PLANNING COMMITTEE – Date 4 December 2019

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

<table>
<thead>
<tr>
<th>Ref: DM2019/01411</th>
<th>WARD: C10 - St Helier</th>
<th>Time Taken: 18 weeks</th>
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Site: Garage Block Assembly Walk Carshalton SM5 1JH

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

Applicant: Mr Dan Wallis

Agent: Mr Brahim Kanoute

Recommendation:

GRANT PLANNING PERMISSION
subject to the recommended conditions

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

Summary of reasons why proposal is acceptable:

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

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

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

- The proposed development would not give rise to unacceptable harm to the amenity of neighbouring properties in terms of loss of light, increased sense of enclosure or loss of privacy.
- The proposal would provide a good standard of living accommodation for future occupiers.
- The proposal would not result in any adverse impact on the safe operation of the public highway and would result in unacceptable overspill parking in adjacent streets or adversely impact on highway safety.
- The proposal would constitute a sustainable form of development on a brownfield site.
- The proposal would not harm the health of trees within the vicinity of the development nor would there be any biodiversity or ecological impact.
- Therefore, it is recommended that the application is approved subject to the recommended conditions.

1.0 BACKGROUND

1.1 Site and Surroundings:

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

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

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

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

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

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

1.9 Relevant Planning History:

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

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

2.0 APPLICATION PROPOSALS

2.1 Details of Proposal:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.17 Amendments:

2.18 None.

3.0 PUBLICITY

3.1 Adjoining Occupiers Notified

3.2 Method of Notification:

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

3.4 The letters were sent to the following properties:

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

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

3.7 1 letter of objection was received. The letter of representation was received from the following address listed below;

- 367 Green Wrythe Lane Carshalton SM5 1TW

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

<table>
<thead>
<tr>
<th>Objection Received</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighbouring Amenity</td>
<td></td>
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</table>
| Overlooking and Loss of Privacy            | SPD4 requires a minimum back to back separation distance of 20 metres between habitable windows of a proposed residential development and existing habitable windows of surrounding residential properties. The proposed building would be separated from the rear building line (first floor) of the properties along Green Wrythe Lane and Middleton Road (north) by 44 metres. Furthermore, the immediate properties along Green Wrythe Lane (351-367) to the east would be separated by 28 metres (building to building).

The properties situated to the rear (south) of the application site would be separated by 20 metres from the balcony or window of the proposed building to the rear building line of the properties along Winchcombe Road. |
The Thornton Road properties to the rear (181-167) would be separated from the proposed building by 34 metres. Given the separation distances from the proposed building to the surrounding existing properties, it is considered that the proposal would not adversely impact the residential occupiers of the surrounding properties.

### Noise and Disturbance

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

### Anti-social behaviour would increase

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

### Parking

There will be increased parking from proposal

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

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

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

3.9 **Official Consultation:**

3.10 **Internal:**

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

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

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

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

| Planning Policy | No objection |

3.11 External:

| Thames Water   | No objection to waste water network and sewage treatment works |
| Environment Agency | No comment |
| London Fire Brigade | No objection |
| Crime Prevention    | No comment |
| Surrey and East Surrey Water | No comment |
| Woodland Trust | No comment |

4.0 MATERIAL PLANNING POLICIES

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

- The London Plan 2016
- The Sutton Local Plan 2018

4.2 Also a material consideration in determining planning applications are:

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

4.3 Public Sector Equality Duty (PSED) and Human Rights

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

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

4.6 Material Planning Policies in the Determination of this Application

4.7 London Plan 2016 Policies:

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

4.8 Sutton Local Plan 2018 Policies:

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

4.9 Supplementary Planning Guidance/Documents:

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

5.0 PLANNING CONSIDERATIONS

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

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

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

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

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

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

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

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

Loss of garages

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

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

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

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

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

Proposed Housing (Use Class C3)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Daylight and Sunlight**

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

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

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

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

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

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

Outlook

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

Noise and Disturbance

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

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

Amenity Conclusion

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

D. Layout and Standard of Accommodation:

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

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

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

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

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

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

5.47 Since October 2015, 90% of new housing is expected to meet Building Regulation Requirement M4 (2) 'accessible and adaptable dwellings' and 10% would be expected to meet Building Regulation Requirement M4(3) 'wheelchair user dwellings'. This would be achieved (flat 1).

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

E. Highways and Parking:

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

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

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

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

5.52 Hackbridge railway station is located 1.4 miles from the subject site. Bus stops are situated along Green Wrythe Lane with access to surrounding towns. The PTAL rating is 2 which is ‘low’.
5.53 A Parking Survey Report by PBA dated March 2019, Construction Management Plan dated March 2019 and Swept Path Analysis Plan (RAM-WL-XX-DR-C-00551 Rev I02) have been submitted.

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

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

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

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

5.58 Cycle parking facilities would be provided within the rear gardens of the proposed houses. The occupiers of the flats will use an allocated area containing cycle stands to the rear of the flatted element of the building. Refuse storage would be provided to the
The refuse storage for all the flats would be provided to the front of the side garden for flat 1. 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.

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.

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

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

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

F. **Sustainability and Flood Risk:**

The London Plan Policies 5.1, 5.2, 5.3, 5.9, 5.12 and 5.13 and the Sutton Local plan Policies 31, 32, 33 and 34 require new developments to achieve reductions in CO\textsubscript{2} emissions, water efficiency and flood risk mitigation measures and the installation of Sustainable Urban Drainage Systems.

The proposed energy strategy consists of high standards of insulation (enhanced U values and low air permeability); energy efficient lighting; high efficiency air source heat pumps (ASHP) to provide space and water heating via underfloor heating and solar PV (minimum KwP around 1.0). As-designed SAP worksheets are provided to demonstrate an estimated 37% improvement in CO\textsubscript{2} emissions compared to Part L 2013 based on SAP 12 (equivalent to a 53% improvement based on SAP10). In terms of on-site emissions, the proposed energy strategy complies with the Mayor’s energy hierarchy and the 35% CO\textsubscript{2} reduction target in Local Plan Policy 31. However, a condition will be attached to ensure that the proposed energy strategy is implemented in the completed development as built.

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

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

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

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

5.69 Further details have to be provided on how the proposed development will meet the council’s minimum Green Space Factor (GSF) thresholds in line with Policy 33(b). A GSF assessment should therefore be prepared to demonstrate how the above standards will be met. Guidance on how the GSF is calculated is set out in Sutton’s Local Plan Technical Guidance Note’ (LBS, June 2018) - see at https://drive.google.com/file/d/1sVECu4YkJFke7n0VE4X07JMtBzrnXdBV/view. As such, a condition will be attached to ensure prior to commencement, documentary evidence is submitted to the Local Planning Authority and approved in writing to show that the development will achieve an improved Green Space Factor (GSF) score of at least +0.2 compared to the baseline GSF score for the site prior to redevelopment. The
council’s GSF scoring system set out in the council’s ‘Technical Guidance Note - Building a Sustainable Sutton’ (June 2018) must be used for this purpose. The applicant has agreed to the condition requesting further details.

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

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

G. Trees, Landscaping and Biodiversity:

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

5.73 Policy 28 of the Sutton Local Plan states that:

(i) new developments where appropriate should make provision for suitable new planting, trees and boundary treatments, taking into account the future effects of climate change

(ii) incorporate well-designed soft and hard landscaping.

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

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

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

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

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

H. Other Issues

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

I. Planning Obligations and CIL:

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

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

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

J. Conclusion:

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

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

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

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

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

5.88 The proposal would be a sustainable form of development.

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

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

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

K. Recommendation

5.92 Grant Planning Permission subject to Conditions.
FIRST SCHEDULE

Garage Block Assembly Walk Carshalton SM5 1JH

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

SECOND SCHEDULE

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

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

653-001-001 dated 29/04/2019

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

INFORMATIVES

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

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

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

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

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

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

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

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