Sutton Court Road would not result in an increase in parking pressure congestion for the surrounding road network and the development would support the local public transport system thereby promoting sustainable travel.

6.3 It is considered that the development of this site offers a positive opportunity to achieve a high quality scheme which, combined with other recently approved schemes in the town centre such as the South Point redevelopment could contribute to the aim of improving the attractiveness of Sutton and the town centre by creating a community leisure facility within a sustainable town centre location.

6.4 It is recommended that conditional planning permission be granted.

Background Papers: B2007/57263/OUT

Drawings and other documents can be viewed on line –

1) Go to page: http://82.43.4.135/FASTWEB/welcome.asp
2) Enter Planning Application Number: B2007/57263
3) Click on Search and View Current Applications
4) Click on View Plans & Documents
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

17 Sutton Court Road   Sutton Surrey SM1 4GQ

Outline application to determine access, scale and layout of a three storey building for use as a gymnasium and wellness centre (Class D2 - Assembly and Leisure) and coffee shop/restaurant (A1 and A3 Use) together with ancillary storage and servicing.

SECOND SCHEDULE

(1) Approval of the details of the building Appearance and Landscaping (herein after called the reserved matters) shall be obtained from the Local Planning Authority, within 2 years from the date of this permission, and the development shall not commence until all such reserved matters have been approved.

Reason: To ensure adequate control over the form of the development given that this approval is outline only.

(2) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three year from the date of this permission.

Reason: To avoid the accumulation of unimplemented permissions and so that the Council retains the right to reconsider in due course the principle of the development.

(3) The development hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
Reason: To ensure compliance with Section 92 of the Town and Country Planning Act 1990, as amended.

(4) The development shall not be occupied until the proposed access to Sutton Court Road has been constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and thereafter be permanently retained.

Reason: In the interest of road safety.

(5) Before development commences, details of vehicle/vehicle sightlines at the point of access to the public highway shall be submitted to and approved by the Local Planning Authority, and the development shall be carried out in accordance with the approved details, and thereafter be permanently maintained.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway.

(6) The development shall not be occupied until space has been laid out within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority for minimum 11 cycles to be parked, and for the loading and unloading of vehicles, and for vehicles to turn so that they may enter and leave the site in forward gear. The parking and turning area shall be used and permanently retained exclusively for its designated purpose.

Reason: To prevent obstruction and inconvenience to other highway users (especially pedestrians, cyclists and those with disabilities), and also in the interest of highway safety.

(7) The development shall not be occupied until space has been laid out within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority to provide:
   (a) Secure cycle parking, changing facilities.
   (b) Information for staff and visitors regarding public transport – rail, light rail and buses; walking and cycling
   The approved details shall be implemented, and thereafter be permanently maintained.

Reason: PPG 13 sustainability objectives - To encourage access by non-car modes and facilitate integration between sustainable forms of transport.

(8) Before the first occupation of the development, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall then be implemented, developed, monitored and enforced in accordance with the approved details.

Reason: Government White Paper 1998 and PPG 13 sustainability objectives - to promote sustainable transport choices, encourage access by non-car modes and reduce the need to travel especially by car.

(9) The development shall not begin until details specifying the arrangements for deliveries to and removals from the site, including the design of delivery areas have been submitted to and approved in writing by the Local Planning Authority in
consultation with Transport For London (TFL); and only the approved details shall be implemented and permanently maintained.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway.

(10) The development shall not begin until a Construction Method Statement/Environmental Statement, to include details of:
(a) parking for vehicles of site personnel, operatives and visitors
(b) loading and unloading of plant and materials
(c) storage of plant and materials
(d) programme of works (including measures for traffic management)
(e) provision of boundary hoarding, behind any visibility zones
(f) construction traffic routing.

Reason: To ensure that the proposed development does give rise to conditions prejudicial to highway safety.

(j) means to prevent deposition of mud on the highway.

(11) The applicant shall submit details to the local planning authority of measures to be undertaken to discourage long/short term parking on the site frontage. Such detail shall be submitted to and approved by the local planning authority in consultation with Transport For London (TFL), prior to the commencement of any development, and shall be permanently maintained as long as the use remains in existence.

Reason: In the interest of highway safety.

(12) Piling or any other foundation designs using penetrative methods will not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

Reason: To protect the quality of groundwater intended for human consumption at the nearby pumping station.

(13) The method of refuse storage and recycling facilities shall be the subject of a detailed scheme to be submitted in writing to the Local Planning Authority for approval. The approved details shall be provided prior to the occupation of any part of the development hereby permitted and thereafter retained.

Reason: To ensure that this facility is provided in a manner and to ensure compliance with Policy BE1 of the Unitary Development Plan which seeks to ensure that such ancillary buildings integrate with the principal development.

(14) The restaurant/coffee shop use hereby approved shall not operate at any time until a means of odour control appropriate to the cooking process and type of food being prepared has been installed and such details submitted to and approved in writing by the Local Planning Authority.

Reason: In order to safeguard adjoining amenity.
Details of security and protection measures (Secured by Design) to be undertaken on the site, including details relating to the installation of security CCTV, external lighting, security gates and means of site enclosure and fencing, shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Crime Prevention Officer prior to the commencement of the hereby approved development.

Reason:

(16) 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 completion of the development hereby approved.

Reason: To prevent harm to human health and pollution of the environment in accordance with the aims and objectives of Policy PNR 3 of the Sutton Unitary Development Plan.

(17) No development shall commence until a sustainability and energy statement showing how sustainability principles would be met in terms of construction, energy efficiency measures and long-term management is submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed statement.


INFORMATIVES.

(1) This application has been assessed against the relevant policies of the Sutton Unitary Development Plan. The proposal is generally in accordance with Section 54A of the Town and Country Planning Act 1990 (as amended) and for this reason planning permission is granted.

(2) Attention is drawn to the need to comply with the Disability Discrimination Act. The implementation of this planning permission does not over-ride the need to achieve full compliance with the Disability Discrimination Act.

(3) 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 6268 before proceeding with the work.

(4) You are advised to contact the Crime Prevention Officer at Sutton Police Station who can assist in designing out crime. Contact can be made on 020 8649 0569. Ask for Doug Skins.

(5) The drawing no(s). relating to this decision are Planning Statement, Design and Access Statement, Transport Statement, 5826-D1000-Rev02, D6710, D600, D6700, D6510, D6002, D6001, D6500 and D6004.