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1.0 INTRODUCTION

1.1 Project Introduction

212 High Street in Sutton is a three storey commercial building with the ground floor previously occupied by the Cake Box retail store and the upper floors used as storage, office space. The proposed development tries to make the best use of this site and will contribute to the Town Centre and deliver residential housing units in the town centre, contributing to the future of the High Street to deliver activity and vibrancy. This Statement describes the background to and the content and quality of the development proposals.

The key benefits these proposals will bring are as follows:

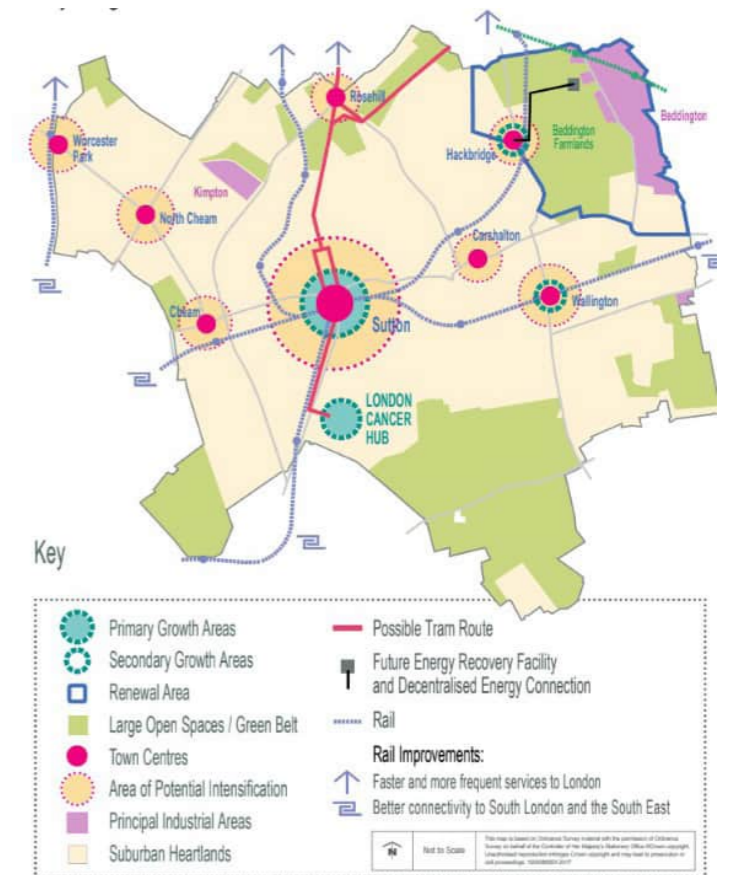
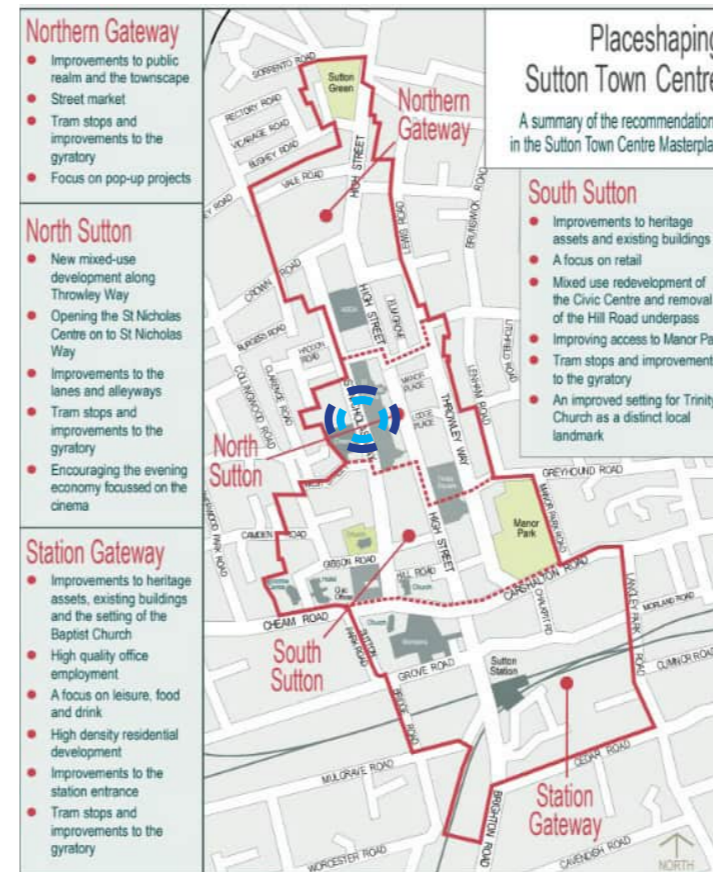
- Provide 8 HMO units in a highly accessible location
- Provide 8 bedrooms all with ensembles and a communal living/kitchen/dining spaces located on the third floor.
- Improve the surrounding environment including the High Street and adjacent alleyway.
- Deliver a high-quality building that makes a positive contribution to the High Street

2.0 SITE ANALYSIS

2.1 Site Location

The proposed development 212 High Street is located within the town centre of Sutton. Sutton is an affluent town in south London which is popular with commuters and is situated approximately 10 miles south of central London and 4 miles west on Croydon. It is the principal town of the London Borough of Sutton and benefits from strong road and rail links. Junction 8 of the M25 is located 8 miles to the south of the town with Sutton railway station providing a regular service into London Victoria, London Bridge and St Pancras stations with journey times from 35 minutes.

The site is situated at the Northern end of the High Street in Sutton Town Centre and is a pedestrian street. Most of the buildings in the Northern gateway of the Sutton High Street are 3-4 storeys high with commercial development on the ground floor and residential or office on the upper levels. The area is well connected and classified as PTAL 6 and also falls within the area identified for Potential Intensification. A strategic objective for Sutton Town Centre is to provide more residential developments in line with The Local Plan.

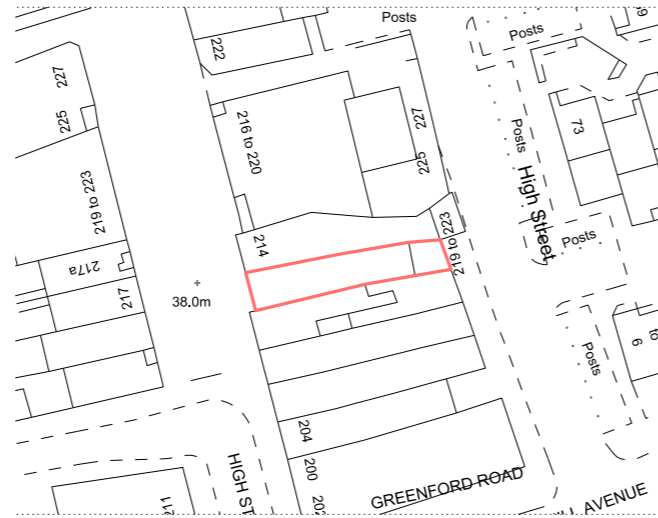


2.2 Site

The proposed site is occupied on the ground floor by Cake Box and is adjacent to Sutton Barbers and St Raphael's Hospice on the High Street in Sutton. The 3-storey terraced houses are part of the Sutton Conservation area.

To the rear of the site is a Elm Grove which contains a number of cul-de-sacs with residential units containing blocks of flats. The proposed development has the rights of access to Elm grove with direct access at the rear of the property.

The existing street scape in the vicinity of the existing building is quite dated, with a mix of lower quality surface materials and street furniture creating street clutter, and a public realm which lacks character and quality.



212 High Street- Location Plan

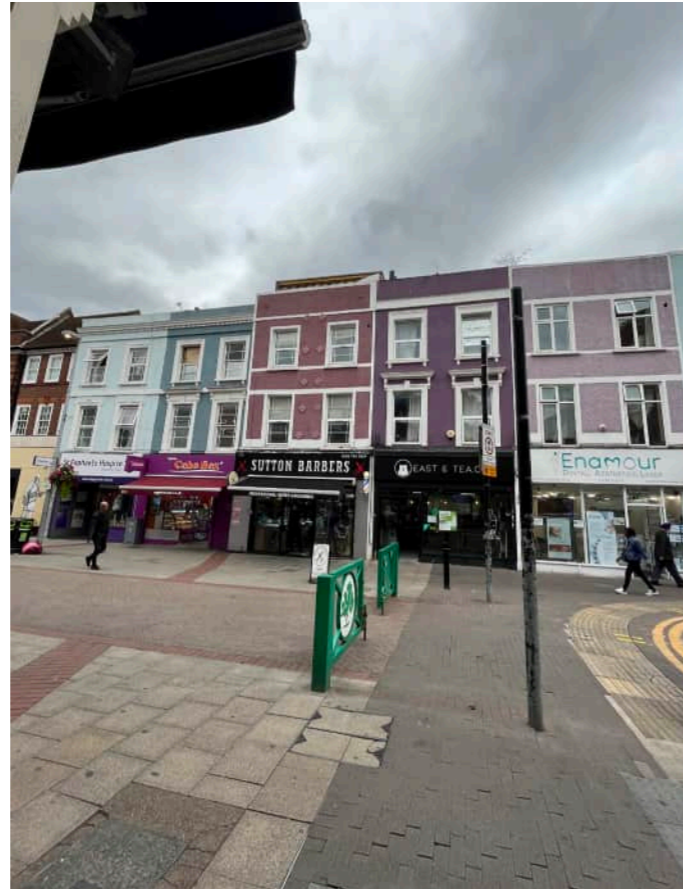


212 High Street- Street View



212 High Street- Aerial View

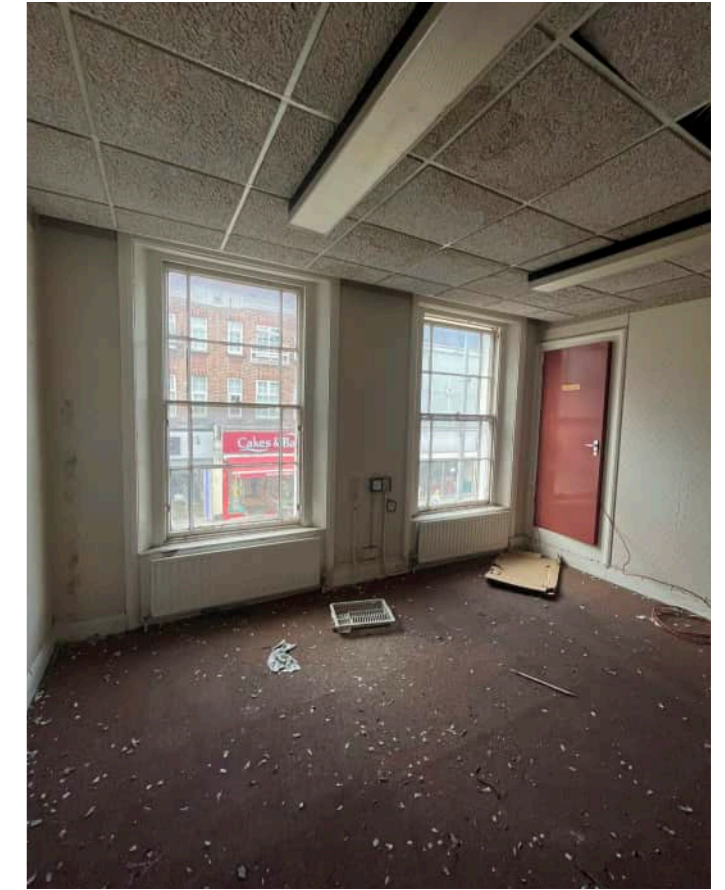
2.2 The Site



212 High Street- Front Elevation



212 High Street- First Floor Space



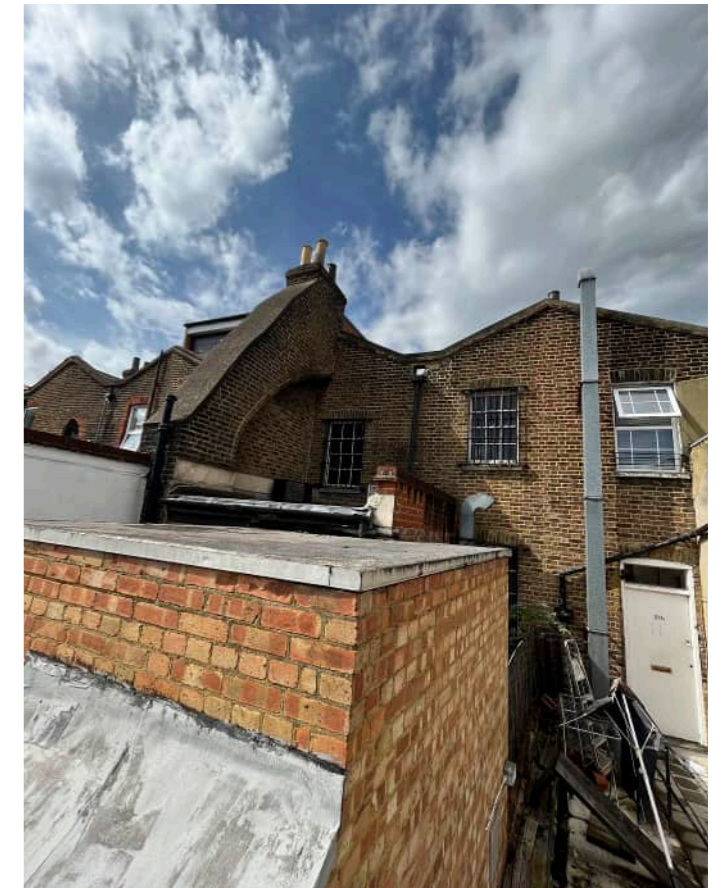
212 High Street- 1st floor front windows



212 High Street- Rear Elevation

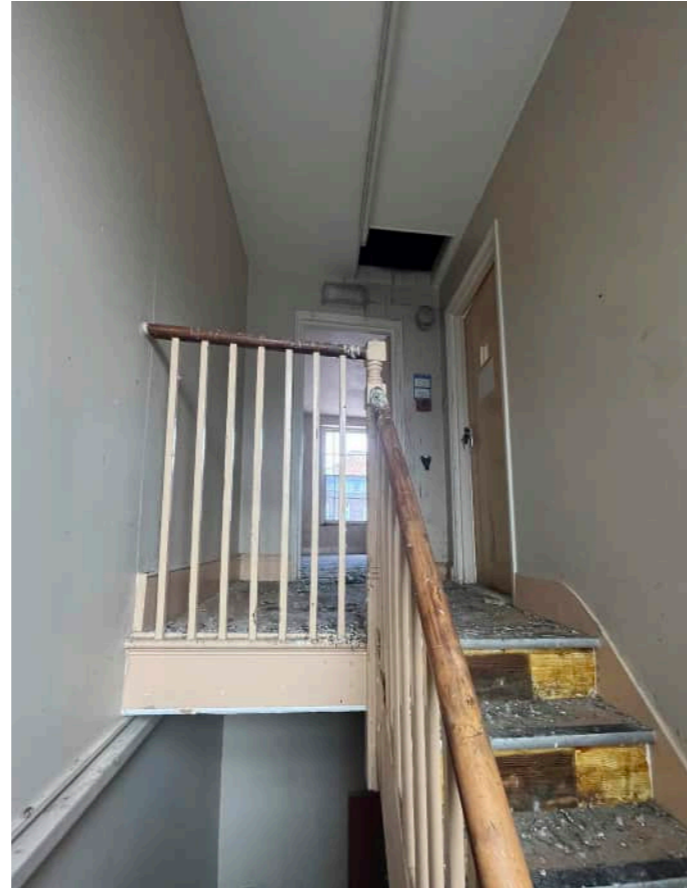


212 High Street- 1st floor front bay



212 High Street - Rear Exterior View

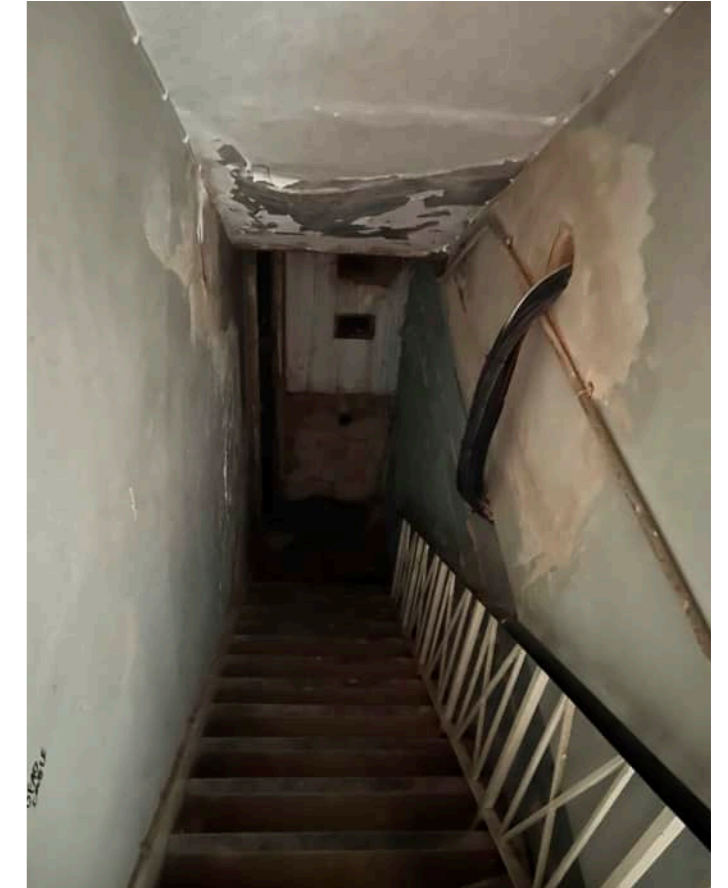
2.2 The Site



212 High Street, Stairs



212 High Street, 1st floor



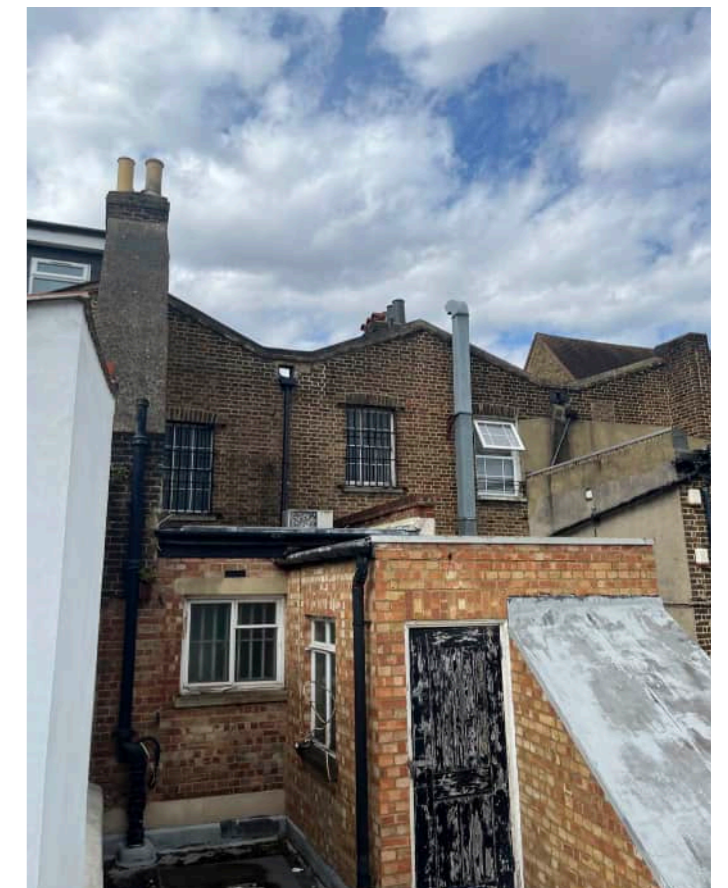
212 High Street, 1st floor



212 High Street- Rear Exterior Access



212 High Street - Rear Exterior View



212 High Street- Rear Exterior View

2.3 Site Ariel Views



212 High Street, East Facing View



212 High Street, South Facing View



212 High Street, North Facing View



212 High Street, West Facing View

2.4 Site Photos



01 | 219- 227 High Steet Front Elevation



01 | 219- 227 High Steet Front Elevation



02 | 216- 220 High Street- The Sound Lounge Front Elevation



03 | 211 High Street - Taco Bell



04 | 238a High Street



05 | 232-234 High Street



06 | 230-226 High Street



07 | Alleyway beside 212 High Street



08|186 High Street



09|193 High Street Front Elevation



10|217 High Street , Front Elevation



11 | 210-212 High Street , Front Elevation



STANDING POSITION OF SITE PHOTOS

2.5 Conservation Area

CONSERVATION

The site falls within the Sutton Town Centre High Street Conservation area and is locally listed.

For the council of Sutton, they set out in their local plan their expectation for development in a conservation area: 'expect development within a Conservation Area to conserve and, where practicable, to enhance those elements which contribute to the Conservation Area's special character or appearance'

212 High Street is part of the Sutton Town Centre Conservation area in the Sub-Area D- The shopping Parades and Shops.

The Sutton Town Centre Conservation Area Appraisal and Management Plan states

In point 3.9 the plan states 'The Historic England Advice Note 1: Conservation Area Designation, Appraisal and Management states that 'change is inevitable, however, not necessarily harmful and often beneficial' (paragraph 4). Therefore, the Conservation Area is not concerned with 'preserving the High Street in aspic'. The council expects a certain amount of change particularly as retailing contracts to be

replaced with other entertainment and social uses.

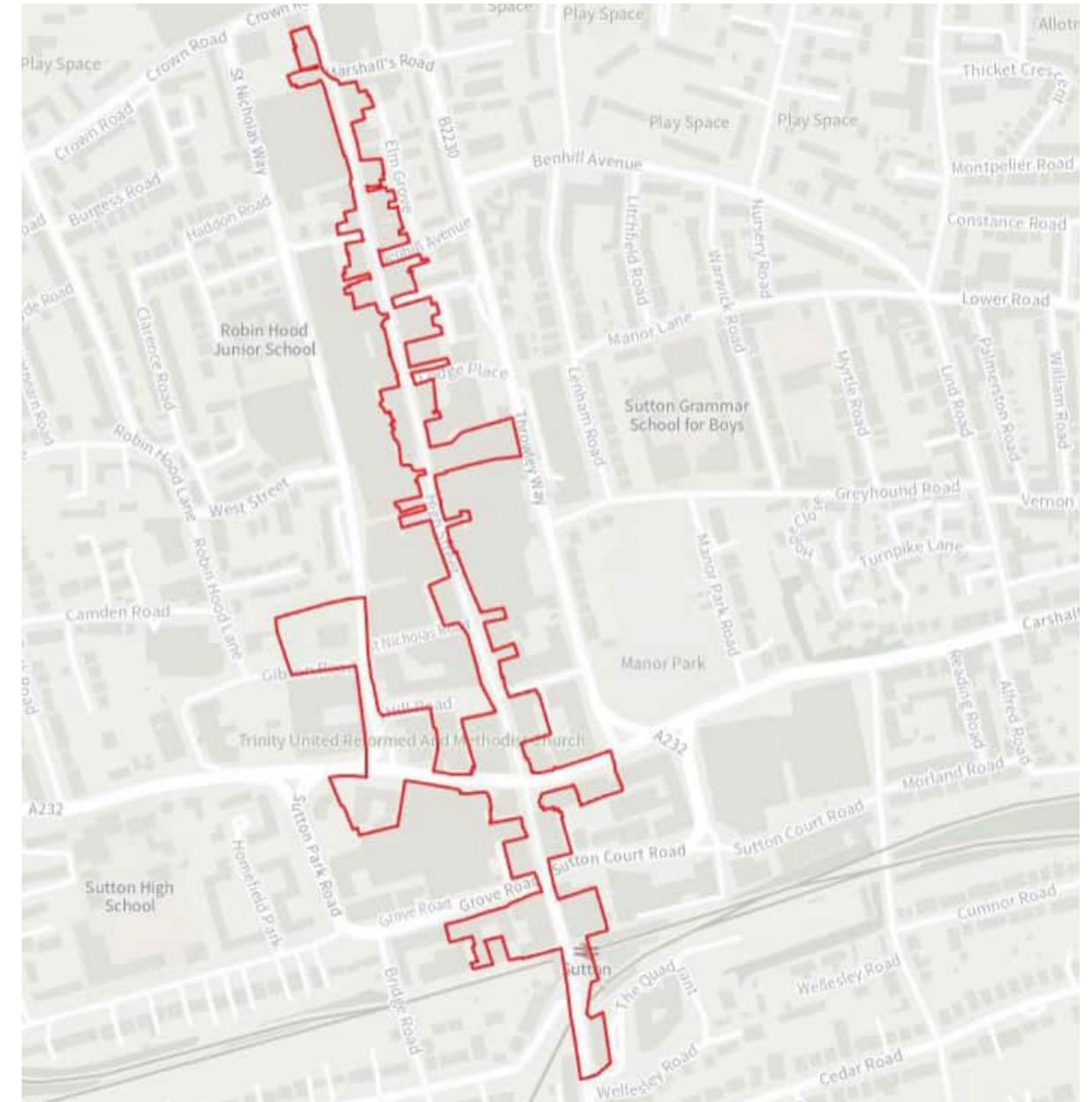
The council welcome change that will benefit the high street and Sutton as a whole, they do not expect the High Street to stand still. They understand that change can happen and sometimes needs to happen. A building's previous function can change to something different if it is beneficial. With the building in its current state, change is needed to bring them back to a point where they will be beneficial to the high street. The creation of a HMO is positive change from their current state of neglect and would address the important social issue of providing new affordable housing.

In point 3.10 the plan states 'In Sub Area D (a new designated area of the high street which includes no.212), the council will principally be concerned with development of a building in the Conservation Area where it affects the High Street façade and will ensure that the character and appearance of the High Street is not harmed. The objective is to ensure, as far as reasonable, that the built form remains subservient to the façade as it is today.'

The design has been carefully managed so that any existing detailing or features will not be damaged or changed. While an extra storey has been added, it has been set back and all materiality detailing has been designed to match the existing. Any other proposed external changes are for the rear which has no direct effect on the high street.

Its frontage is listed as secondary shopping frontage. The relationship with the street scene is key and anything that enhances this will be of benefit to the high street and the people who use it.

Finally, and importantly, 212 are located within an area of Sutton which has been identified as an area of potential intensification. This is defined in the London plan as 'Areas that have significant potential for increases in residential, employment and other uses through development of sites at high densities with more mixed and intensive use but at a level below that which can be achieved in the Opportunity Areas'. The proposed development of the site will bring an increase in residential use opportunity for the site and make use of the diverse nature of the site's location.



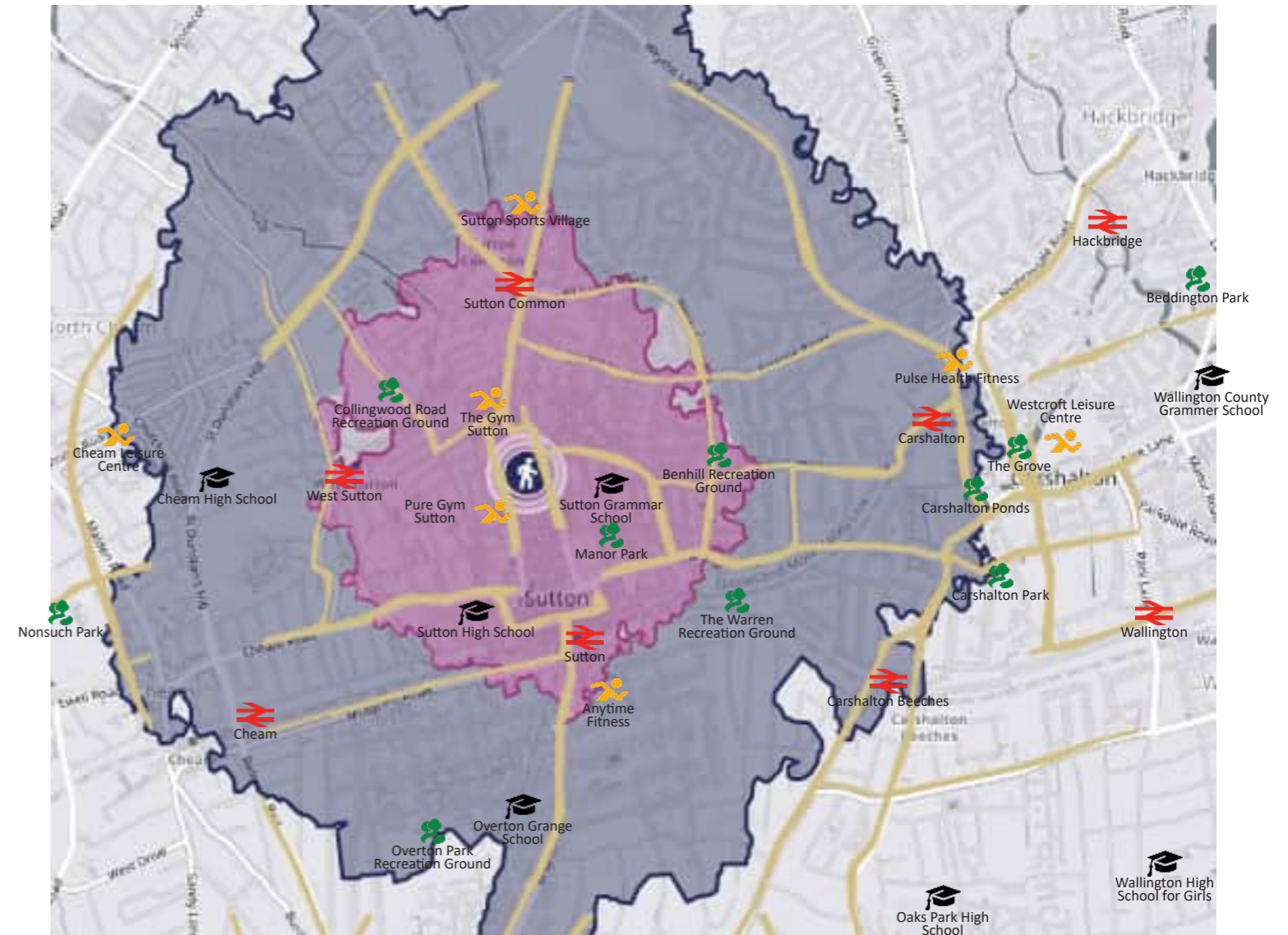
2.6 Amenities

Education & Green Infrastructure

- With the site located in the centre of the largest and most diverse urban area in the borough, there is an abundance of public transport links, shops, and amenities.
- There are many open spaces within the area with Manor Park, and multiple recreation grounds within a short walking distance and plenty of other larger parks only a short cycle or bus ride away.
- There are several local schools, with Sutton Grammar school and Sutton High School the closest.
- There are multiple gyms and leisure centres providing a range of different facilities very close by.

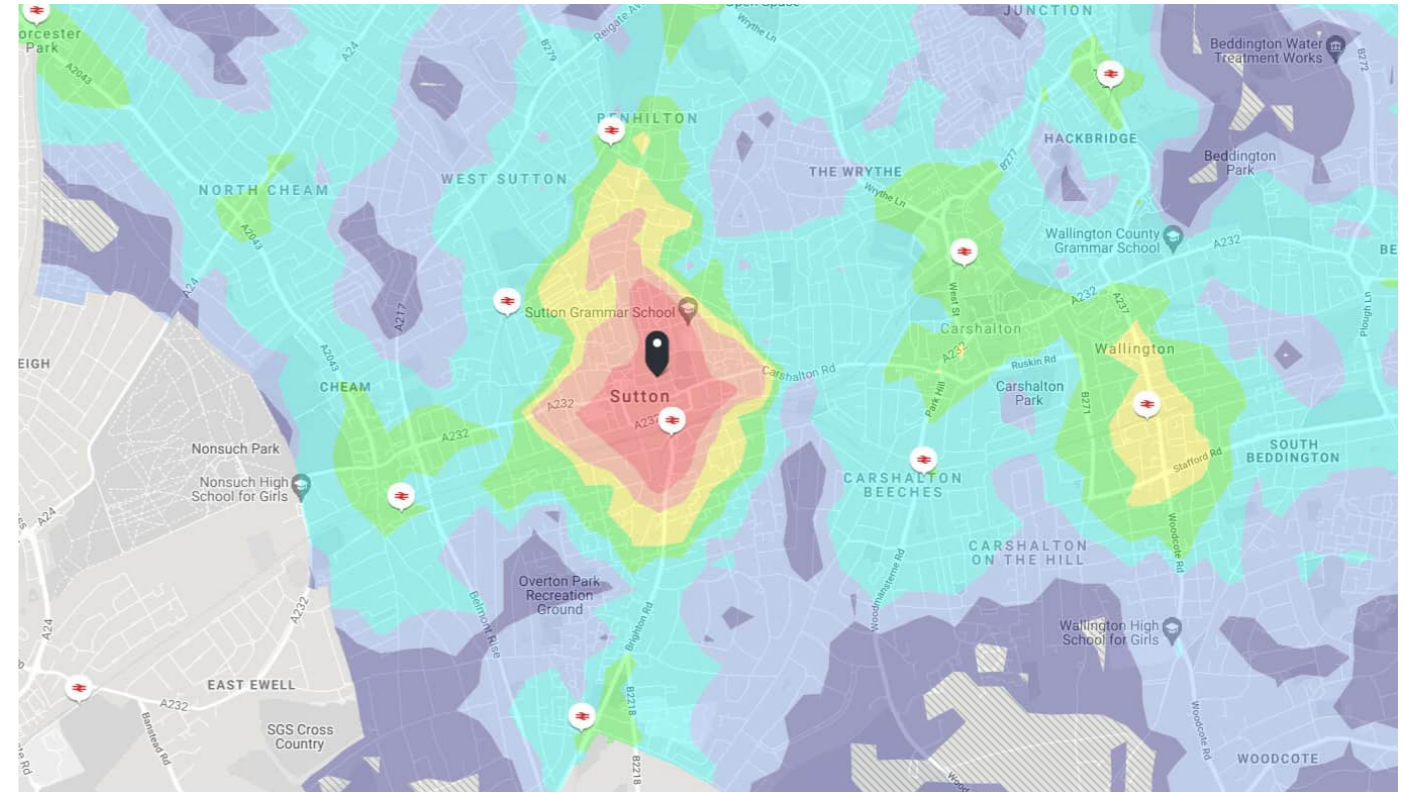
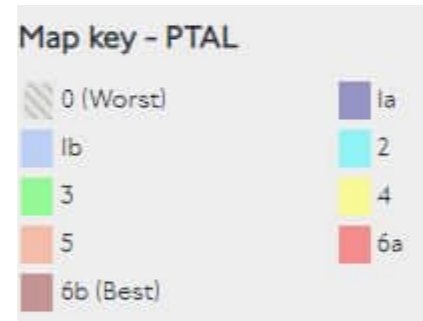
Legend

- 15 minutes walking radius
- 30 minutes walking radius
- Primary roads
- 🚉 Train/Tram stations
- 🌳 Parks
- 🎓 Schools
- 🏊 Sports Club

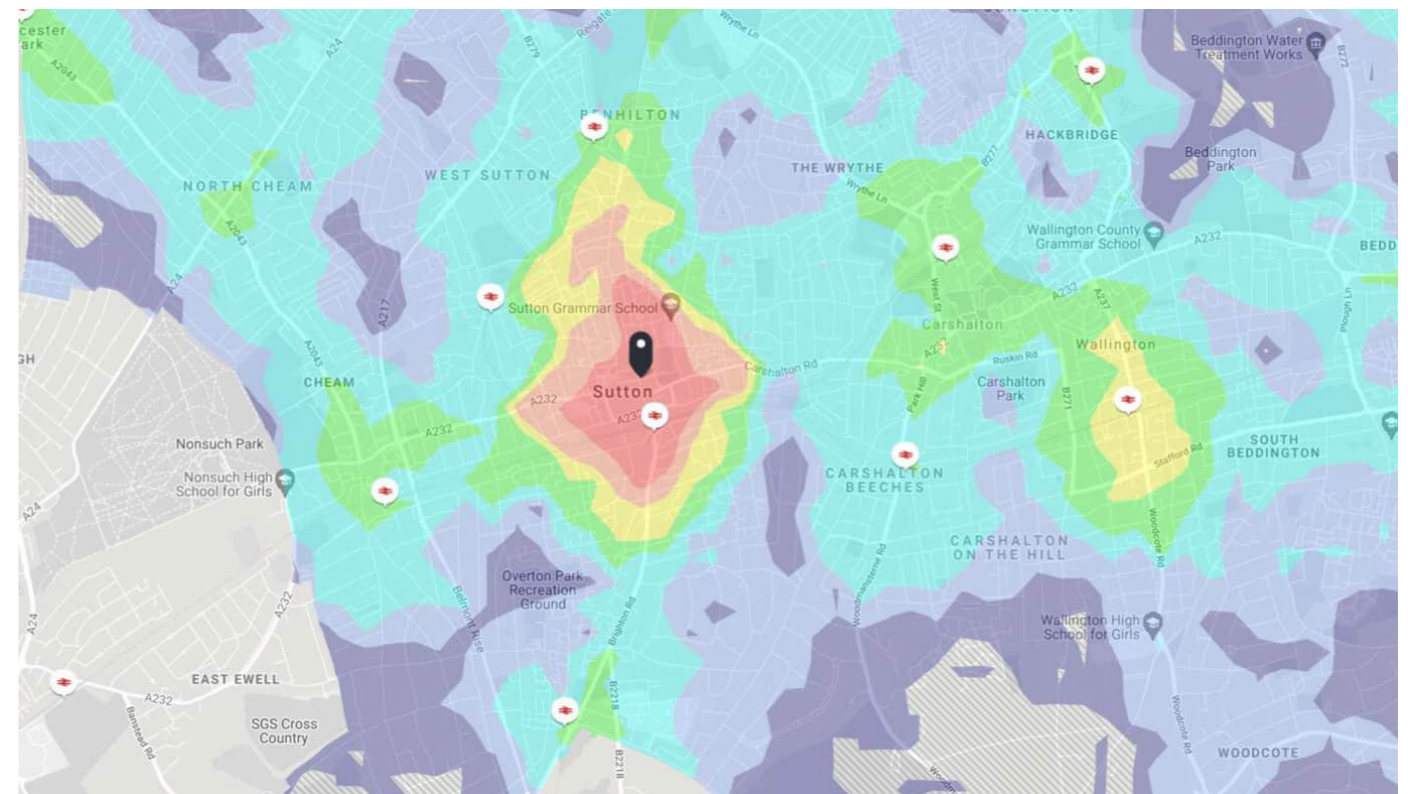


2.7 Surrounding Context

- The central location of the site means that it is within easy distance of variety of different public transport links.
- PTAL is a measurement which rates locations by distance from frequent public transport services.
- In 2023 the site has a PTAL rate of 6a which is considered excellent. It is predicted to continue that way for at least the next 10 years to 2033.
- The high rating is because of the sites location on Sutton high street which means it benefits from very good transport links, with trains into Croydon, Wimbledon, Epsom and London City Centre. There are a number of local bus routes 80, 151, 164, 213, 280, 407, 413, 470, 613, 627, N44, S1, S3, S4, X26 provide connections into Croydon, Carshalton, Wimbledon, Tooting, Epsom, Kingston, Banstead, and Caterham from Sutton town centre.
- Due to the good transport links and the town centre location, it means having a car is not necessary in this area.



PTAL 2023



PTAL 2033

2.8 Flood Risk

212 High Street is situated in flood zone 1, an area with low probability of flooding but with high risk for surface water flooding.

The proposal intends to connect to the existing sewer system as exists at present on site. The existing guttering and downpipes will also be replaced and upgraded. There will be no rainwater runoff because as a result of this proposal.

LEGEND

-  Selected point
-  Flood zone 3
-  Flood zone 3: areas benefiting from flood defences
-  Flood zone 2
-  Flood zone 1
-  Flood defence
-  Main river
-  Water storage area



212 High Street and surrounding area

2.9 Planning History

There has been one Pre-Application - **DM2020/01569** to change the use from a retail to residential use providing 1 self contained unit for 210-212 High Street. The Pre-application was validated on the 27th October 2020. It was withdrawn.

There has also been a planning application - **B1997/42166** for the provision of two telephone kiosks which was refused.

70/5954

Erection of illuminated fascia sign.
Application Granted: 11/03/1970

65/112

Change of use to employment agency
Application Granted : 19/05/1965

66/1406

Conversion for banking purposes
Application Granted: 06/06/1966

Other applications have been submitted before for the display of illuminated signs throughout the years. These have been minor alterations to the property and the applications have been granted.

SUT/29995

Retail Shop
Application Granted: 04/01/1965

SUT/28052

New Shop Front
Application Granted: 26/06/1963

2.10 Master Planning Analysis

Heritage assets and Townscape value

Many of the buildings on Sutton High Street date back to the Victorian Era. Some of the buildings of this era are attractive and are well preserved with a strong townscape value. The proposed site, 212 High Street is part of one of the earliest parades in Sutton, built 1839-1866 in a classical style. Consisting of eight units at two bays wide and three storeys high, constructed in stock brick with gables facing High Street. Façades rendered or roughcast, now painted in pastel colours. Alternating fenestration. Nos. 204, 208, 212 and 214 have moulded window surrounds with keystones, raised architraves, scrolled brackets at first floor and simpler moulded surrounds with scrolled brackets at second floor. Nos. 202 and 206 have plain window surrounds with simple sills only at second floor. Nos. 212 and 214 have prominent dentilled cornicing

The adjacent plan from Sutton Town Centre Masterplan highlights this.



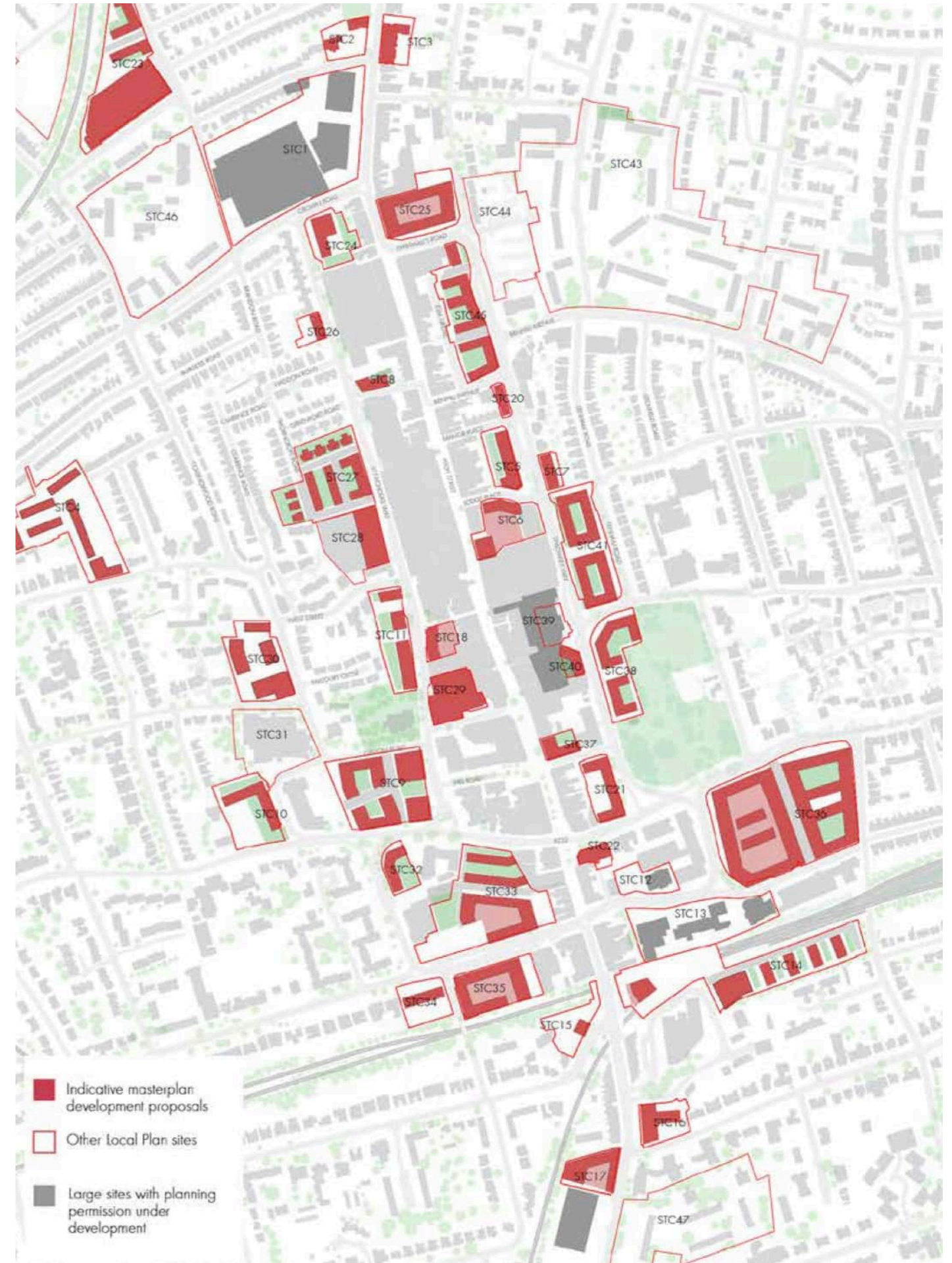
Heritage assets and townscape value

-  Conservation area
-  Listed buildings
-  Strong townscape value
-  Neutral townscape value
-  Limited townscape value

2.10 Master Planning Analysis

Development around High Street

As shown on the Sutton Masterplan Appendix C there are a lot of residential developments happening around and in close proximity of Sutton High Street. Especially around the 212 High Street, there are a lot of new developments that improve the local character of the street. The existing building adds a lot of character to the High Street language and we would look to maintain this. At the rear, it has fallen into disrepair and requires work to improve the character of the building at the rear.



3.0 DESIGN DEVELOPMENT

3.1 Local Character Analysis

The high street is a mix of many different types of buildings that have been built at various stages over the last 100 years. The high street has evolved and grown and has since developed from a single street to a large metropolitan town centre. Running from the station at the southern end to the large Sainsburys and Asda supermarkets at the northern end, a long parade of shops has grown organically over time in a linear shape. At various points in the town's history, the street scene has been punctuated by large changes to the style and character of the street. Demolition, redevelopment, and alternations have resulted in a high street which has a rich variation of development and functionality. However, this has also led to the loss of identity and continuity, whilst there are some examples of the terraced developments of the Victorian and Edwardian periods still existing, along with several schemes that have imitated these period buildings, this is mainly concentrated to the south near the station. In many cases, the large development of modern tower blocks and large commercial developments have left a confusing arrangement of styles, designs and distorted building heights. Nos. 204 to 214 are still the original terraced buildings which have been maintained and protected as part of the Conservation Area. On the ground floor the shop frontages have been altered to suit multiple different owners over the years.



Trinity Square looking South East



Trinity Square looking North West



Trinity Square looking East



The Cock Sign



Trinity Square looking North East



89 to 97 High Street, Sutton



Sutton Train Station



Barclays bank on the crossroads between Sutton High Street and A232



Trinity Church



Sutton Police Station



St Nicholas Shopping Centre



Flats and Offices next to the station



Sutton Civic Offices



St Nicholas Church



89 to 97 High Street
Year: 1896-1913
Materials: Stock brick
Windows: Mullioned



147 High Street
Year: mid 1800s
Materials: Red Stock brick
Windows Sash



176- 186 High Street
Year: 1898
Materials: Red Stock brick
Windows Sash
Flemish and Queen Anne-style influences.



119 to 121 High Street
Year: 1866-1880
Style: Gothic revival
Materials: Stock brick with red brick banding detail, slate roof and three-hole crested ridge tiles
Windows: sash



151-159 High Street
Year: 1924
Style: Tudor Revival
Materials: Red Stock brick
Windows: uPVC
Distinctive Gables with studs and braces



189 to 199 High Street
Year: (unknown)
Style: Regency-Tudor Style
Materials: Stock brick with hipped slate roof and terracotta ridge tiles
Windows: French



123 to 125 High Street
Year: 1866-1895
Style: Classical Revival
Materials: Stock brick with hipped slate roof and terracotta ridge tiles
Windows: Sash



161 High Street
Year: 1890-1898
Style: Tudor Revival
Materials: London Stock brick
Windows: Sash
Flemish style influences,



194 High Street
Year: 1871-1896
Style: Italianate
Materials: Stock brick
Windows: Sash

3.2 Streetscape Analysis

Streetscape Analysis

The proposed extension to the existing building will have minimal effect on the streetscape of High Street, Sutton. The increase in storey does not affect the height of the building as the existing parapet will cover the majority of the new storey and will barely visible from the High Street. The new storey also mirrors the sized and detail fo the neighbouring property which has also had a roof extension.



212 High Street - Existing Streetscene



212 High Street- Proposed Streetscene

4.0 CONCEPT & PROPOSAL

4.1 Design Proposal

Design proposal

The proposal is for a change of use at first, second and the addition of third to Sui generis (HMO). This will include the internal reconfiguration and renovation of the existing building 212 High Street. The rear of property will be extended on the ground, first and second floors to create the 8 HMO's with an additional storey proposed to allow for kitchen/living space.

Layout

The ground floor commercial unit will be remain untouched, with just the addition of a rear extension at ground floor level creating a HMO bedroom and ensuite as well as a new area for the bins and bikes.

The changes will be to modernise stairs and doors so that they meet building and fire regulations. The main change will be the addition of a new main access stairs allowing for improved circulation with the floors above. The new stairs will be separated from the rest of the ground floor plan with the addition of a new internal wall. This will create a new access corridor allowing for movement and access directly from the street and rear of the property. There will be a new access point to the rear area which will be designated as a refuse area, providing places for communal bin and waste storage and bike storage. The first and second floors

will have a layout of 8 separate bedrooms with ensembles and one large kitchen living/space. The third floor will be configured with a kitchen. The current floor layout will be stripped out and reconfigured to create one large floor area. This will involve the levelling of floors and ceilings and the removal of the existing internal party wall. Each bedroom and living space will have direct access to natural light.

Parking/Transport

Due to the sites close proximity to the town centre, the scheme is a car free proposal. The existing use had no existing parking associated with the property, and it could be considered there will be less visitors to the site if its use were solely residential.

There are good transport links, with multiple bus stops, and the train station a short walk away. Adequate cycle parking has been provided with a space for each resident.

Refuse

New facilities on the ground floor will provide the necessary space for the refuse required for the 8 residential units.

Form

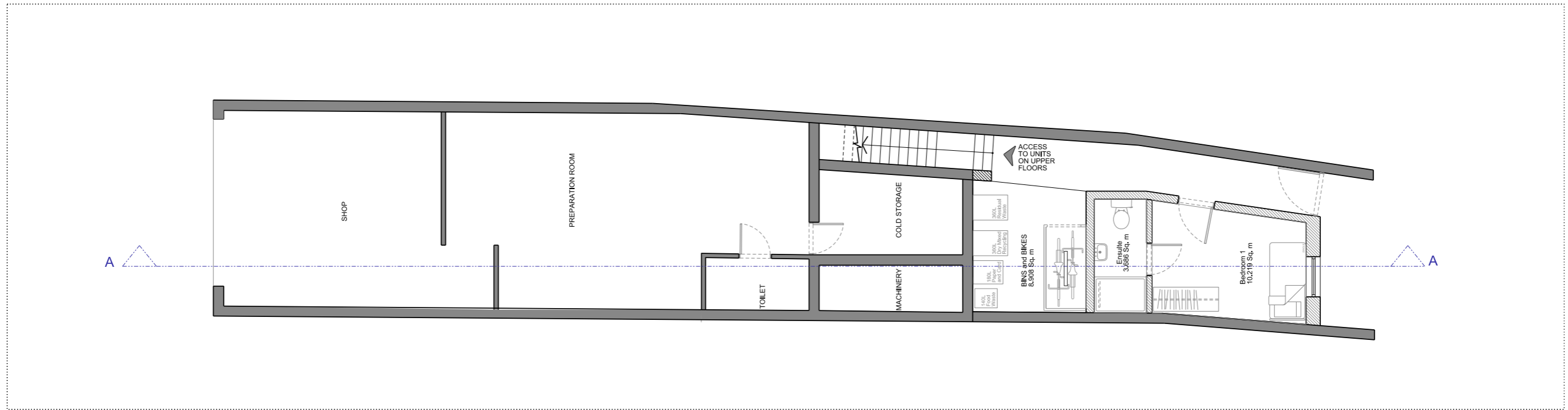
The proposal is to make no changes to the existing front elevation, the character and detailing of the existing will be unchanged and preserved. The addition of new storey has been designed to create as minimal impact as possible, with a low roof profile and the front and rear elevation being set back from the existing front and rear facade.

The rear of the property will extrude out on ground and first floor from the existing, providing more interior space which will allow for greater efficiency in the use of space and has allowed for the creation a greater number of bedrooms.

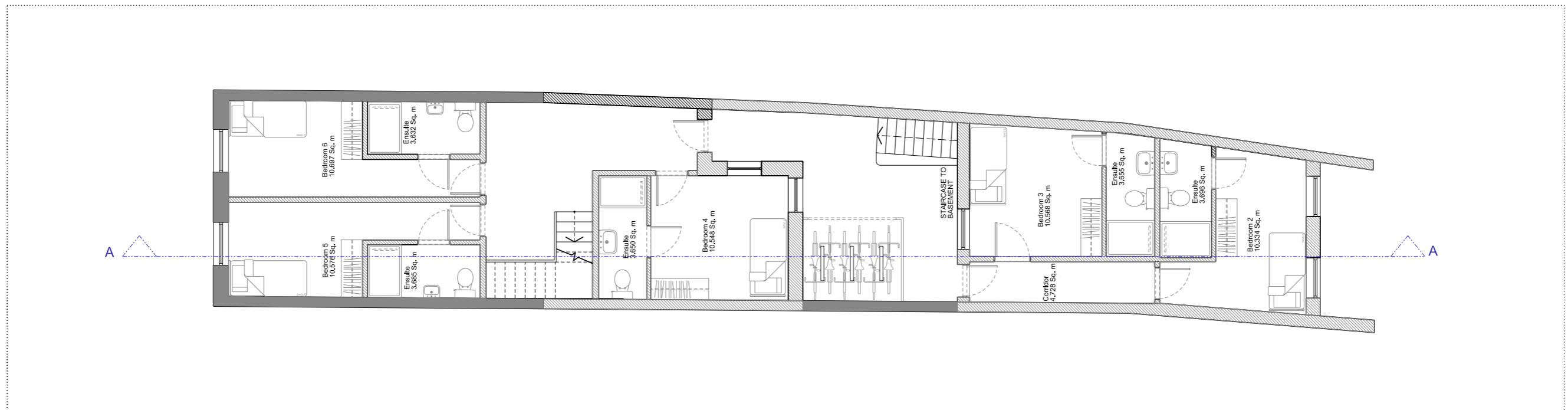
Appearance

The proposal will seek to remain sympathetic to the character of the existing building and the surrounding architecture. The primary façade facing onto the High Street will not be altered. The rear part of the building will be built in yellow/brown London Stock brick, to match the existing elevations, while the roof will be built in matching style and materiality to the existing roof as well no.210. Windows on the rear elevations will reflect a style reminiscent of the ones they are replacing. They will be positioned in such a way that the façade has a balanced look.

4.1 Design Proposal

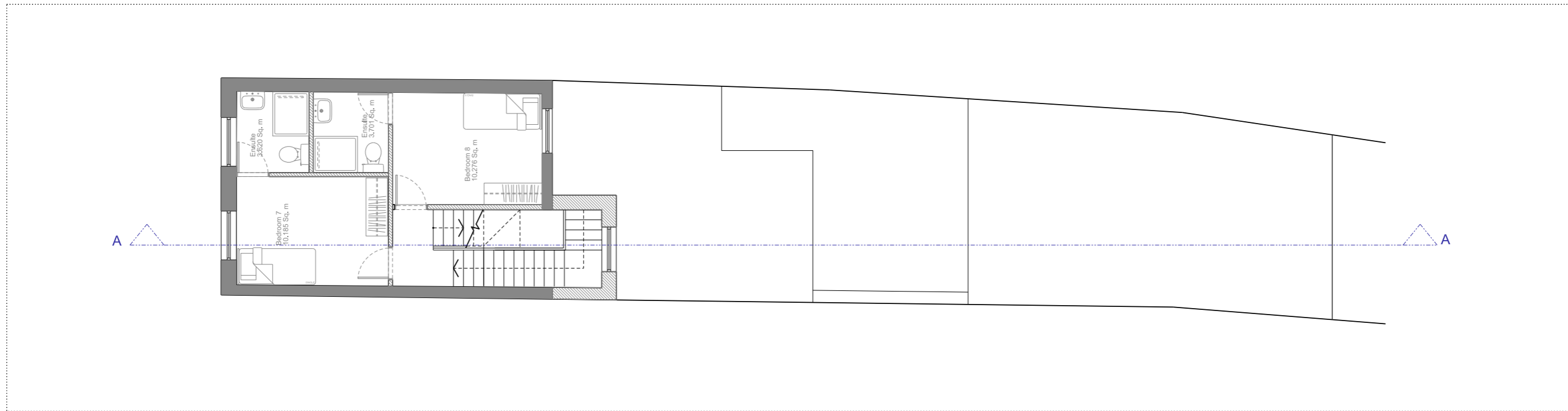


Proposed Ground Floor Plan

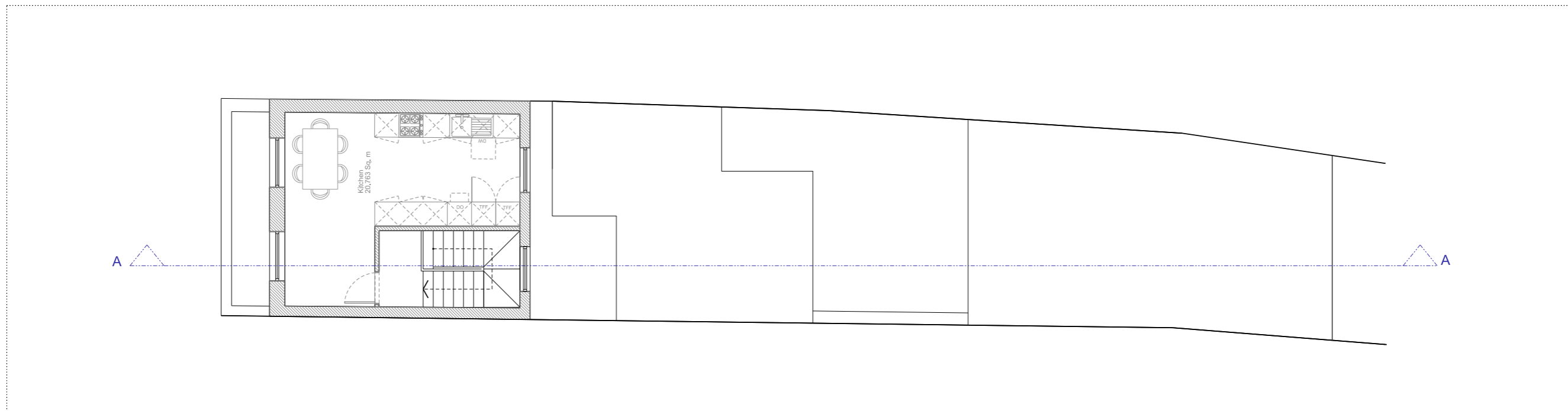


Proposed First Floor Plan

4.1 Design Proposal

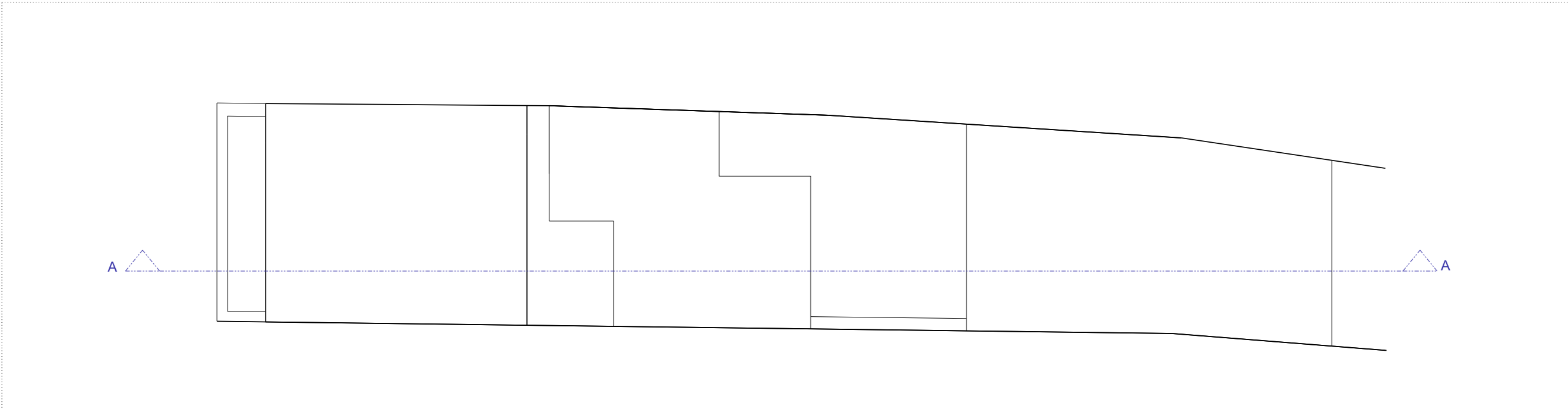


Proposed Second Floor Plan



Proposed Third Floor Plan

4.1 Design Proposal



Proposed Roof Plan

4.1 Design Proposal



212 Sutton High Street - Proposed Elevations

4.1 Design Proposal



212 Sutton High Street - Proposed Elevations

4.2 Materiality

The existing building is predominantly built-in brown/yellow weathered stock brick and any new additions will be built using these materials to lessen the impact of the extension. Any new roof tile will match the existing as well as any new openings at the front and rear will match the existing in terms of colour and material.



Stock brick



Brown clay roof tiles



Drainage



Windows

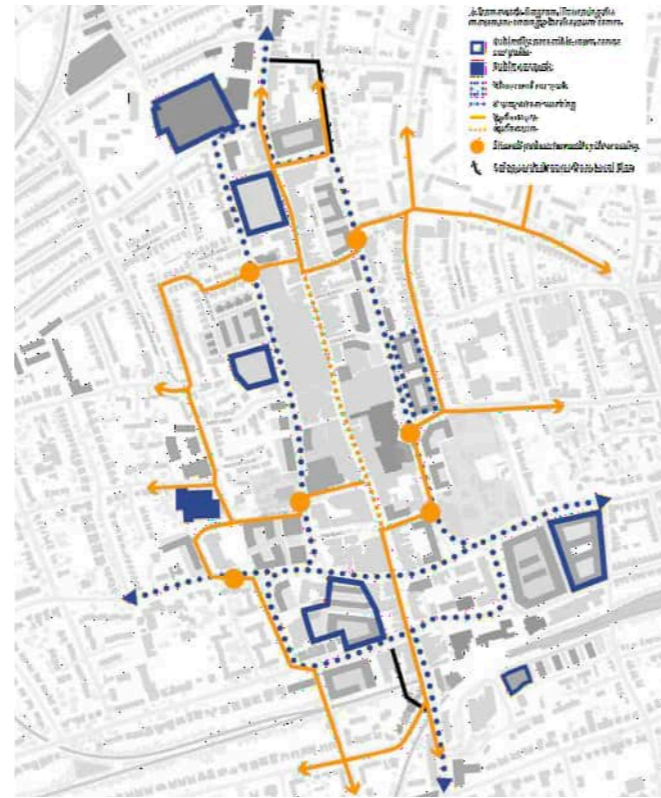
4.3 Car and Cycle Parking

The PTAL rating of this site is 6a which equates to a 'high' level of public transport accessibility. The proposed development is located in the town centre and benefits from good connections to the public transport network that ensures convenient journeys in terms of route and frequency to local destinations and the wider context of London.

Policy 37 of the Sutton Local Plan specifies that car free development will be encouraged in areas with high PTAL levels. As the site is identified as PTAL 6a, the proposal supports sustainable methods of transportation and proposes for car-free development which provides an opportunity to promote walking, cycling and public transport.

To enable residents to store bikes, provisions are made for a secure and separate cycle storage facilities are provided for the residents on the ground and first floor. The parking storage for HMOs contains 2x cycle rack containers of which can hold 6 and 2 cycles securely. This meets the requirements set out in council cycle parking standards.

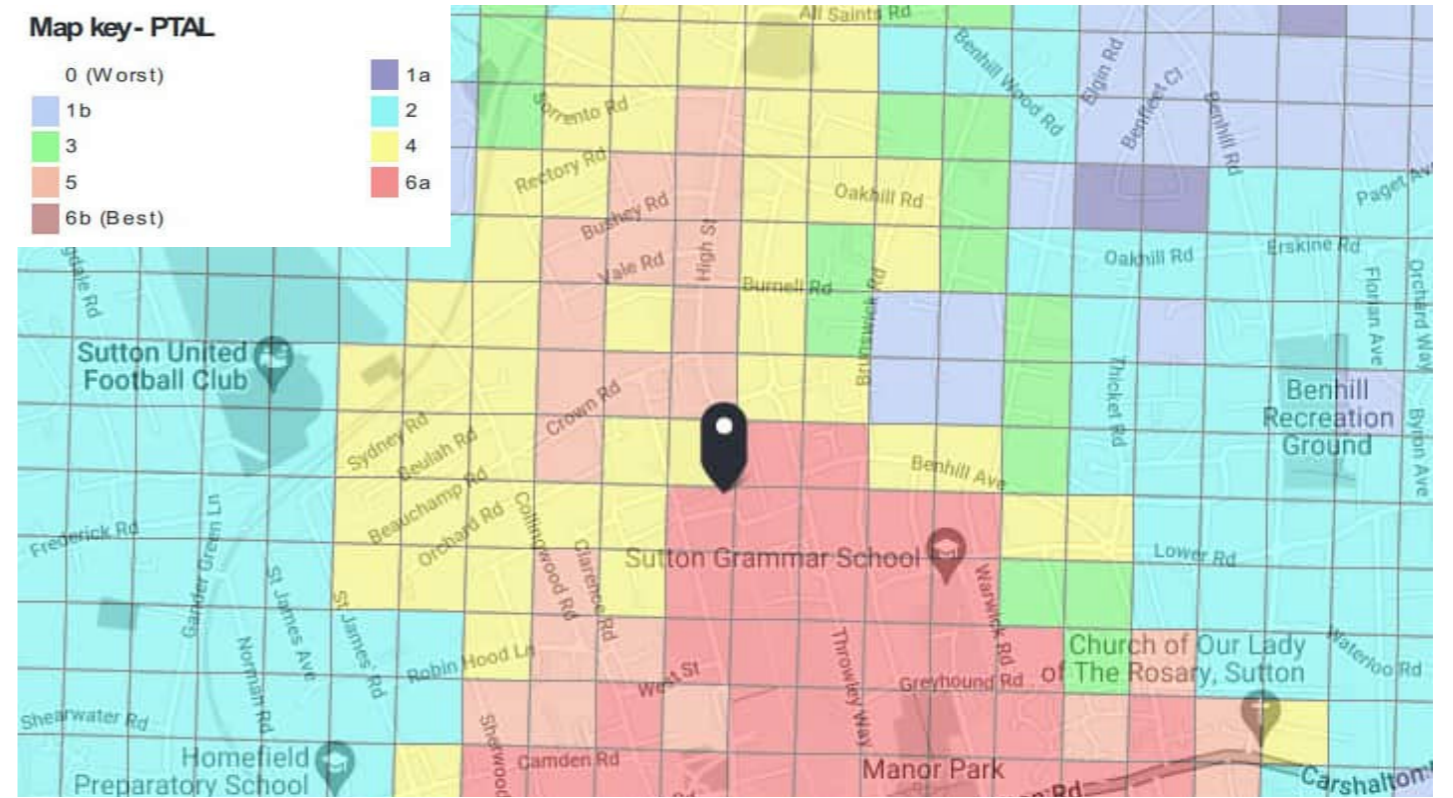
The existing Sheffield hoops on the High Street would be used for short stay parking for both HMOs and retail units. The site benefits from a dense network cycling lanes and its proximity to surrounding local centres and facilities along with the available cycle infrastructure provides adequate incentive to encourage future residents to travel by cycle.



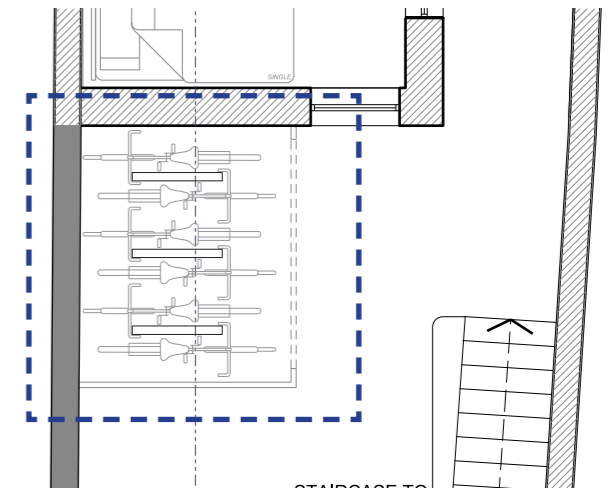
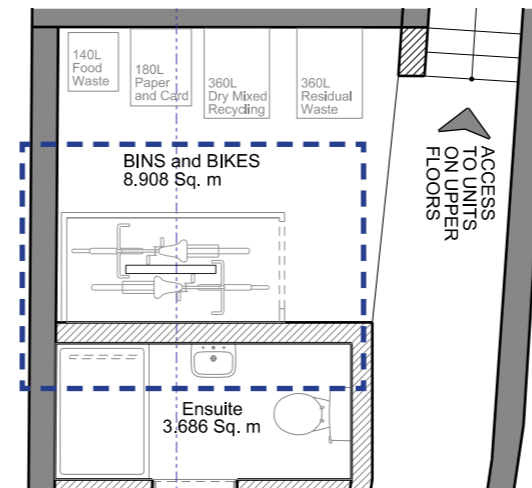
Map key- PTAL

- 0 (Worst)
- 1b
- 3
- 5
- 6b (Best)

- 1a
- 2
- 4
- 6a



Land Use	Standard (Long Stay Provision) <i>(see also paragraph 2 above)</i>	Standard (Short Stay Provision/Visitor provision) <i>(see also paragraph 2 above)</i>	Comments
C3-C4 Dwellings	1 space per studio and 1 bedroom unit. 2 spaces per all other dwellings (except sheltered housing where 1 space per 5 units will be acceptable)	1 space 40 dwellings	All new dwellings should have space to store bicycles securely, preferably undercover/indoors. For houses, this can be in a garage, utility room, garden shed etc. and in these cases there need not be specific provision for cycles. In flats or communal accommodation, a secure, covered cycle parking/storage area should be provided inside or outside each block.



212 High Street_ Ground Floor- Cycle parking location on ground and first floor

4.4 Refuse Strategy

The development complies with the "Recycling and Waste Planning Guidance 2023."

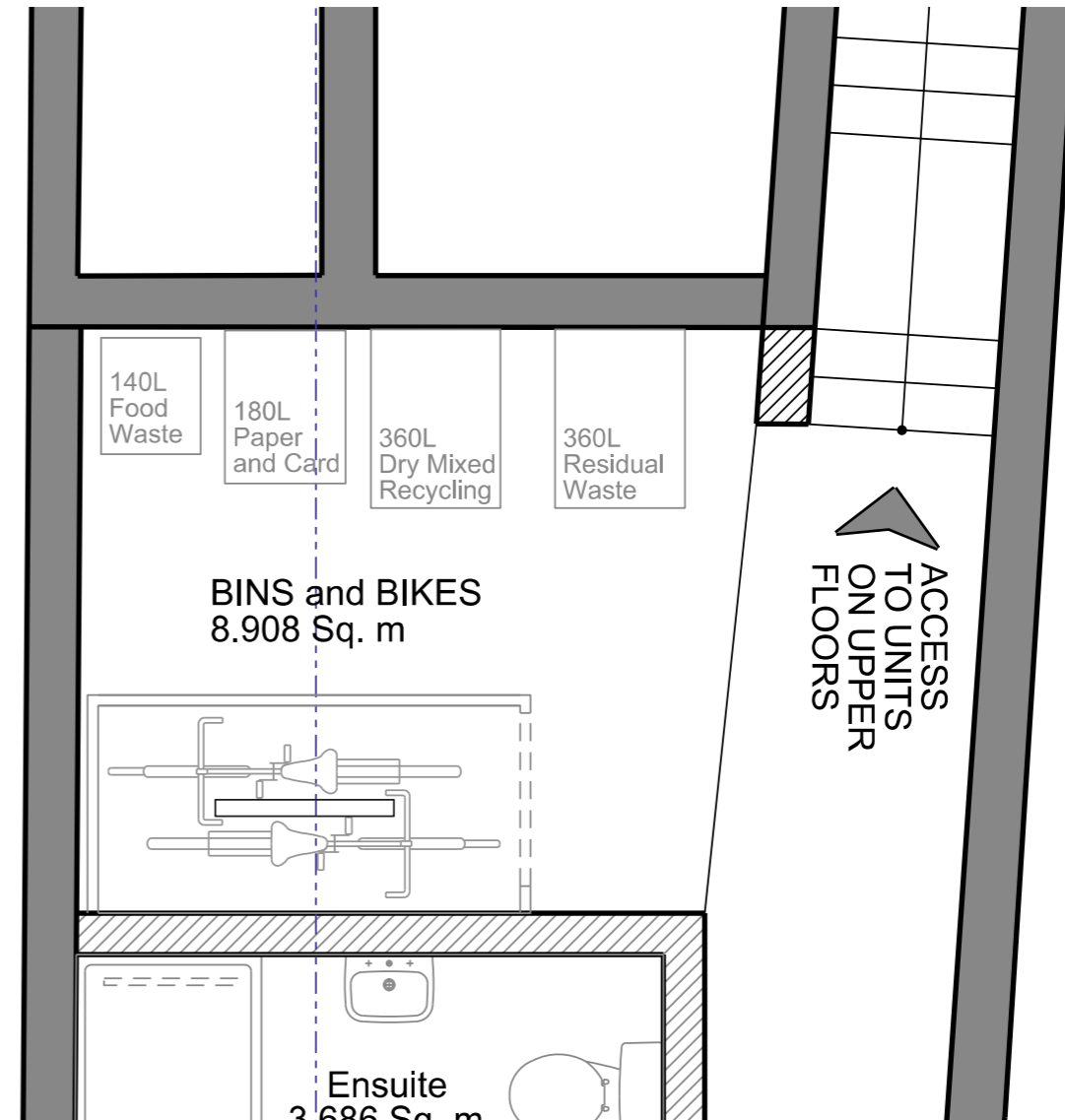
A new separate refuse storage area is provided for the HMO units and is sized in accordance with guidance provided by Sutton and Kingston Council.

Communal properties waste storage requirements: Total Waste Capacity Required = 30 litres per unit + 70 litres per bedroom.

For 212 which has 8, 1 bed flats (8x30L) + (8x70L) = 800L
Residual Waste = 40% = 320L
Dry Mixed Recycling = 30% = 240L
Paper and Card = 20% = 160L
Food Waste = 10% = 80L

For a total number 8 residents, 1 two wheeled Bin with a capacity of 360L for Residual waste, 1 two wheeled Bin with a capacity of 360L for Dry mixed recycling waste, 1 two wheeled Bin with a capacity of 180L for Paper and Card, and 1 Two Wheeled Bin with a capacity of 140 L for food recycling will be included for HMO units.

Residential access to the refuse area is via the main entrance at the rear.



212 High Street_ Ground Floor

4.5 Access and Accessibility

Access and Accessibility

All the proposed units will meet Building Regulation requirement M4(2) ' accessible and adaptable dwellings. There will be level threshold for any wheel chair users on ground floor level and on each upper floor level accessible by a wheelchair accessible hydraulic lift. This will provide accessible movement to all the new units on the upper levels.

All electrical items will be installed at heights in accordance with current building regulations.

5.0 POLICY ANALYSIS

5.1 Policy Analysis

THE LONDON PLAN 2021

POLICY D3|Optimising site capacity through the design-led approach

3.3.2 A design-led approach to optimising site capacity should be based on an evaluation of the site's attributes, its surrounding context and its capacity for growth to determine the appropriate form of development for that site.

Design Response

The proposal to enlarge intensify the site and create HMO of three floors of 8 bedrooms with en-suites and a communal dining/living/kitchen space is considered appropriate based on the surrounding context and the site falling within the Local Planning Authority's designated area for intensification.

3.3.7 Developments that show a clear understanding of, and relationship with, the distinctive features of a place are more likely to be successful. These features include buildings, structures, open spaces, public realm and the underlying landscape. Development should be designed to respond to the special characteristics of these features which can include: predominant architectural styles and/or building materials; architectural rhythm; distribution of building forms and heights; and heritage, architectural or cultural value. The Mayor will provide further guidance on assessing and optimising site capacity through a design-led approach.

Design Response

To inform the architectural language of the proposal, a character study was undertaken where the existing architectural characteristics and materiality were identified and used to inform the architectural expression of the proposal. Few changes as possible to the exterior and the high street so that the existing facade is maintained.

3.3.8 Buildings should be of high quality and enhance, activate and appropriately frame the public realm. Their massing, scale and layout should help make public spaces coherent and should complement the existing streetscape and surrounding area. Particular attention should be paid to the design of the parts of a building or public realm that people most frequently see or interact with in terms of its legibility, use, detailing, materials and location of entrances. Creating a comfortable pedestrian environment with regard to levels of sunlight, shade, wind, and shelter from precipitation is important.

Design Response

The design does nothing to impact the public realm especially at street level.

3.3.18 Shared and easily accessible storage space supporting separate collection of dry recyclables, food waste and other waste should be considered in the early design stages to help improve recycling rates, reduce smell, odour and vehicle movements, and improve street scene and community safety.

Design Response

Refuse and Recycling stores are to be provided on the ground floor in a separate area which has ground floor access to the street at the rear.

POLICY D5|Inclusive design

3.5.9 Entrances into buildings should be easily identifiable and should allow everyone to use them independently without additional effort, separation or special treatment. High and low level obstructions in buildings and in the public realm should be eliminated. The internal environment of developments should meet the highest standards in terms of access and inclusion, creating buildings which meet the needs of the existing and future population.

Design Response

The proposed entrance to the accommodation units are visible from the rear. The stairs and access hallway will be designed to building regulations standards providing ease of movement and access.

POLICY D6|Housing quality & standards

3.6.1 Housing can be delivered in different physical forms depending on the context and site characteristics. Ensuring homes are of adequate size and fit for purpose is crucial in an increasingly dense city; therefore this Plan sets out minimum space standards for dwellings of different sizes in Policy D6 Housing quality and standards and Table 3.1. This is based on the minimum gross internal floor area (GIA) relative to the number of occupants and takes into account commonly required furniture and the spaces

needed for different activities and moving around. This means applicants should state the number of bedspaces/occupiers a home is designed to accommodate rather than simply the number of bedrooms. When designing homes for more than eight bedspaces, applicants should allow approximately 10 sq.m. per extra bedspace.

Design Response

The proposed HMO's are adequately sized and are compliant with all minimum internal space standards for new dwellings set by Policy D6.

POLICY H2|Small sites

4.2.4 Incremental intensification of existing residential areas within PTALs 3-6 or within 800m distance of a station or town centre boundary is expected to play an important role in contributing towards the housing targets for small sites set out in Table 4.2. This can take a number of forms, such as: new build, infill development, residential conversions, redevelopment or extension of existing buildings, including non-residential buildings and residential garages, where this results in net additional housing provision. These developments should generally be supported where they provide well-designed additional housing to meet London's needs.

Design Response

The site has a PTAL rate of 6 which is considered excellent for a suburban location. There are an abundance of bus stops within a 5-minute walk of the site and is approximately 800m distance from Sutton train station. The proposal is for 3 floors of HMO's is intensifying an existing non-residential site.

4.2.7

When assessing the benefits of additional housing provision, boroughs should recognise that schemes that provide relatively low numbers of new homes play an important cumulative role in helping to deliver housing targets alongside larger developments, subject to the scheme in question making the most efficient use of land.

4.2.7- Design Response:

The proposal is for a change of use at first, second and third floor. This makes the most efficient use of the land and existing building.

4.2.8

Where existing houses are redeveloped or subdivided, boroughs may require the provision of family-sized units (3 bed + units) providing sufficient design flexibility is provided to allow the existing footprint of a house to be enlarged in order to meet this requirement. Where the amalgamation of separate flats into larger homes is leading to the sustained loss of homes and is not meeting the identified requirements of large families, boroughs are encouraged to resist this process.

4.2.8 - Design Response:

The existing property will be subdivided and renovated to a high standard.

POLICY T5 | Cycling

10.5.1 Development should facilitate and encourage cycling, and reduce car dependency and the health problems it creates. Cycling is a space-efficient mode compared to cars so making streets attractive for cycling can bring benefits to all road users while also improving the experience of living, working and spending time in the city. The Mayor will deliver, in partnership with boroughs, a new London-wide network of strategic cycling routes which will transform the convenience and experience of cycling for all types of trips.

Design Response

The proposal provides secure cycle parking built in to the proposal.

SUTTON LOCAL PLAN 2018

POLICY 7: HOUSING DENSITY

Local Character

a. The council will permit new dwellings and conversions of existing properties provided the density is suitable to the local character and taking into account the characteristics of Conservation Areas, Areas of Special Local Character and respecting the Suburban Heartlands.

Within District Centres and the Areas of Potential Intensification

d. As a guide, the council will expect new developments to be within the Urban Setting of the London Plan Density Matrix. This will be applied to an area within approximately 400 metres walking distance of a district centre.

P7: Housing Density- Design Response:

The proposal will be respectful of the local character and enhance the front and rear elevations. The proposal is within 400m of a district centre.

P7.1 In order to increase the supply of new homes in a region already as built-up as London, the intensification of existing residential areas provides a potential source of new homes. However, this intensification does not come without its problems in terms of the loss of suburban character, increased pressure on infrastructure (especially on Roads which were often built prior to mass car ownership) and a loss of family homes.

P7.1 - Design Response:

The proposal is within a designated area for intensification. The proposal will be respectful of suburban character and seek to improve the character to the front of the proposed building.

POLICY 9: HOUSING SIZES AND STANDARDS

P9.4 The Mayor of London's London Plan sets out internal space standards for housing developments. The council's Urban Design Guide Supplementary Planning Document (SPD) also has internal space standards. It is considered the Mayor's space standards are the most appropriate and are less prescriptive for new developments.

P9.4 - Design Response:

The proposal is designed in accordance with the Mayor of London's London Plan internal space standards.

POLICY 10: LOSS OF HOUSING AND CONVERSIONS

P10.2 The conversion of larger properties into smaller properties is a valuable source of new housing supply and, therefore, the council will support conversion in appropriate circumstances. However, while some housing types, such as large Victorian villas, can convert into well-designed flats, others, such as inter-war semi-detached properties, do not. Furthermore, given that 2 and 3 bedroom market houses are the most required type of housing, it is considered necessary to limit the number lost to flat conversion. Consequently, the council is proposing that existing houses with a Gross Internal Area of less than 125m² should not be permitted to convert to flats. The figure of 125m² has been chosen as, below this figure, a house would not be able to convert to two 61m² flats (the minimum standard for a two bed, three person flat in The Mayor's internal space standards).

P10.2 - Design Response:

The existing building is Victorian in style and benefits from high ceilings and large rooms and is appropriate for conversion and extension.

POLICY 28: CHARACTER AND DESIGN

- Is attractive, designed to the highest standard, especially with regard to architectural detailing, and uses high-quality materials.
- Respects the local context and responds to local character and heritage assets.
- Is of a suitable scale, massing and height to the setting

- of the site and/or townscape.
- d. Seeks to improve an area of poor character.
- e. Makes a positive contribution to the street frontage, street scene and / or public realm, such as using railings and low walls where practicable.
- g. Is secure and designed to minimise crime and anti-social behaviour.
- j. Is not dominated by car and cycle parking.

P28 - Design Response:

The proposal will be designed to a high standard incorporating architectural detailing and materials that responds to the local context and is sympathetic to the local character.

The scheme will seek to improve the current site and bring it into permanent use.

There is no vehicle parking with this proposal, and cycle parking will be stored in a secure cycle store to the rear at ground floor.

POLICY 30: HERITAGE

General

c Great weight will be given to conservation of Sutton's heritage assets. Any harm to the significance of a designated or non-designated heritage asset, or their loss, must be justified. Proposals will be weighed against:

- (i) the public benefits of the proposal.
- (ii) whether it has been demonstrated that all reasonable efforts have been made to sustain the existing use, find new uses or mitigate the extent of the harm to the significance of the asset.

(iii) whether the works proposed are the minimum required to secure the long-term beneficial use and retain the significance and conservation of the asset.

g The council will:

(i) expect development within a Conservation Area to conserve and, where practicable, to enhance those elements which contribute to the Conservation Area's special character or appearance. These elements may include landscaped areas, gardens, trees, hedges and boundary treatments as well as the built form. In considering development proposals, consideration will be given to matters including height, scale, massing, materials, urban grain and layout, the public realm and views into and out of the Conservation Area.

(ii) not permit the total or substantial demolition of an unlisted building which makes a positive contribution to the character and appearance of a Conservation Area and, when in exceptional circumstances demolition is required, the replacement building will be expected to make the same or more of a positive contribution to the character and appearance of the Conservation Area.

(iii) expect development outside a Conservation Area but which would affect a Conservation Area to conserve and, where practicable, enhance those elements which contribute to the Conservation Area's special character or appearance.

P30 - Design Response:

The proposal will seek to repair and enhance the primary facade, improve the outlook onto the high street, and smarten up the rear of the property. The condition of the interior will be renovated to improve the usability of the

building, and therefore preserve it for the future.

The proposal will make a positive contribution to the surrounding area by tidying up the rear of the building.

There will be no demolition of the original building or structure, instead anything that is original will be enhanced, repaired, or replaced. Any previous additions or extensions which are not of a good enough standard or quality will be removed.

POLICY 37: PARKING

Proposals for car-free development should normally:

- (i) be located in a PTAL 5 or 6 area.
- (ii) provide disabled parking and parking for operational / servicing needs.
- (iii) enter into a legal agreement prohibiting residents from obtaining on-street parking permits.
- (iv) be located with a Controlled Parking Zone (CPZ) or contribute to the implementation of a CPZ where one does not currently exist.
- (v) provide evidence that the public transport infrastructure has sufficient capacity accommodate the increased demand from the development, or make a contribution towards increased capacity.

P37 - Design Response:

The site is in a PTAL 6 zone which means it benefits from good bus links and is very close to Sutton station with trains into Croydon, Wimbledon and London.

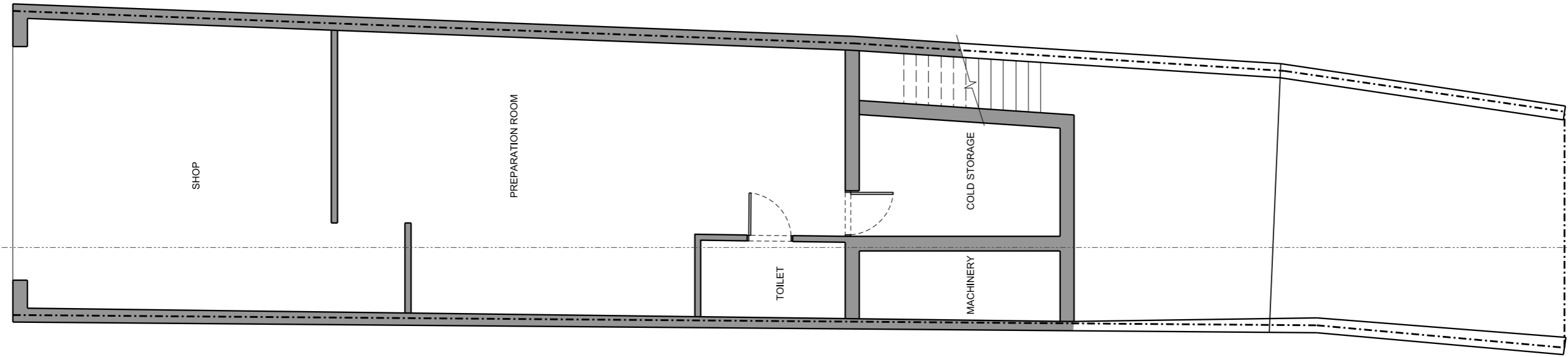
The proposal is for a car free development and will not have a large impact on the public transport infrastructure.

6.0 DRAWINGS

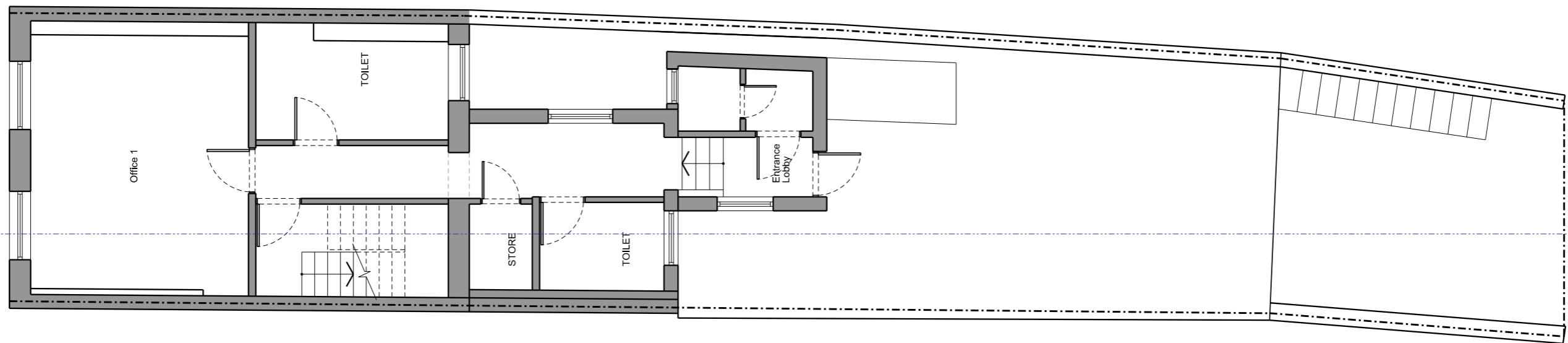
6.1 Existing



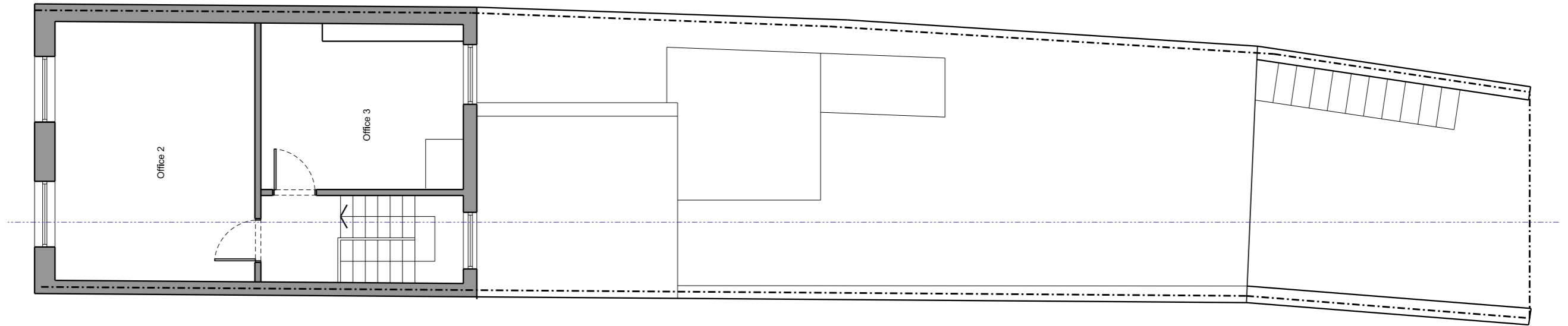
212 High Street - Location Map



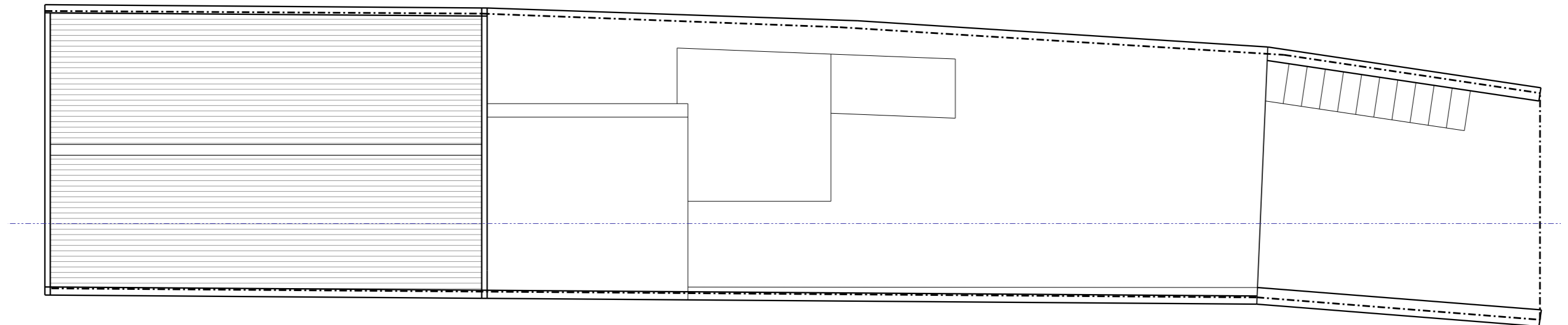
212 High Street - Existing Ground Floor Plan



212 High Street - Existing First Floor Plan



212 High Street - Existing Second Floor Plan



212 High Street - Existing Roof Plan



212 High Street - Front Elevation

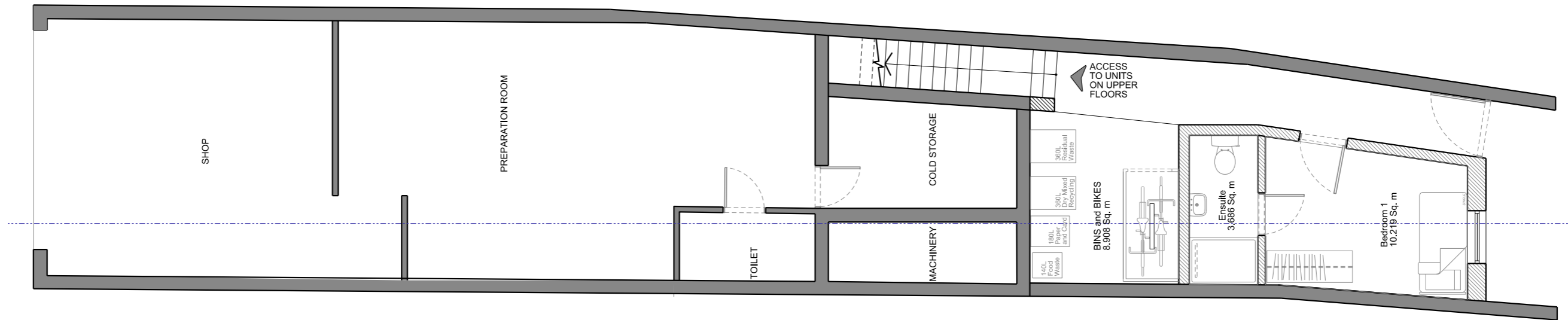


212 High Street - Rear Elevation

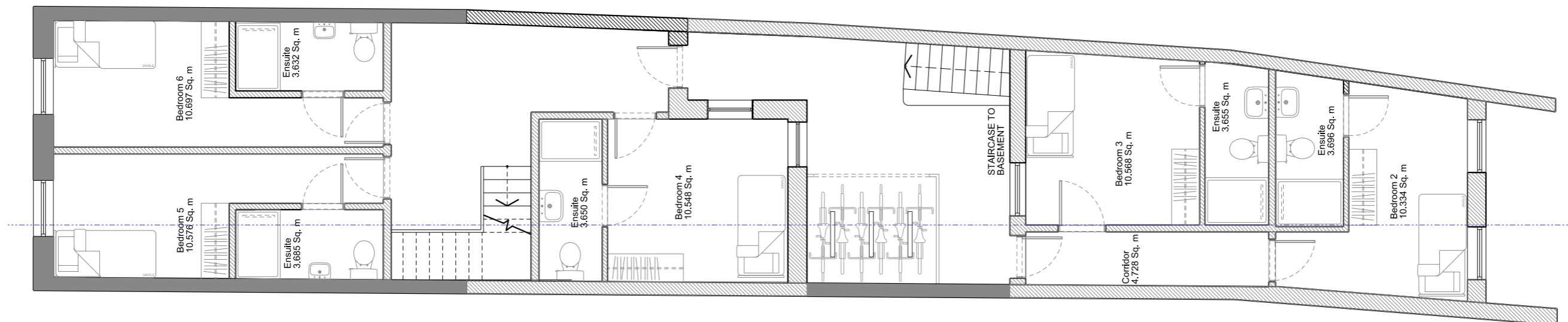
6.2 Proposed



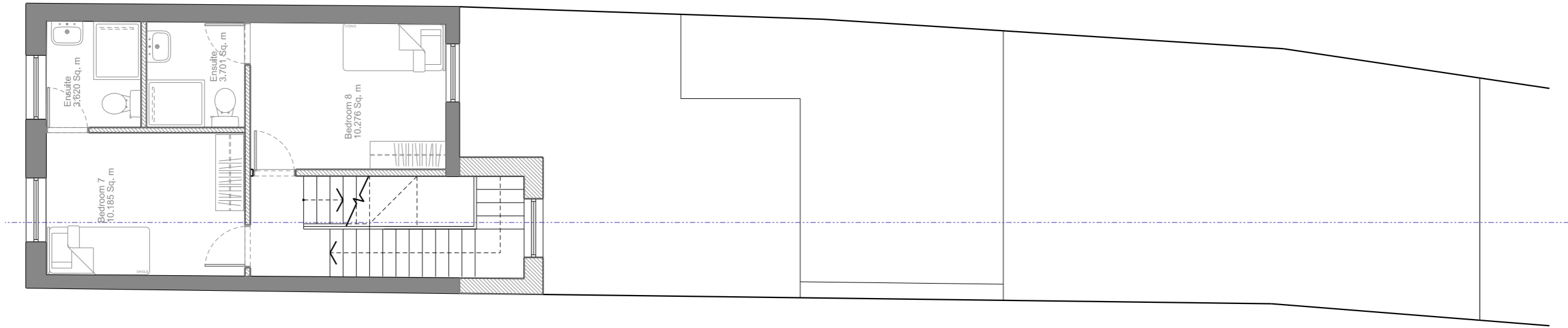
212 High Street - Proposed Block Plan



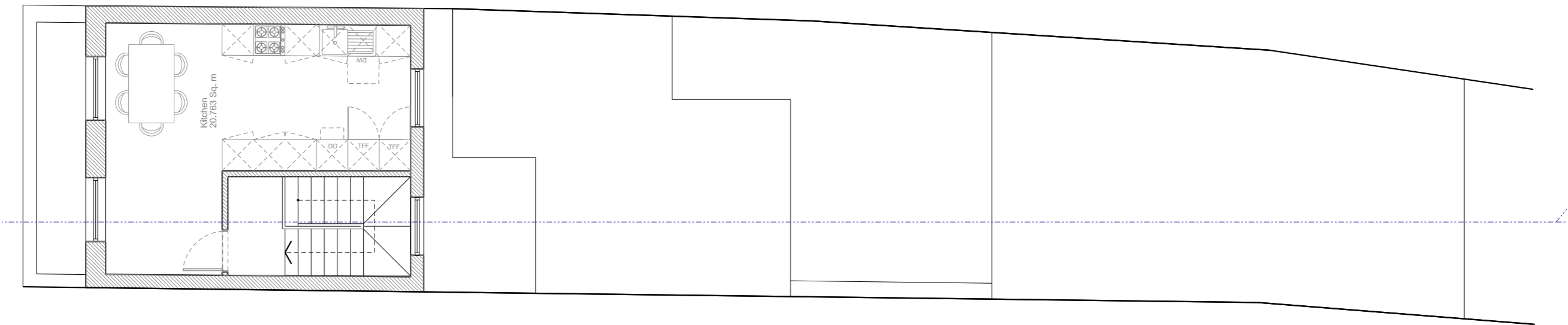
212 High Street - Proposed Ground Floor Plan



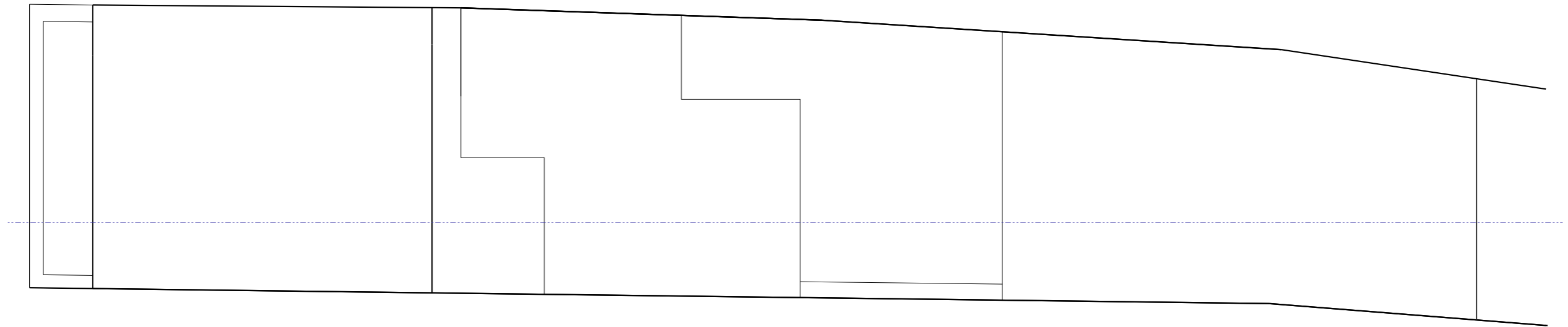
212 High Street - Proposed First Floor Plan



212 High Street - Proposed Second Floor Plan



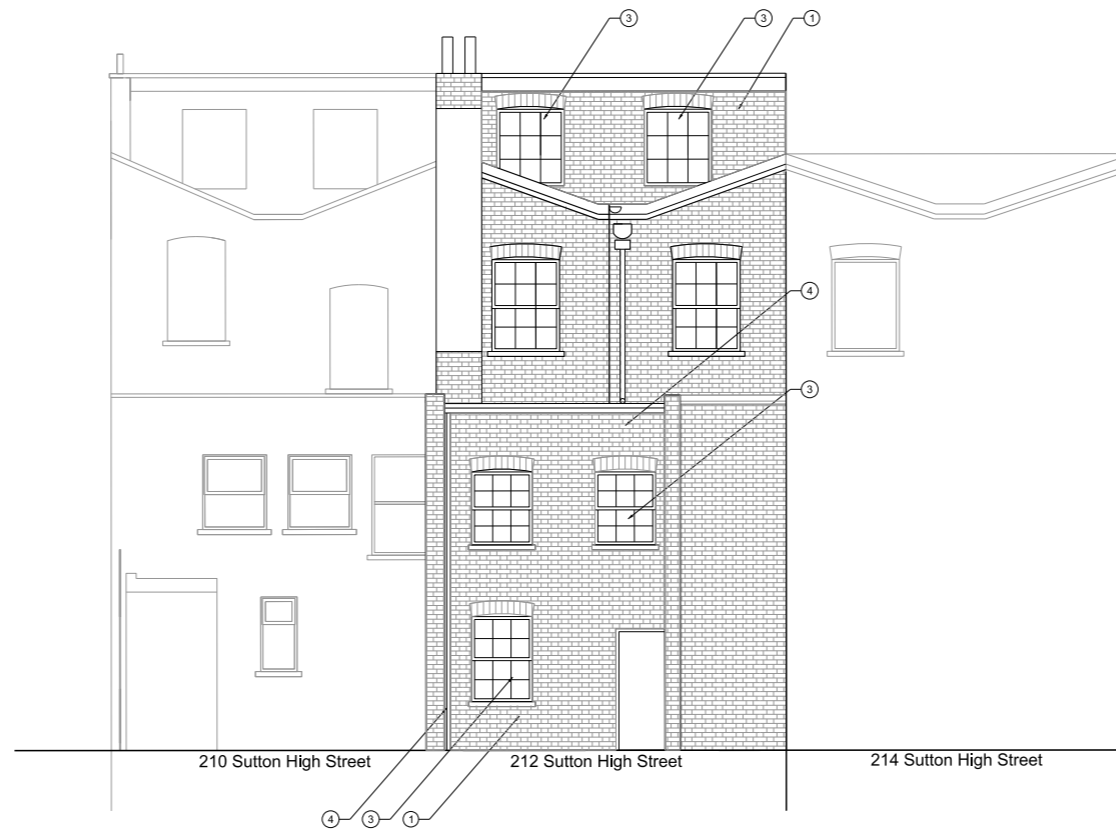
212 High Street - Proposed Third Floor Plan



212 High Street - Proposed Roof Plan



212 High Street - Proposed Front Elevation



212 High Street - Proposed Rear Elevation

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