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 lampost outside the application site on 28 August 2019.

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 4JJ
- 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>
<tr>
<td><strong>Residential Amenity</strong></td>
<td></td>
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<tr>
<td>--------------------------</td>
<td></td>
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<tr>
<td>Neighbours should maintain the privacy and the boundary wall should be solid in appearance.</td>
<td></td>
</tr>
<tr>
<td>Boundary wall of garage adjoins partly onto ‘Aysgarth’ - detached building to the north. Will this be replaced with a fence?</td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
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<tr>
<td>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</td>
<td></td>
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</tbody>
</table>

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<table>
<thead>
<tr>
<th><strong>Cladding unsympathetic</strong></th>
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</thead>
<tbody>
<tr>
<td>The scheme has been revised to remove the black cladding and replace it with buff recessed brickwork which would remove concerns of visual intrusion and unsympathetic nature of the development.</td>
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<table>
<thead>
<tr>
<th><strong>Visual impact</strong></th>
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<tbody>
<tr>
<td>Whilst the two storey nature of the detached properties to the north is noted, the dwellings are not uniform in appearance. The proposal would reflect the two storey massing and given the typical residential setting and separation from the surrounding residential properties, it is considered that the proposed development would not be visually intrusive.</td>
</tr>
</tbody>
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<p>| <strong>site and as such officers consider that the proposal would not be out of character with the existing area.</strong> |
| Noise and Air Pollution | 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. 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. |
| Side windows should be frosted facing ‘Aysgarth’ | 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. |
| Overlooking and loss of privacy | 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 |</p>
<table>
<thead>
<tr>
<th>Biodiversity</th>
</tr>
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</table>
| **Concerns about adjacent SINC land in terms of habitat movement** | No ecological assessment of the site has been undertaken. The application site is situated between Barrow Hedges Primary School and Radcliffe Gardens SINC.

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.

The Senior Biodiversity Officer commented that the standing deadwood (denoted as T2) required assessing for bats, as it was scheduled for removal.

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.

The comments were relayed onto the applicant who provided a Preliminary Ecological Assessment. The Council’s Senior Biodiversity Officer has reviewed the assessment.
<table>
<thead>
<tr>
<th><strong>Transport and Highways</strong></th>
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<tbody>
<tr>
<td><strong>Climate change/pollution from volume of traffic</strong></td>
<td>The Council’s Environmental Health officer has reviewed the scheme and raised no objection.</td>
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<tr>
<td></td>
<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>
</tr>
<tr>
<td><strong>Where will the 22 garages demolished park and further parking problems</strong></td>
<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>
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<tr>
<td></td>
<td>It should be noted that the parking survey submitted by the applicant demonstrates that existing parking</td>
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<td>Already congestion from school traffic</td>
<td>The proposal, as mentioned in the previous section, by reason of its scale and the nature of residential trip patterns, would not be expected to contribute any significant additional pressure to the existing traffic levels or local parking conditions of the area.</td>
</tr>
<tr>
<td>Will the proposed garages be re-provided for existing owners?</td>
<td>The scheme would re-provide 4 garages to the rear (south) of the site, four off site garages and two on-street. The re-provision which is informed by the highways assessment but re-provision will be contractually arranged by the freeholders (the Council, through Sutton Housing Partnership).</td>
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</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 lampost outside the application site on 20 August 2019. Please see section 3 (publicity) of the committee report. |

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.

3.12 Councillor Representations

3.13 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

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
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 seperated 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 on 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 101) 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 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. 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
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; 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 dBLAeq, 8 hour and 45 dBLA max 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.