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**PROPOSED RESIDENTIAL REDEVELOPMENT
AT GARAGE SITE
SOUTH WORPLE WAY
EAST SHEEN
SW14 8NG**

PLANNING STATEMENT

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1. INTRODUCTION

1.1 This planning statement has been prepared on behalf of Ambazac Limited to support an application for planning permission for the retention of 15 existing lock up garages, the demolition of 30 existing lock up garages and the erection of five detached houses on land at; South Worple Way, East Sheen, London SW14 8NG. This is a detailed application which follows the guidance provided at a pre-app meeting with the Council's Planning Officer.

1.2 The planning statement should be read in conjunction with the Design & Access Statement, in addition, the documents submitted in support of the application comprise;

- Design & Access Statement
- Flood Risk Assessment
- Sustainability & Energy Statement
- Phase 1 Contaminated Land Assessment
- Noise & Vibration Assessment
- Schedule of garage tenancies and use
- Ecological Appraisal
- Parking Stress Survey
- Highway Tracking Plan
- Viability Report
- Drawing Nos: 18150/C201A, C202A, P201, P202B, P205A, P210, P211, P212, P213, P214, S201 & S202

- 1.3 This planning statement relates to an amended scheme which has been prepared following discussions with relevant Council Officers regarding an earlier application for the erection of six detached houses on the site. The scheme has been reduced by one unit in order to address design concerns expressed by Officers regarding the impact of the development on the character and appearance of the area. The planning statement has also been prepared on the basis of a full review of relevant national planning policy guidance together with the policies of the London Plan and the Richmond Local Plan.

2. THE SITE & SURROUNDING AREA

- 2.1 The site is located on the northern side of South Worple Way, East Sheen in a sustainable and accessible location. The site is near to the western end of the road, close to the junction of South Worple Way and Sheen Lane. The site is within easy walking distance of Mortlake Station which is located at the junction of South Worple Way and Sheen Lane. Buses are also accessible along Sheen Lane as are a range of retail and other community facilities.
- 2.2 Presently location on the site is a line of 45 single storey lock up garages with concrete hardstanding between the front of the garages and the carriageway of South Worple Way. The hardstanding is level with South Worple Way at the eastern end but approximately 0.5 m below road level in the central and western sections. The site is at its widest in the central part but narrows towards the western end.
- 2.3 The northern boundary of the site is formed by the Richmond – London railway line.
- 2.4 Adjacent to the site to the east is a detached two bedroom house that was permitted in October 1998. The dwelling is called Bridge Cottage but would also appear to now be known as 201 South Worple Way. (Council planning ref. 97/2423/FUL)
- 2.5 At the western end of the site adjacent to the garages that would be retained is a two storey building that would appear to be in use as offices. The building has a small parking area located on its eastern side.

2.6 Facing the site on the southern side of South Worple Way are two storey terraced houses that would appear to date from the early part of the 20th century. More recent development has taken place in the area, for example, the town houses at the junction of South Worple Way and Howgate Road. Overall, the residential character of the area is domestic in nature with mainly two storey housing of traditional design and materials.

3. RELEVANT PLANNING HISTORY

- 3.1 Planning permission was refused in 1989 for the redevelopment of the garages to form 60 parking bays and 10 business units.
- 3.2 Planning permission was also refused in 1988 & 1989 for alternative schemes for 12 three storey terraced houses with 19 garages and 14 two storey terraced houses with 14 garages. This latter refusal was also subsequently dismissed on appeal. The Inspector concluded that in the absence of any information to the contrary, the potential loss of parking could give rise to issues of highway safety. Secondly, he regarded the terrace as being overdominant in the street scene and, thirdly, in the absence of any Acoustic Assessment, there could be potential harm to the living conditions of future occupiers.
- 3.3 All of these matters are now addressed in the current application proposal. Additionally, the appeal decision is some 30 years old and there is more recent planning history relating to Bridge House which indicates that residential accommodation can satisfactorily be achieved in this location.

4. APPLICATION PROPOSAL

- 4.1 It is proposed to retain 15 garages in order to accommodate the cars that are currently parked on the site. The remaining garages, which are in a range of other uses, would be demolished and replaced with 5 detached three bedroom houses each with a private garden area and a dedicated parking space.
- 4.2 The houses would be of traditional design and would harmonise with the relatively recent Bridge Cottage. The houses have been designed to comply with the Council's normal standards. Full details of the application proposal are set out in the Design & Access Statement.

5. RELEVANT POLICY CONSIDERATIONS

National Planning Policy Framework 2019

- 5.1 Paragraph 7 of the Framework advises that the purposes of the planning system are to contribute to the achievement of sustainable development and paragraph 11 confirms that plans and decisions should apply a presumption in favour of sustainable development. For decision making this means approving development proposals that accord with up to date Development Plan without delay or where the policies which are most important for determining an application are out of date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.
- 5.2 Paragraph 73 of the Framework requires Local Planning Authorities to maintain a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing. Failure to be able to demonstrate a five year housing land supply engages the presumption in favour of permission in paragraph 11 of the NPPF other than where Footnote 7 applies.
- 5.3 Paragraph 122 states that planning decisions should support development that makes efficient use of land.
- 5.4 The creation of high-quality buildings and places is a fundamental to what the planning and development process should achieve and paragraph 124 advises that good design is a key aspect of sustainable development. Paragraph 127 sets out design criteria.

- 5.5 Paragraph 130 in relation to design advises that, whilst permission should be refused for development of poor design, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision maker as a valid reason to object to development.

DEVELOPMENT PLAN

- 5.6 The Development Plan comprises the London Plan 2016, the Richmond Local Plan adopted July 2018.

London Plan 2016

- 5.7 The London Plan explains that the Mayor is clear that London desperately needs more homes in order to promote opportunity and real choice for all Londoners. Accordingly, Policy 3.3 recognises the pressing need for more homes and requires Boroughs to achieve and exceed the relevant minimum Borough annual average housing targets.
- 5.8 Policy 3.4 relates to optimising housing potential. It states that, taking into account local context and character, design principles and public transport capacity, development should optimise housing output.
- 5.9 Policy 3.5 emphasises that housing development should be of the highest quality, internally, externally and in relation to their context and to the wider environment.

Richmond Local Plan 2018

- 5.10 Policy LP1 concern local character and design quality. The policy requires all development to be of a high architectural and urban design quality to maintain the character and heritage of the Borough. The policy sets out a number of criteria.

- 5.11 Policy LP8 concerns amenity and living conditions and requires all development to protect the amenity and living conditions of new and existing residents.
- 5.12 In relation to housing matters, Policy LP39 concerns infill, backland and back garden development. It requires all such development to reflect the character of the surrounding area and to protect the amenity and living conditions of neighbours. The policy sets out a number of criteria that new development should address.
- 5.13 There are a range of other policies in the Local Plan relating to provision of green infrastructure, trees, flooding and river corridors and sustainable design.

6. PLANNING ASSESSMENT

6.1 The application proposal has been formulated following the submission of a pre-application request to the Council, the submission of an application for six units and further discussions with relevant Council Officers regarding an acceptable scheme for the site.

Principle of Development

6.2 The site comprises previously developed land within the urban area and the pre-app response describes the site as an infill site which comprises a gap between existing buildings along South Worple Way.

6.3 The pre-app confirmed that the garages were originally constructed as ancillary to residential dwellings and that there is no loss of a commercial employment site. It is confirmed that the garages have not been advertised for self-storage but as private lock ups. Nevertheless, the evidence is that only approximately 15 of the garages are actually used to accommodate a motor vehicle with the remainder mainly being used by individuals for private storage purposes. The garages are too small for most modern cars. There is no policy requirement to retain the surplus garages.

6.4 Policy LP39 of the Local Plan sets out a number of criteria relating to infill development. These criteria are intended to ensure that development reflects the character of the surrounding area and protects the amenity and living conditions of neighbours.

6.5 The application proposal makes effective use of land by re-using land that has been previously developed. It would have the benefit of providing suitable family sized dwellings in a sustainable location and would help to meet the Borough's housing requirement.

6.6 The change of use of part of the land to residential would not conflict with any safeguarding policies in the Local Plan and, accordingly, there is no objection to the principle of a residential redevelopment.

Design & Local Character

6.7 The application proposal has been formulated following detailed discussions with Council Officers regarding the nature, form and character of the local area and the revised scheme has been designed to respect and complement this character.

6.8 Policy LP1 of the Local Plan sets out relevant guidance on this issue and again has a number of criteria that new development will be expected to have regard to. The application proposal complies with the criteria.

6.9 The plot sizes, scale, height and massing of the housing and the general form, proportions and materials of the housing would all be compatible with the local area and, as such, there is no breach of Policy LP1.

6.10 There would be appropriate spacing between buildings. The scheme incorporates sustainable design and construction and proposes a layout which takes account of the site context and constraints, particularly the adjacent railway line. The proposed scheme would be an improvement in design terms as compared to the existing situation, would respect surrounding vernacular architecture and would introduce a sense of spaciousness around the houses.

6.11 As the Planning Officers have confirmed, therefore, the revised scheme would be acceptable in design terms and has respect for the aesthetic quality of the locality.

Residential Development Standards

6.12 The scheme has been designed to comply with the national space standards. It has also been designed to ensure that each dwelling would have appropriate external amenity space. The proposal would comply not just with the quantitative requirements but also would have good private amenity space on a qualitative basis with the opportunity for good landscaping and boundary treatments to enhance usability.

Residential Amenity and Living Conditions

6.13 Given the proximity of the railway line to the site, a full Noise & Vibration Assessment has been carried out.

6.14 The assessment concludes that there is a requirement for noise mitigation measures to be incorporated into the design and that there is also a need for specific design input into matters such as foundation design. However, subject to these mitigation measures being secured, there would be no overriding adverse impact in terms of noise and vibration on the living conditions of future occupiers such as to render the proposal as unsatisfactory.

6.15 It seems clear that this is the conclusion that the Council similarly reached in relation to the house at 201 South Worple Way (Bridge Cottage) and also the relatively recent residential redevelopment scheme adjacent to the railway line at the junction of North Worple Way and White Hart Lane.

Transport, Highways and Parking

- 6.16 The information regarding tenancies and usage demonstrates that only a limited number of garages are used for car parking. In the circumstances, 15 of the existing garages are to be retained to accommodate such parking. Accordingly, there should be no displacement of cars onto surrounding roads which, in any event, are subject to Controlled Parking Regulations. This is a similar conclusion to that reached by the Council regarding the redevelopment of lock up garages at Rosslyn Avenue/Treen Avenue, Barnes where a similar lock up garage site was also shown to have limited usage of car parking by nearby residents.
- 6.17 In addition, a Parking Stress Survey has been undertaken by the applicants which demonstrates that the application proposal would not give rise to unacceptable parking stress in the local area. Additionally, discussion have been held with the Council's Highway Officer who has confirmed that there are no highway objections bearing in mind paragraph 109 of the NPPF which states that development should only be refused on highway grounds if there is an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.
- 6.18 The application proposal would provide one parking space per dwelling. Given the sustainable and accessible nature of the site which has a PTAL of 5, the parking provision would not give rise to any severe adverse highway impacts.
- 6.19 The houses have been designed to provide individual bike and bin stores attached to the rear or side of each of the dwellings.

Sustainability

- 6.20 The application proposal is accompanied by a sustainability assessment which confirms compliance with the Council's requirements/check list.

Flood Risk

- 6.21 The application proposal is accompanied by a Flood Risk Assessment which demonstrates that the proposal would not be at risk of flooding nor would it cause flooding elsewhere.
- 6.22 All other matters are addressed in the supporting documents which do not identify any adverse impacts that would significantly and demonstrably outweigh the benefits of providing new housing in this sustainable location.

Overall Conclusions

- 6.23 The application proposal has been finalised having regard to the helpful and detailed guidance in the Council's pre-application response. The proposal would comply with relevant national and Local Plan policy. It would accord with the provisions of the Development Plan and, as per paragraph 11 of the NPPF, therefore, the development proposal should be approved without delay.