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

PLANNING STATEMENT

May 2023

1) INTRODUCTION

This planning statement has been prepared on behalf of First Regent Securities Limited to support an application for planning permission for the demolition of 15 existing lock up garages and the erection of one 2 bed detached house and a detached building containing four 2 bed flats on land at South Worple Way, East Sheen, London SW14 8NG.

2) THE SITE & SURROUNDING AREA

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.

Presently location on the site is a line of 15 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 at the eastern end and narrows towards the western end.

The northern boundary of the site is formed by the Richmond – London railway line.

Adjacent to the site to the east is a recently consented application for 5 no. detached dwellings; ref: 19/3324/FUL.

At the western end of the site there 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.

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

Planning permission was refused in 1989 for the redevelopment of the garages to form 60 parking bays and 10 business units.

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.

These matters are 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.

In addition, as previously mentioned, consent was granted on 30th September 2020 for the demolition of 30 lock-up garages and erection of 5 no. 3 bed detached houses with associated hard and soft landscaping, parking and cycle and refuse stores.

4) APPLICATION PROPOSAL

It is proposed to demolish 15 existing lock up garages and erect one 2 bed detached house and a detached building containing four 2 bed flats. Each will have a parking space and the house will have a private garden. The flats will have a refuse and cycle store and some communal amenity space.

The buildings would be of traditional design and would harmonise with the recent adjacent approval and character of the local area. The dwellings 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

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.

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.

Paragraph 122 states that planning decisions should support development that makes efficient use of land.

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.

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

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

London Plan 2021

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 GG2 recognises the pressing need for more homes and requires Boroughs to achieve and exceed the relevant minimum Borough annual average housing targets.

Policy D3 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.

Policy D4 emphasises that housing development should be of the highest quality, internally, externally and in relation to their context and to the wider environment.

Policy H2 relates to small sites (below 0.25 hectares) and encourages Boroughs to pro-actively support well-designed new homes in order to significantly increase the contribution of small sites to meet London's housing needs (Richmond's ten year housing target is 2,340 new homes).

Richmond Local Plan 2018

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.

Policy LP8 concerns amenity and living conditions and requires all development to protect the amenity and living conditions of new and existing residents.

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.

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

Principle of Development

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.

The garages were originally constructed as ancillary to residential dwellings and 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. Most of the garages are being used by individuals for private storage purposes as they are too small for most modern cars. There is no policy requirement to retain the surplus garages.

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.

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.

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

The application proposal has been formulated to take into consideration the nature, form and character of the local area and the scheme has been designed to respect and complement this character.

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.

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.

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.

It is considered that the scheme would be acceptable in design terms and has respect for the aesthetic quality of the locality.

Residential Development Standards

The scheme has been designed to comply with the National Space Standards. It has also been designed to ensure that there will be 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.

The floor to ceiling heights will be 2.5m for 75% of the dwelling.

Residential Amenity and Living Conditions

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

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.

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), the recent residential redevelopment scheme adjacent to the railway line at the junction of North Worple Way and White Hart Lane and the recently approved scheme next door.

Transport, Highways and Parking

The information regarding tenancies and usage demonstrates that only a limited number of garages are used for car 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.

A Parking Stress Survey was undertaken by the applicants for the adjacent site (ref: 19/3324/FUL) which demonstrated that the application proposal would not give rise to unacceptable parking stress in the local area. Additionally, paragraph 109 of the NPPF 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.

The application proposal would provide one parking space per dwelling. Given the sustainable and accessible nature of the site which has a PTAL of 2/3, the parking provision would not give rise to any severe adverse highway impacts.

The house has been designed to provide a cycle and bin store and the flats have a separate cycle and bin store to the left side and rear of building respectively.

Sustainability

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

Flood Risk

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.

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.

Paragraph 101 of the NPPF states that development will not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding (the Sequential Test). However the LBR Planning Guidance Supplementary Planning Document states due to the fact that approximately 60% of the LBR lies within Flood Zone 2 or 3 it is considered unreasonable to restrict development just to this area and the Sequential Test does not need to be applied.

7) OVERALL CONCLUSIONS

The application proposal complies with relevant National and Local Plan policy. In addition, it accord's with the provisions of the Development Plan and, as per paragraph 11 of the NPPF, it is considered that the development proposal should be consented.

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