

## Application reference: 19/3324/FUL EAST SHEEN WARD

Date application received	Date made valid	Target report date	8 Week date
31.10.2019	06.11.2019	01.01.2020	01.01.2020

### Site:

Garages And Land Adjacent Railway, South Worple Way, East Sheen, London

### Proposal:

Demolition of 30 garages and erection of 5 x 3 bedroom detached dwellings with associated hard and soft landscaping, parking and cycle and refuse stores

Status: Pending Decision (If status = HOLD please check that all is OK before you proceed any further with this application)

### APPLICANT NAME

C/o Agent

### AGENT NAME

Mr John Escott  
Downe House  
303 High Street  
Orpington  
BR6 0NN  
United Kingdom

**DC Site Notice:** printed on and posted on and due to expire on

### Consultations:

#### Internal/External:

#### Consultee

14D POL  
LBRUT Transport  
Network Rail  
LBRuT Ecology  
LBRUT Environmental Health Contaminated Land  
14D Urban D  
Thames Water Development Control Department  
LBRUT Environmental Health  
LBRUT Non-Commercial Environmental Health

#### Expiry Date

22.11.2019  
22.11.2019  
29.11.2019  
22.11.2019  
22.11.2019  
22.11.2019  
29.11.2019  
22.11.2019  
22.11.2019

### Neighbours:

29 Glendower Road, East Sheen, London, SW14 8NY -  
8 Alexandra Road, East Sheen, London, SW14 8DN - 12.11.2019  
59 Queens Road, East Sheen, London, SW14 8PH, - 12.11.2019  
48 South Worple Way, East Sheen, London, SW14 8PB, - 12.11.2019  
15 Oaklands Road, East Sheen, London, SW14 8NJ, - 12.11.2019  
49 South Worple Way, East Sheen, London, SW14 8PB, - 12.11.2019  
3 Fitzgerald Avenue, East Sheen, London, SW14 8SZ, - 12.11.2019  
3 Oaklands Road, East Sheen, London, SW14 8NJ, - 12.11.2019  
7 Fitzgerald Avenue, East Sheen, London, SW14 8SZ, - 12.11.2019  
1 Oaklands Road, East Sheen, London, SW14 8NJ, - 12.11.2019  
17 Howgate Road, East Sheen, London, SW14 8NQ, - 12.11.2019  
17 Oaklands Road, East Sheen, London, SW14 8NJ, - 12.11.2019  
11 Glendower Road, East Sheen, London, SW14 8NY, - 12.11.2019  
51 Queens Road, East Sheen, London, SW14 8PH, - 12.11.2019  
6 Cromwell Place, Mortlake, London, SW14 7HA, - 12.11.2019  
1 Fitzgerald Road, Mortlake, London, SW14 8HA, - 12.11.2019  
13 Oaklands Road, East Sheen, London, SW14 8NJ, - 12.11.2019

14 Enmore Court, Enmore Gardens, East Sheen, London, SW14 8RF, - 12.11.2019  
34 Wallorton Gardens, East Sheen, London, SW14 8DX, - 12.11.2019  
4 Vicarage Drive, East Sheen, London, SW14 8RX, - 12.11.2019  
34 Howgate Road, East Sheen, London, SW14 8NQ, - 12.11.2019  
11 Oaklands Road, East Sheen, London, SW14 8NJ, - 12.11.2019  
40 Howgate Road, East Sheen, London, SW14 8NQ, - 12.11.2019  
15 Howgate Road, East Sheen, London, SW14 8NQ, - 12.11.2019  
65 Grosvenor Avenue, East Sheen, London, SW14 8BU, - 12.11.2019  
56 Gilpin Avenue, East Sheen, London, SW14 8QY, - 12.11.2019  
9 Howgate Road, East Sheen, London, SW14 8NQ, - 12.11.2019  
72 North Worples Way, Mortlake, London, SW14 8PR, - 12.11.2019  
Front Part, 29 Sheen Lane, Mortlake, London, SW14 8HY, - 12.11.2019  
90 North Worples Way, Mortlake, London, SW14 8QQ, - 12.11.2019  
89 North Worples Way, Mortlake, London, SW14 8QQ, - 12.11.2019  
58A Alder Road, Mortlake, London, SW14 8ER, - 12.11.2019  
58 Alder Road, Mortlake, London, SW14 8ER, - 12.11.2019  
31 Alder Road, Mortlake, London, SW14 8ER, - 12.11.2019  
79 North Worples Way, Mortlake, London, SW14 8PP, - 12.11.2019  
78 North Worples Way, Mortlake, London, SW14 8PP, - 12.11.2019  
1 Victoria Road, Mortlake, London, SW14 8EX, - 12.11.2019  
77 North Worples Way, Mortlake, London, SW14 8PP, - 12.11.2019  
2A Victoria Road, Mortlake, London, SW14 8EX, - 12.11.2019  
2 Victoria Road, Mortlake, London, SW14 8EX, - 12.11.2019  
76 North Worples Way, Mortlake, London, SW14 8PP, - 12.11.2019  
201 South Worples Way, East Sheen, London, SW14 8NG - 12.11.2019  
Bridge Cottage, South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
82 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
80 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
77 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
74 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
Flat 2, 83 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
Flat 1, 83 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
Ground Floor Flat, 79 South Worples Way, East Sheen, London, SW14 8NG - 12.11.2019  
81 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
78 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
76 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
75 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
Flat 3, 83 South Worples Way, East Sheen, London, SW14 8NG - 12.11.2019  
16 Howgate Road, London, SW14 8NQ - 12.11.2019  
Flat 4, 83 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
Top Flat, 79 South Worples Way, East Sheen, London, SW14 8NG, -  
86B South Worples Way, East Sheen, London, SW14 8NG - 12.11.2019  
86A South Worples Way, East Sheen, London, SW14 8NG - 12.11.2019  
Flat 2, 89 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
Flat 1, 89 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
Studio Flat, 85 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
90 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
87 South Worples Way, East Sheen, London, SW14 8NG, -  
1 Howgate Road, East Sheen, London, SW14 8NQ, - 12.11.2019  
91 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
88 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
85 South Worples Way, East Sheen, London, SW14 8NG, - 12.11.2019  
4 Howgate Road, East Sheen, London, SW14 8NQ, - 12.11.2019  
6 Howgate Road, East Sheen, London, SW14 8NQ, - 12.11.2019  
2 Howgate Road, East Sheen, London, SW14 8NQ, - 12.11.2019  
East House, 109 South Worples Way, East Sheen, London, SW14 8TN - 12.11.2019  
79 North Worples Way, Mortlake, London, SW14 8PP, - 12.11.2019  
107 South Worples Way, East Sheen, London, SW14 8ND, - 12.11.2019  
Flat 3, 95 South Worples Way, East Sheen, London, SW14 8ND, - 12.11.2019  
Flat 2, 96 South Worples Way, East Sheen, London, SW14 8ND, - 12.11.2019  
96 South Worples Way, East Sheen, London, SW14 8ND, - 12.11.2019  
Suite E, 95 South Worples Way, East Sheen, London, SW14 8ND, - 12.11.2019  
Suite D, 95 South Worples Way, East Sheen, London, SW14 8ND, - 12.11.2019  
Suite A, 95 South Worples Way, East Sheen, London, SW14 8ND, - 12.11.2019  
Flat 5, 95 South Worples Way, East Sheen, London, SW14 8ND, - 12.11.2019  
Flat 4, 95 South Worples Way, East Sheen, London, SW14 8ND, - 12.11.2019

Flat 1,96 South Worple Way,East Sheen,London,SW14 8ND, - 12.11.2019  
 Flat 2,95 South Worple Way,East Sheen,London,SW14 8ND, - 12.11.2019  
 Flat 1,95 South Worple Way,East Sheen,London,SW14 8ND, - 12.11.2019  
 37 Sheen Lane,East Sheen,London,SW14 8AB, - 12.11.2019  
 33 Sheen Lane,East Sheen,London,SW14 8AB, - 12.11.2019  
 95 South Worple Way,East Sheen,London,SW14 8ND, - 12.11.2019  
 104 South Worple Way,East Sheen,London,SW14 8ND, - 12.11.2019  
 105 South Worple Way,East Sheen,London,SW14 8ND, - 12.11.2019  
 31 Sheen Lane,East Sheen,London,SW14 8AB, - 12.11.2019  
 106 South Worple Way,East Sheen,London,SW14 8ND, - 12.11.2019  
 19 Howgate Road,London,SW14 8NQ - 12.11.2019  
 26 Sutherland Gardens,East Sheen,London,SW14 8DB, - 12.11.2019  
 18 Glendower Road,East Sheen,London,SW14 8NY, - 12.11.2019  
 34 Lewin Road,East Sheen,London,SW14 8DR, - 12.11.2019  
 31 St Leonards Road,East Sheen,London,SW14 7LY, - 12.11.2019  
 13 Howgate Road,East Sheen,London,SW14 8NQ, - 12.11.2019  
 19 Glendower Road,East Sheen,London,SW14 8NY, - 12.11.2019  
 166 Sheen Lane,East Sheen,London,SW14 8LZ, - 12.11.2019  
 9 East Sheen Avenue,East Sheen,London,SW14 8AR, - 12.11.2019  
 6 Oaklands Road,East Sheen,London,SW14 8NJ, - 12.11.2019  
 23 Chisholm Road,Richmond,TW10 6JH, - 12.11.2019  
 38 Howgate Road,East Sheen,London,SW14 8NQ, - 12.11.2019  
 2 Walpole Avenue,Richmond,TW9 2DJ, - 12.11.2019  
 32 Church Avenue,East Sheen,London,SW14 8NN, - 12.11.2019  
 7 Princes Road,East Sheen,London,SW14 8PE, - 12.11.2019  
 24 Queens Road,East Sheen,London,SW14 8PJ, - 12.11.2019  
 12 South Worple Way,East Sheen,London,SW14 8ST, - 12.11.2019  
 20 Grosvenor Gardens,Barnes,London,SW14 8BY, - 12.11.2019  
 First Floor Flat,58 Suffolk Road,Barnes,London, - 12.11.2019  
 Unit P16,The Old Power Station,Mortlake High Street,Mortlake,London,SW14 8SN, - 12.11.2019  
 2 Second Avenue,Mortlake,London,SW14 8QE, - 12.11.2019  
 10 Oaklands Road,East Sheen,London,SW14 8NJ, - 12.11.2019  
 5 Church Avenue,East Sheen,London,SW14 8NW, - 12.11.2019  
 1 Elm Grove Road,Barnes,London,SW13 0BU, - 12.11.2019  
 5 Howgate Road,East Sheen,London,SW14 8NQ, - 12.11.2019  
 8 Avenue Gardens,East Sheen,London,SW14 8BP -  
 10 Cedar Court,Sheen Lane,East Sheen,London,SW14 8LY -  
 25 Trehern Road,East Sheen,London,SW14 8PD -  
 6 Cromwell Place,Mortlake,London,SW147HA -

### History: Development Management, Appeals, Building Control, Enforcements:

#### Development Management

Status: NONDET Application:89/0387/OUT  
 Date:27/09/1989 Redevelopment Of Garages To Form 60 Parking Bays And 10 No.b1 Business Units.

#### Development Management

Status: REF Application:89/1466/OUT  
 Date:30/08/1989 Redevelopment Of Garages To Form 60 Parking Bays And 10 Business Units

#### Development Management

Status: REF Application:88/1903/O/A  
 Date:12/10/1988 Redevelopment of existing lock up garages to provide 10 No. 2 bed houses, 10 No. car ports, 23 No. garages and 23 No. off street parking spaces.

#### Development Management

Status: REF Application:88/1305/O/A  
 Date:21/07/1988 Erection of a terrace of 12 x 3 storey, 2 bed dwelling houses with integral garages plus 19 garages and 19 car parking spaces.

#### Development Management

Status: REF Application:88/0833  
 Date:27/05/1988 Erection of Terrace of 14 x 2 stories, 2 bed dwelling houses plus 14 garages and 14 car parking spaces.

#### Development Management

Status: WDN Application:19/0065/FUL  
 Date:03/10/2019 Demolition of 30 garages and erection of 6 three-bedroom, five-person

detached dwellings with forecourt parking and associated landscaping.

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Development Management

Status: PDE

Application:19/3324/FUL

Date:

Demolition of 30 garages and erection of 5 x 3 bedroom detached dwellings with associated hard and soft landscaping, parking and cycle and refuse stores

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Appeal

Validation Date:

Erection of Terrace of 14 x 2 stories, 2 bed dwelling houses plus 14 garages and 14 car parking spaces.

Reference: 88/0833

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Appeal

Validation Date: 02.01.1990

Redevelopment Of Garages To Form 60 Parking Bays And 10 No.b1 Business Units.

Reference: 20/0153/AP/NON

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**19/3324/FUL****Site Description**

The site currently consists of 30 lock up garages and is located on the northern side of South Worple Way in East Sheen between Howgate Road and Church Avenue. The site is within short walking distance of Mortlake Railway Station, which is located at the junction of South Worple Way and Sheen Lane. Regular bus services are also accessible along Sheen Lane.

The site is part of a longer line of 45 single storey lock up garages, originally constructed as ancillary car-parking for residential houses, with concrete hardstanding between the front of the garages and the carriageway of South Worple Way. The hardstanding itself 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.

The northern boundary of the site is formed by the Richmond to Waterloo railway line. Adjacent to the site to the east is a detached two-bedroom house that was permitted in October 1998. The dwelling is now known as 201 South Worple Way and was approved under planning ref. 97/2423/FUL. At the far western end of the site adjacent to the garages that would be retained is a two-storey building that is in use as offices. The building has a small parking area located on its eastern side.

The surrounding area is predominantly residential, not within a conservation area and does not contain any Listed Buildings or Buildings of Townscape Merit, however the southern boundary of the Mortlake and Barnes Conservation Area is on the other side of the intervening railway line on the north side of north Worple Way. There is dense vegetation and self-seeded semi-mature trees within the back-portion site and around the boundary. Part of the back portion falls within Flood Zone 2 (medium probability of flooding), though benefiting from flood defences and a slither of the site bordering the rear railway line is within the southern extremity of an archaeological priority area, although this designation is clearly focussed on the original settlement of Mortlake to the north and along the riverbank. The site is part of the East Sheen Village which has a relevant Character Area Village Planning SPD

**Planning History:**

This application has been submitted following pre-application advice given in 2018 under reference 18-P0212, which acknowledged the principle of the development and that the redevelopment of the site would contribute to the character and appearance of the area and following discussion to agree a reduced and appropriate level of development following the withdrawal of the earlier application referred to in the planning history under ref: 03.10.2010, which was for a more intensive and higher six-unit scheme in October 2019. The units have been designed to closely reflect the height and form and building line of the neighbouring 201 South Worple Way to the west and the relevant previous applications at this site are:

Application	Description	Determination
19/0065/FUL	Demolition of 30 garages and erection of 6 three-bedroom, five-person detached dwellings with forecourt parking and associated landscaping.	Withdrawn 03/10/2019
89/1466/OUT	Redevelopment Of Garages To Form 60 Parking Bays And 10 Business Units	Refused 30/08/1989
88/1903/O/A	Redevelopment of existing lock up garages to provide 10 No. 2 bed houses, 10 No. car ports, 23 No. garages and 23 No. off street parking spaces.	Refused 12/10/1988
88/1305/O/A	Erection of a terrace of 12 x 3 storey, 2 bed dwelling houses with integral garages plus 19 garages and 19 car parking spaces.	Refused 21/07/1988
88/0833	Erection of Terrace of 14 x 2 stories, 2 bed dwelling houses plus 14 garages and 14 car parking spaces.	Refused 27/05/1988 Appeal dismissed

12/01/1989

## DELEGATED APPROVAL

Under the terms of the Council's Constitution, the application falls to be determined under delegated powers. The Constitution sets out how the Council operates, how decisions are made and the procedures that are to be followed. It provides the authoritative governance framework for the Council. The purpose of the Constitution is to provide for transparent and accountable decision making. The processes set out derive from a combination of legislation and local practice. In determining this application Officers are following the terms of the Constitution, formally adopted by the Council.

### Proposal

The proposed scheme is for the demolition of 30 of the lock-up garages and the erection of 5 detached dwellings along a consistent building line, with forecourt parking and associated landscaping. Each of the detached houses would have three bedrooms set out in an 'L-shaped' layout, with a side/front garden and a driveway in a traditional design, which has been broadly based on development to the east of the site, each with a private garden area and a dedicated parking space.

15 of the garages to the west would be retained in order to accommodate the cars that are currently parked on the site.

The houses have been designed to comply with the Council's design standards and the Nationally Described Space Standards (NDSS) and follows pre-application discussion with the Council to agree a more acceptable level of development. To the rear of the dwellings, hedges are proposed, to provide a buffer to the railway line to the north.

### Public and Other Representations

Number of letters sent	122
Number of objections	17
Number of observations	2

Some of the objections are multiple comments from the same address. The general points of objection could be summarised as:

- Bring more misery in terms of congestion
- Narrowness presents a safety hazard
- Noise and disruption during construction
- 5 new dwellings would increase congestion
- Area already overpopulated as it is with the Stag in the pipeline and redevelopment of Barnes Hospital
- Dust and debris during construction
- Increased flood risk
- Potential loss of privacy to residents
- Insufficient separation
- Noise
- Highway Safety
- Road Access
- Traffic generation
- Loss of privacy/overlooking to neighbours opposite the site
- Historical applications were refused, and this scheme is similar
- Parking stress
- The road and pavement are too narrow for increased usage and will result in safety issues for pedestrians.
- Disproportionate heights to streetscape
- Privacy/overlooking
- Overshadowing/loss of light

- Visual amenity
- Light pollution
- Noise pollution
- Area often floods

The letter of general observation states;

**Mortlake Society:** The Mortlake with East Sheen Society made critical comments on the previous application for six houses, which was subsequently withdrawn. These are summarised below along with their comments on the revised application for five houses.

We previously commented that the detached houses were alien to the character of the area which is predominantly modest terraced housing of the Victorian era. There is no change in the revised application, albeit the number of houses has been reduced from six to five. The houses are still modelled on the existing Bridge Cottage. That said, we are pleased to see that the roof heights have been lowered to align with that of Bridge Cottage. We previously commented that the projecting wings of the houses were intrusive in the street scene and the front windows were only 13m from properties on the south side of the street. No attempt has been made to pull back these wings and our previous concern remains.

We previously commented that no provision had been made for affordable housing which was mentioned in the Council's pre-app letter of 18 Sept 2018. No change here either, and our concern remains.

We previously commented that no provision had been made for a paved footway on the north side of South Worple Way. We are surprised to see this has not been addressed and there are no sectional drawings that indicate how the proposals address the abrupt fall in level between the road surface and the forecourt and level of the garages, some of which are to be retained. It should also be noted that the site plan shows a kink alongside South Worple Way which causes a constriction in the width of the road resulting in parked vehicles having broken wing mirrors and other damage. This kink needs to be smoothed out, a footway provided and the wings of the houses pulled back.

Finally, we previously commented on the loss of the 30 lock-up garages. We note that the applicant has submitted a schedule of garage tenancies and use but this has not been included in the on-line documentation. We need to know about the impact that this development will have on the users of the lock-up garages.

**Thames Water** – No objection.

**Network Rail** – Confirm no objection, but that due to the proximity of the proposed development to Network Rail land, Network Rail strongly recommends the developer contacts [AssetProtectionWessex@networkrail.co.uk](mailto:AssetProtectionWessex@networkrail.co.uk) prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from website <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>.

As well as contacting the Asset Protection Team the developer must ensure that their proposal, both during construction and after completion of works on site, does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the airspace of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

An informative is suggested that the developer should comply with Network Rails requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

**Policy context:**

The following local planning policies and guidelines are the most applicable to the proposed development:

*National Planning Policy Framework*

Local Plan:

- LP1 Local Character and Design Quality
- LP3 Designated Heritage Assets
- LP7 Archaeology
- LP8 Amenities and Living Conditions
- LP10 Local Environmental Impacts, Pollution and Land Contamination
- LP15 Biodiversity
- LP16 Trees, Woodlands and Landscape
- LP17 Green Roofs and Walls
- LP20 Climate Change Adaptation
- LP21 Flood Risk and Sustainable Drainage
- LP22 Sustainable Design and Construction
- LP23 Water Resources and Infrastructure
- LP24 Waste Management
- LP34 New Housing
- LP35 Housing Mix and Standards
- LP36 Affordable Housing
- LP39 Infill, Backland and Backgarden Development
- LP44 Sustainable travel Choices
- LP45 Parking standards and servicing

Supplementary Planning Documents (SPDs) / Guidance:

- Residential Development Standards SPD (2010)
- Affordable Housing SPD (2014)
- Sustainable Construction Checklist Guidance Document SPD (2016)
- Small and Medium Housing Sites SPD (2006)
- Transport SPD (2020)
- Design Quality SPD (2010)
- East Sheen Village Planning Guidance (2016)
- Noise SPD

**Professional comment:**

*Principle of development and land use*

The National Planning Policy Framework sets out a presumption in favour of sustainable development and advises Councils to take a positive approach to delivering new homes. The NPPF also attaches great importance to the design of the built environment stating that developments should be visually attractive as a result of good architecture. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Local Planning Policy LP35 requires development to generally provide family sized accommodation outside of town centres such as this, with the housing mix appropriate to the location. Policy LP 36 requires contributions to affordable housing from all small sites, further details are set out in the Affordable Housing SPD.



There is no policy objection to the loss of the existing garages, which do not provide any formalised business space and which were originally constructed purely to serve as ancillary residential garages and which are no longer suitable to accommodate larger modern vehicles. Additional residential units are in principle in direct accordance with Policy LP34 being a brownfield, underutilised site located within a built up area, which is primarily residential in character and adjacent to existing residential buildings. The proposed residential development would not, therefore, appear discordant with the local context in land use terms and would be in accordance with national, regional and local pro-growth planning policies.

The proposed development would also infill a gap between the buildings along South Worple Way from No.201 to East House. The current use of the site includes a number of low-rise garages extending nearly the full width of the plot at approximately 150m in a mixed-use area, Mortlake Railway Station lies some 85m to the west. A list describing the current uses of the garages is provided with the application, which it is noted apart from a few that are used for parking, some are used for both residential/business storage. The garages were originally constructed to serve residential dwellings and there would be no real loss of storage and distribution space on site as the garages are not formally designated B8 units, since they are in use as private lock-ups and were built as ancillary garages. The original pre-application advice provided confirmed that the garages were ancillary to residential dwellings and that there is no loss of a commercial employment site. It is also confirmed that the garages have not been advertised for self-storage but as private lock ups. Nevertheless, the evidence provided 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. It is also noted that the garages are too small for most modern cars and there is no policy requirement to retain the surplus garages.

Therefore, in this instance, the site is considered to be suitable for a residential infill development as per below:

1. *Retain plots of sufficient width for adequate separation between dwellings;*
2. *Retain similar spacing between new buildings to any established spacing;*

The criteria for infill development in Policy LP39 (A), and the Small and Medium Housing Sites SPD, should be satisfied, having particular regard to the impact on local character, amenity, parking etc. and the East Sheen Village Planning Guidance SPD. Policy LP35 (A) states that development should generally provide family sized accommodation in this location. The proposal is for 3 bed houses which would provide family accommodation. The site comprises previously developed brownfield land within the urban area and the pre-application advice given describes the site as an infill site which comprises a gap between existing buildings along South Worple Way.

More generally, residential use can add to the vitality and viability in mixed use areas. Policy LP37 (B) states planning permission will be granted for new accommodation where housing is providing for an identified local need, across a range of tenures, providing they are on a site and in a location suitable for that particular use, and in accordance with environmental, transport, parking and other relevant policies. At para. 9.4.3, it states that local need should be identified in the Council's housing and associated strategies and there is no policy objection to a wholly residential scheme on this site. The site is not subject to any environmental or other designations that would restrict the principle of its redevelopment. It currently represents an underused, brownfield site that can contribute to regeneration and to meeting with key planning policy objectives. The application proposal would make far more effective use of this site 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.

The use of part of the land as residential would not conflict with any safeguarding policies in the Local Plan and is in direct accordance with policy in that it would fulfil a need in providing family accommodation on an underutilised brownfield land, accordingly, there is no objection to the principle of a residential redevelopment.

*Impact on character or appearance of the surrounding area in terms of design*

Policy LP1 requires developers and applicants to take a sensitive approach to the architectural design of new buildings, extensions and modifications to existing buildings, as well as landscape proposals. The Council does not wish to encourage a particular architectural style or approach but expects each scheme to be to a high quality. Schemes should be based on a sound understanding of the site and its context, following the locally specific guidance set out in the Village Planning Guidance SPDs.

Policy LP39 states that infill and backland development must reflect the character of the surrounding area and protect the amenity and living conditions of neighbours. In considering applications for infill and backland development the following factors should be addressed:

1. Retain plots of sufficient width for adequate separation between dwellings;
2. Retain similar spacing between new buildings to any established spacing;
3. Retain appropriate garden space for adjacent dwellings;
4. Respect the local context, in accordance with policy LP2 Building Heights;
5. Enhance the street frontage (where applicable) taking account of local character;
6. Incorporate or reflect materials and detailing on existing dwellings, in accordance with policy LP 1 Local Character and Design Quality;
7. Retain or re-provide features important to character, appearance or wildlife, in accordance with policy LP 16 Trees and Landscape;
8. Result in no unacceptable adverse impact on neighbours, including loss of privacy to existing homes or gardens, in accordance with policy LP8 Amenity and Living Conditions;
9. Provide adequate servicing, recycling and refuse storage as well as cycle parking;
10. Result in no unacceptable impact on neighbours in terms of visual impact, noise or light from vehicular access or car parking.

The plot sizes, scale, height and massing of the housing and the general form, proportions and materials of the housing would be compatible with the local area. The *Character Area Village Planning SPD* states that *South Worple Way has room for improvement as a poor terminus to the streets that lead onto it, with potential enhancement to the concrete panel railway fence, enhanced roads and pavements along some parts and low-quality garages dominating the view.* The application proposes 5 dwellings on a consistent building line, in accordance with the character of residential dwellings within close proximity and immediately adjacent to the site. The proposed dwellings front onto South Worple Way and have each been provided within one off street parking space.

Each detached house has three bedrooms set out in an 'L' shape layout around a side/front garden and driveway similar to the form, height and layout of the neighbouring property to the west at no. 201. The house form repeats along the street providing a continuity element in layout to the northern side of South Worple Way. To the rear of the dwellings, the application proposes hedges, providing a buffer between the dwellings and the railway line to the north. Outdoor amenity space which would meet with adopted London Plan standards has been provided to the side and rear of the dwellings. The retained garages would be left untouched, on a similar building line to the proposed new dwellings. The new dwellings have been sited to create an appropriate relationship between plot 5 and the existing neighbouring dwelling, 201 South Worple Way and the traditional terraced housing on the south side of Worple Way. As stated, the existing garages make no particular contribution to the area and aesthetically they are not considered as positive features and their replacement is supported from a design perspective.

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 the surrounding architecture and would include a sense of spaciousness around the houses. The proposed design would generally reflect the character of the area and is considered to demonstrate a clear understanding of the local vernacular and to enhance and take account of local character. It would reflect local styles and utilise local materials and brickwork.

The Council's Urban Design Officer has been consulted and confirmed their view that:

*“This revised proposal is essentially a reduction in the overall amount of units from 6 to 5, with the heights of the buildings reduced to reflect the neighbours. The Urban design officer has been consulted and considered*

*“This is an improvement on the previous application in that:*

- o number of houses reduced to 5 from 6;*
- o roofs lowered;*
- o various window improvements.*

*The overall scale is now reduced, and would have a better relationship to surrounding buildings, more appropriate for what is a backland site. This would now seem on balance acceptable overall, although the 'L' shaped arrangement remains, resulting in a less dense development with a more appropriate and balanced scale, with wider gaps between the houses. “*

The resulting development of two-storey brick built houses is considered to relate well to the character and appearance of the street and the scale, bulk and mass of the proposed building, which would replace a low quality and basic garages of no architectural merit would have a positive impact on the character and appearance of the area generally. The development is therefore in accordance with the aims and objectives of the NPPF and Local Plan, particularly policies LP 1 and LP 39 of the Adopted Local Plan; and the 'Design Quality' (2006), 'Small and Medium Housing Sites' (2006), 'Residential Development Standards' (2010) Supplementary Planning Documents.

### *Heritage Considerations*

There are no heritage assets within the site, however the southern boundary of Barnes and Mortlake Conservation Area is to the north of the site, separated by the intervening railway line, vegetation and concrete walling and the functional North Worple Way. The majority of the interest of this Conservation Area extends well to the north of the site and is focused on the riverbank, St Mary's Church and Mortlake High Street and enclosed by lower-scale residential streets, thereby largely obscuring views of the site from within this area, but the boundary itself is like South Worple Way largely functional in appearance with the conservation interest found in the east and west facing Victoria and Mullin Roads . In this regard, the proposed development would not significantly affect the character or setting of the Conservation Area, which is generally contained.

A slither of the site is included in an Archaeological Priority Area, although this area would largely be undeveloped and is located well outside of the core of historic settlement which is focused around St Marys Church, Mortlake High Street and the riverside. The potential for any early prehistoric and post-Roman archaeology is considered very low here, considered it is very much at the periphery of the settlement, well away from the riverbank and dominated by the railway.

### *Residential Amenity*

Policy LP8 state in considering proposals for development, the Council will seek to protect adjoining properties from unreasonable loss of privacy, pollution, visual intrusion, noise and disturbance. redevelopment of the site would significantly improve the character and appearance of the site and whereas there would be a change of view for properties in relative close proximity, the planning system cannot protect specific views from private properties (unless these are strategically important) but can only consider whether a proposed development is intrusive or overbearing to the outlook of a property, particularly residential properties, due to the massing and proximity of a proposal, and whether this would cause demonstrable harm to the amenity of the property. the site is relatively well separated with regard to surrounding buildings, which includes residential dwellings.

The 'Small and Medium Housing Sites' SPD mentions that any development must protect adjoining properties from unreasonable loss of privacy, pollution, visual intrusion, noise and disturbance. To protect privacy, residential development should be sited a minimum of 20m between the main facing windows of habitable rooms or 13.5m where windows are occluded. Further, with respect to sunlight and daylight, the Council is guided by the BRE Site Layout, Planning for Sunlight and Daylight.

### *201 South Worple Way*

The proposed development has been carefully sited to minimize the potential impact to no. 201 South Worple Way to the immediate west of proposed plot 5-1. Floorplans on file for no 201 indicated that the side elevation windows facing onto the application site at ground and first floor level serve non-habitable rooms. Plot 5 is offset from the boundary with 5.5m between the proposed building and the main house at no. 201. Hedges are proposed to the eastern boundary treatment on Plot 5 to avoid overlooking issues to no. 201. The facade treatment of Plot 5 has been designed with hipped roofs and no windows on the closer eastern side elevation are incorporated to respect this dwelling, which is built on a similar footprint. Given the relative orientation and separation distances there are no concerns of undue loss of daylight, sunlight or excessive levels of overlooking/overbearing impact upon this property.

### *Impact on no.81 – 91 Worple Way*

These are the existing combination of terraced dwellings (some of which are divided into flats) and detached house (no.85) on the south side of South Worple Way, with short front gardens set behind boundary walls who have their main front-facing outlook onto the existing garages and railway beyond. Due to the intervening road the relationship between the proposed dwellings and these houses would essentially reflect the relationship between the existing house at 77-79 South Worple Way and the existing property at 201 South Worple Way. The distance between the front 'outrigger' element and the front of the properties on the south side of the road, would range from around 13-15 metres, though the wider back part of the property is separated further. All of the properties are set back from the road by at least 2 metres at first-floor level. This compares with typical facing distances between continuous terraces of houses in nearby streets of around 13-15 metres in for example Church Avenue and as stated this reflects the relationship with the direct neighbouring property at 201 South Worple Way of around 13-14 metres.

Given the separation distances and northerly orientation there are no concerns of undue loss of daylight, sunlight upon these properties.

A condition has been considered that the front facing windows on the outrigger at first-floor level are occluded in respect of properties 1-1, 2-1, 3-1 and 5-1. It is noted that direct facing front windows along terraced streets are an established feature of the local built environment, and that the public realm intervenes so affording a lesser degree of privacy to front elevation windows. Nonetheless, it is recognised that the elevated first floors would give a greater view into opposing first floor windows as compared with the public views available from street level. The separation distances are significantly less than those recommended by Supplementary Planning Guidance. Given these factors, it is considered reasonable and necessary to condition the first floor facing bedroom windows on the southern-most elevation to protect privacy where there is a directly facing relationship with properties opposite. Plot 4-1 opposes Oaklands Road and has a more oblique relationship with the terrace opposite and so is excluded from this restriction. The proposed first floor bedrooms within the development are dual aspect and as such will retain a satisfactory degree of outlook and ventilation.

Whilst, the scheme would alter the outlook of these properties, the height reflects the neighbour at 201 and given the degree of separation including front gardens and the intervening road the scheme would not appear overly intrusive and the front to front facing arrangement is typical of this built up area.

### *77 Victoria Road and 78/79 North Worple Way*

Given the intervening railway line and sidings, North Worple Way, presence of a high concrete wall on the south side of the railway line, existing vegetation along both sides of the railway line, degree of separation and the relative orientation of these existing properties relative to the proposed development, there are no concerns that the proposed scheme would result in detrimental impacts for these residents in terms of loss of daylight, outlook or excessive overlooking, overshadowing or privacy implications.

Due to the retention of 15 garages, there are no concerns of any detrimental impact upon properties to the west of the site.

It is therefore considered, that the whereas the proposed two-storey houses would be a materially larger, higher and bulkier structure than the single-storey garages it would replace, the pattern of development, relative orientation of the proposed dwellings from the nearest neighbouring properties and established spatial characteristics of this built up area, there are no significant concerns that the proposed development would lead to significant visual intrusion, excessive overlooking, privacy or daylight and sunlight implications when it comes to impact on the nearest neighbouring occupiers that would warrant or necessitate a refusal of planning permission on these grounds.

#### *Noise*

The Assessment of railway noise and vibration submitted with the application provides noise mitigation measures, which are considered to be acceptable to reduce the noise and vibration levels within the proposed dwellings and adherence to this document would be conditioned.

The scheme has been designed to be 'street facing', effectively backing up to the railway line. A 2.5m solid wall will line the northern boundary with a 2m wall lining the eastern boundary to reduce noise within the site. Bedrooms facing the railway will be served by an acoustic grade of glazing. All windows on the elevations facing the railway will also have a limited surface area.

The proposed dwellings will be isolated from the ground using resilient structural bearings to reduce vibration. Noise and vibration is not therefore considered to be an obstruction to a decision to grant planning permission, subject to the development incorporating suitable mitigation measures as described in the report and this would be secured by condition and no objection to the proposed development has been raised by Environmental Health.

#### *Parking and refuse*

South Worple Way is a narrow street, particularly west of Oaklands Road and allows street parking along the southern side of the street. Policy LP44 and LP45 of the LP (2018) states that it is necessary to consider the impact of any new development on the existing wider and local transport network and that development will have to demonstrate that the new scheme provides an appropriate level of off street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions. The maximum parking standards contained within Appendix 3 of the Adopted Local Plan will be expected to be met, unless it can be shown that in proposing levels of parking applicants can demonstrate that there would be no adverse impact on the area in terms of street scene or on-street parking.

The application is for five 2-storey dwelling-houses with associated hard and soft landscaping, cycle and refuse stores and parking in an existing residential area, close to local facilities and accessible by public transport.

Transport Officer's have been consulted and confirmed no objection subject to conditions including for a comprehensive site related CMS.

The PTAL score for the site ranges between 2 & 3. In accordance with the LBRuT parking standards contained in the local plan, policy LP45, a minimum of two car parking spaces are required for each property. One designated parking space would be provided for each property in the forecourts. One space per property is considered acceptable given the close proximity to the train station and that overspill parking can be mitigated against through a restriction on parking permits to future occupiers.

The applicant has provided a swept path analysis and it has been demonstrated that vehicles would be able to safely enter/exit the site. It is noted that on-site parking does not form part of the character of South Worple Way, however given the level of parking stress in the area and the proposed design details, the benefits of providing off-street car-parking for the dwellings in the manner proposed is acknowledged.

The Councils Transport Officer has further commented that they would accept turntables in the parking forecourts for plots 1-1-3-1. Conditions are proposed for further details and to secure the frontages of plots 1-1 to 1-3 to be retained open to allow for vehicular manoeuvring. Conditions are also proposed to provide a maintenance margin on the northern edge of the carriageway for plots 4-1 and 5-1 together with a restriction on the height of the front boundary fences to ensure that appropriate visibility splays can be provided.

The applicants Highways Consultant has been in direct contact with the boroughs transport officer and the applicant has confirmed that they are content to accept conditions requiring open frontages and no obstructions to visibility in terms of front boundary walls, fences etc.

Concerns have been raised within the representations that the site as existing is used as a pedestrian throughfare which will be lost as a result of the development. The subject area is a privately owned site. Each of the dwellings are set back at least 2 metres from the road surface and it is not for a Local Planning Authority to grant public rights of access across private land in the manner proposed and this is not the case at the moment.

Whilst it is accepted that it is not ideal not to have a footway, it is not uncommon for property to have direct access out on roads throughout the urban environment and it is not necessary to provide a footpath here given that there is an adequate footway on the opposite side of the road. Care of course will need to be taken by residents when egressing their property either by car or on foot given there is no footway there at the moment, as is also the case at 201 Worple Way next door to the site and Bridge House further along and also at the commercial property to the east of the site, which has planning permission for residential uses under ref: 20/0815/FUL. It is appreciated South Worple way is narrow, but on either side of the garages there is residential and commercial buildings right up to the back edge of the road and also noting the current situation does actually result in longer vehicles projecting over the double yellow lines at the moment. A condition to secure public pedestrian access across the property frontage is therefore considered overly onerous and unnecessary to make the application acceptable in planning terms and is therefore unable to meet the test for conditions as stipulated within the NPPF. The fact that the forecourts to the garage may be open currently and people may choose to walk over this area at the moment, does not mean it should be retained as such as it is not public land.

Generally, the provision of five family dwellings in place of 15 lock up garages in this locality is unlikely to result in significant additional traffic activity, whilst concerns about the width of the road are noted, it would be unreasonable to refuse planning permission for an otherwise acceptable proposal given that there is no clear and overriding case of harm arising from the proposed development. The applicant has agreed to enter into a S106 undertaking restricting the issuance of residents parking permits to the properties and also to the safeguarding conditions as suggested and for these reasons the application is found to be acceptable.

A designated location for cycle storage is identified at each plot, which is large enough to store two bicycles. The cycle storage facilities are located on the side and rear of the properties and therefore would not be readily visible from the street but would provide easy access.

### *Affordable Housing*

Policy LP36 require small sites to contribute towards the provision of affordable housing in the Borough; further details are set out in the Affordable Housing SPD. Paragraph 50 of the National Planning Policy Framework (NPPF) advises that local authorities should deliver a wide choice of high quality homes including where they have identified a need that affordable housing is needed by setting policies to meet this need on site or through a financial contribution that can be robustly justified.

The scheme is for five new dwellings as a replacement of the existing garages. The contribution that would be sought would be discounted to represent 25% affordable housing, given the proposal is to create five new build unit. A Viability Assessment was undertaken by the applicant to identify

the level of planning obligations the scheme can sustain, including the provision of affordable housing.

The Council's Planning Viability Advisor Bespoke has reviewed the open market values. The applicant has submitted a viability appraisal, which has been reviewed by the Council's independent assessor, which shows a residual site value of £1,315,000 which is above the benchmark land value of £918,000 by £397,000. The independent assessor has concluded that the proposed scheme is therefore viable to provide additional affordable housing contribution of £397,000 which the applicant has agreed to pay via a section 106.

#### *Residential Living standards*

Policy LP 35 (B) requires new housing to comply with the nationally described space standard - which sets a minimum gross internal floor area of 93 sqm for a 3 bed 5-person two storey dwelling. The proposed dwellings range from 113.3sqm to 124.2sqm and would therefore exceed the relevant standard with good access to natural daylight and ventilation.

The requirements of Policy LP35 (C and D) and the Residential Development Standards SPD apply to external amenity space. The Inspector's Main Modifications removed the detailed private amenity space standards in LP35 (C) to ensure flexibility in implementation and set out that regard should be had to the Residential Development Standards SPD as appropriate. The current Residential Development Standards SPD was adopted in March 2010 and only sets out general guidance on amenity space, seeking a minimum of 5 sqm of private outdoor space for 1-2 person dwellings plus an extra 1 sqm should be provided for each additional occupant, it does not specify different amenity space standards for houses. The Design & Access Statement states outdoor amenity space has been provided to the side and rear of the dwellings, which would well exceed these minimum requirements.

Policy LP35 (E) sets out that all new housing would be expected to meet Building Regulation Requirement M4 (2) 'accessible and adaptable dwellings'. The Design & Access Statement states the proposed dwellings have been designed to comply with Building Regulation M4 (2) requirements. Provision to M4(2) should therefore be secured by condition.

#### *Ecology/Trees*

*Policy LP16 of the Local Plan states the Council will require the protection of existing trees and the provision of new trees, shrubs and other vegetation of landscape significance that complement existing, or create new, high quality green areas, which deliver amenity and biodiversity benefits.*

*This is reiterated in policy LP39 which states retain or re-provide features important to character, appearance or wildlife, in accordance with policy LP 16 Trees and Landscape.*

The subject site currently consists of hard concrete servicing, with the exception of the northern boundary line which has scattered trees and shrubs along the railway, maintained by Network Rail which would be retained.

The proposal would introduce proportionally large landscaped areas on all five plots with hedging and trees, which do not currently exist. The increase in soft surfaces and landscaping to the façade would result in a positive contribution to the character of the streetscape.

A Preliminary Ecological Appraisal (PEA) was submitted with the application. It is noted that the subject site has no designation related to ecology, although the adjacent railway is considered to be suitable for encouraging habitat. The extended PEA was undertaken to determine the impact of the redevelopment of the site. There was no evidence of badgers including setts, latrines or snuffle holes. A sample of garages were inspected to determine the suitability for roosting habitats. It was determined the materials and fluctuating temperatures of the garages would provide unsuitable conditions for roosting bats. The site was inspected for a number of other sensitive species, but no evidence of their presence has been found.

The report further notes that there is vegetation on the northern side of the site that could not be accessed but potentially could provide habitats for the abovementioned animals. A condition requiring compliance with the recommendations at section 4.0 of the PEA is considered necessary in these circumstances. The report also notes that bats in particular migrate and therefore whilst there was no evidence of species at the time the inspection was undertaken this could occur at a later date. Given the area to be redeveloped is currently occupied by single storey lock up garages and hard surfaces it is unlikely that the area of the site to be redeveloped would have said species.

The report concludes that the redevelopment of the site would not alter the landscape connectivity to sites which are identified as ecologically sensitive. The report included ways to improve the ecological value of the site post development including the use of native hedgerows, particularly with any planting on the northern side of the site; a sensitive lighting scheme; log piles; increased landscaping including planting of shrubbery and trees. This level of detail can be conditioned. The railway line itself is maintained by Network Rail who have strict guidelines to prevent trees and vegetation potentially interfering with the operational railway.

The proposal would increase the landscaping and planting at the subject site which would only serve to improve the ecology of the area. The proposal satisfies the aims and objectives of policies LP15, LP16 and LP39 of the Local Plan and suitable conditions are recommended in this respect and when assessed as part of a planning balance.

### *Contaminated Land*

Policy LP10 of the Local Plan states the Council promotes, where necessary, the remediation of contaminated land where development comes forward. Potential contamination risks will need to be properly considered and adequately mitigated before development proceeds. A Phase 1 Desk Study was submitted as part of the application. The report includes a history of the site which states the site was developed in the 1960s with the current garages. The study identifies the adjacent railway land as potentially contaminative offsite land.

The report concludes that a Moderate to Low risk from ground gases has been identified with respect to future users. It is further recommended that a Phase 2 Site Investigation would be required.

The information provided was reviewed by the Council's contamination officer and it was recommended that Council's standard contamination condition DV29F be applied.

### *Flood Risk*

The site is within Floodzone 1 where it abuts South Worple way, although a slither of the central portion of the site is located within Floodzone 2 (which gives a medium risk of flooding), on previously developed land, comprising of hard-standing, bordered by a road and railway and residential housing. However, the entirety of the site which is included in Floodzone 2 benefits from flood defences, as confirmed by the Environment agency and also within the Richmond Strategic Flood Risk Assessment. The FRA confirms the proposal would be of low risk of flooding and describes appropriate mitigation measures to limit risk.

### *Sustainability*

The dominant condition stipulated in terms of energy and sustainability is for all developments to achieve at least a 35% reduction in regulated carbon dioxide emission beyond the minimum targets in Part L of the building regulations.

The application has been supported by an Energy statement by Bluesky Unlimited and Sustainability Construction checklist (SCC) which provides details of various measures and the be lean, clean and green hierarchy, as well as a list of passive measures, including improved thermal performance and energy efficient lighting. In terms of 'Be Green' PV cells have been confirmed as the most suitable energy strategy, contributing a 38.18% reduction over the Building regulations 2013. Further savings are achieved in terms of 'Be Lean' through energy efficient insulation in the



building fabric such as the walls, windows and doors amounting to a further 10.76% reduction over Part L.

In terms of the SCC the scheme passes and indicates that the development would make a contribution towards achieving sustainable development in the Borough and the total carbon dioxide savings would amount to in excess of 35%, which would satisfy policy requirements as detailed within policy LP22. Full details of the proposed energy measures are detailed within the supporting statements.

#### *Community Infrastructure Levy*

The Community Infrastructure Levy (CIL) is a planning charge, introduced by the Planning Act 2008, as a tool for local authorities to help deliver infrastructure to support the development of their area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010, allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

The site is liable for CIL through Mayoral and Borough charges; the latter is charged at the Higher Band. Existing floorspace or 'demolition credit' can be taken into account if there is 'existing floorspace' at the time of planning permission being granted.

Borough CIL and Mayoral CIL as follows:

#### *Mayoral Community Infrastructure Levy (CIL)*

The estimated amount of Mayoral CIL for this development is **£46,966.76** in accordance with the Mayor's CIL 2 Charging Schedule (MCIL2) that took effect on 1<sup>st</sup> April 2019. The actual amount of CIL can only be confirmed once all relevant details are approved and any relief claimed.

#### *Richmond Community Infrastructure Levy (CIL)*

The estimated amount of Richmond CIL for this development is **£206,339.33**. The actual amount of CIL can only be confirmed once all relevant details are approved and any relief claimed.

<b>Community Infrastructure Levy (CIL) estimate</b>	
Mayoral CIL	<b>£46,966.77</b>
Borough CIL	<b>£206,339.33</b>

The total CIL Liability is therefore **£253,306.10**. The actual amount of CIL can only be confirmed once all relevant details are approved and any relief claimed.

### **Conclusion**

The proposed loss and demolition of an existing garages and replacement with five family dwellings on brownfield land has been justified and is policy compliant. The proposal would enhance the character and appearance of the host site, whilst responding to the sites constraints and would have no significant adverse impact on the amenities of neighbouring occupiers in terms of loss of daylight/sunlight. With a suitable legal agreement limiting access to parking permits for new residents of the dwellings in the CPZ there is sufficient car-parking provision and a good standard of accommodation would be provided.

The applicant has provided evidence that the loss of garages would have an acceptable impact on the parking and transport conditions of the area. The acoustic, transport and waste management documentation has demonstrated the site can effectively function and provide a good standard of living for future occupants with acceptable impacts on the existing residents. Further technical information required and will be conditioned.

Due to the combination of benefits as a result of this development, which includes an off-site financial contribution to affordable housing in the borough it is considered that the proposal is

acceptable, policy compliant and would not prejudice the aims and objectives of the national and local policies listed above when considered as part of a planning balance.

**Recommendation:** Approval, subject to conditions and a section 106 to secure:

- Affordable housing contribution of £397,000
- CPZ permit restriction

The determination of this application falls within the scope of Officer delegated powers - **YES**

**I therefore recommend the following:**

- 1. REFUSAL
- 2. PERMISSION
- 3. FORWARD TO COMMITTEE

This application is CIL liable  YES\* NO  
(\*If yes, complete CIL tab in Uniform)

This application requires a Legal Agreement  YES\* NO  
(\*If yes, complete Development Condition Monitoring in Uniform)

This application has representations online  YES NO  
(which are not on the file)

This application has representations on file YES  NO

Case Officer (Initials): .....VAA..... Dated: 09/12/2019.....

**I agree the recommendation:**

This application has been subject to representations that are contrary to the officer recommendation. The Head of Development Management / South Area Team Manager has considered those representations and concluded that the application can be determined without reference to the Planning Committee in conjunction with existing delegated authority.

South Area Team Manager: .....  .....

Dated: .....14.09.2020.....SUBJECT TO S106