

PLANNING APPLICATIONS COMMITTEE 22 MARCH 2018

<u>APPLICATION NO.</u>	<u>DATE VALID</u>
18/P0351	02/01/2018
Address/Site	Garages on Land to the rear of 4-10 South Park Road, Wimbledon, SW19 8ST.
Ward	Trinity
Proposal:	DEMOLITION OF GARAGES ON LAND REAR OF 4-10 SOUTH PARK ROAD AND ERECTION OF 4 X DWELLINGHOUSES WITH GARDENS AND 4 X PARKING SPACES.
Drawing Nos	001, 100, 110, 112, 170, 171, 201 and 401.
Contact Officer:	Tim Lipscomb (0208 545 3496)

RECOMMENDATION

Grant planning permission subject to s.106 agreement and Conditions

CHECKLIST INFORMATION

- S106: Yes (parking permits).
- Is a Screening Opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: Yes
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 46
- External consultations: No
- Controlled Parking Zone: Yes – W3
- PTAL: 6a
- Flood Zone: Flood Zone 1
- Conservation Area: No (but adjacent to South Park Gardens Conservation Area).
- Listed Building: No
- Protected trees: No

1. **INTRODUCTION**

- 1.1 This application is being brought to the Planning Applications Committee for determination due to the number of objections received.

2. **SITE AND SURROUNDINGS**

- 2.1 The site comprises a backland area to the rear of the main frontage buildings, 4-10 South Park Road. The site is currently occupied by garaging and the remainder is laid to tarmac.
- 2.2 There is a vehicular access to the site between Nos.6 and 8 South Park Road. There is a vehicle gate to the existing garaging/parking area.
- 2.3 The frontage buildings at Nos.4-10 South Park Road comprise four blocks of flats, three storeys in height with brick and tile hanging features, typical of 1960s-70s architecture.
- 2.4 To the western boundary of the site is a high brick wall (approximately 3m in height) and beyond this is a yard serving Wimbledon Police Station.
- 2.5 To the immediate north of the site are the back gardens of properties along Princes Road, which generally comprise two storey residential dwellings. Similarly, to the east are the rear gardens of properties along Kings Road.
- 2.6 The site currently accommodates 24 garage parking spaces and 3 parking spaces.
- 2.7 The site (including the access drive) has an area of approximately 932sqm.
- 2.8 There are not trees on the site but there are trees in the rear gardens of properties on Princes Road, adjacent to the northern site boundary and some trees in the gardens of other adjacent properties.
- 2.9 The site is not within a Conservation Area but adjoins the boundary of the South Park Gardens Conservation Area (to the north of the site).
- 2.10 The site is adjacent to the Wimbledon Town Centre boundary, to the west of the site. The site has a PTAL of 6a. The site is within Controlled Parking Zone W3.

3. **CURRENT PROPOSAL**

- 3.1 The proposal is for the erection of four dwellings following the demolition of the existing garages.
- 3.2 The scheme would involve the removal of 24 single garages and three parking spaces and the erection of 4 x 2 bed single storey dwellinghouses.
- 3.3 The site would be accessed via the existing vehicular access onto South Park Road. The access would lead to a centrally located courtyard which would accommodate 4 parking spaces and 2 bin stores.
- 3.4 The dwellings would be arranged to either side of the parking area.
- 3.5 The proposed dwellings would be constructed from stock brick with areas of brick work detailing. The buildings would have green roofs.
- 3.6 The proposed dwellings would have a height of 3.0m.
- 3.7 A private garden area would be provided to the rear of each unit.
- 3.8 In terms of internal floor areas and amenity space, the proposal is as follows:

	Type	GIA	Amenity space	Cycle parking	Car parking
Unit 1	2b/4p*	84.25sqm	56sqm	2 spaces	1 space
Unit 2	2b/4p	75.25sqm	53sqm	2 spaces	1 space
Unit 3	2b/4p	75.25sqm	53sqm	2 spaces	1 space
Unit 4	2b/4p*	83.34sqm	54sqm	2 spaces	1 space

*The submitted plans show one bedroom to be a single. However, the floor area of these rooms are over 11.5sqm and therefore, in accordance with the guidance within the London Plan, this should be considered as a double bedroom, therefore these units are 2b/4p as opposed to 2b/3p.

4. **PLANNING HISTORY**

- 4.1 No directly relevant applications. However, there are a number of applications and dismissed appeals at the main frontage buildings at 4-10 South Park Road.

5. **CONSULTATION**

- 5.1 Site Notice, Press Notice and individual letters to 46 properties. 15

representations have been received, raising objection on the following grounds:

- Out of keeping with the character of the area.
- The garages are meant for use by 4-10 South Park Road as per the original leases.
- The space is needed for parking of vehicles.
- Increased density.
- The access track into the site would not be suitable for refuse vehicles.
- There is no noise assessment report.
- More detail on roof finish required.
- Overcrowding and would look like a concrete jungle.
- Adverse impact on privacy to neighbouring properties.
- Concerns that parking problems would worsen.
- Concerns over rubbish accumulation.
- Local amenities are far overstretched.
- Query how fire engines or ambulances would access Units 1 and 4.
- Increase of noise levels.
- The proposal will cause the garages to be destroyed which will provide an increased target for car thieves and break-ins.
- This application would set a precedent and eventually all the garages in London might be demolished and built-on. London has a shortage of garages and parking spaces as it is.
- Overlooking to neighbouring properties.
- Any permission granted should secure improvements to the frontage of Nos.4-10 South Park Road.
- Loss of light/overshadowing
- Adequacy of parking/turning area
- Traffic generation
- Hazardous materials
- Loss of trees
- Effect on listed building and conservation area
- Landscaping
- Road access
- Planning policies
- Government circulars, orders and statutory instruments
- Previous planning decisions (including appeal decisions)
- Nature conservation
- The development is detrimental to the amenities of the area.
- Bin storage for existing flats, specifically Block 6 and 8 South Park, has been ignored.
- Gross Overdevelopment.

- Concerns over adverse impacts of construction process.
- Concern that further planning applications may seek to increase the height of the proposed dwellings.
- Suggestion that the site should be acquired by the Council and used for parking and open amenity space.
- The garages were rarely accessed but with four houses on site there would be constant traffic.
- The gardens are too small and light to the new dwellings would be compromised.
- The development is too close to existing residential properties and will adversely impact on amenity.
- The green roofs would involve maintenance and people climbing on the roof and overlooking neighbours. The green roofs would also increase the fox problem.
- The scheme is not for social housing.

5.2 Climate Change Officer:

- All new developments comprising the creation of new dwellings should demonstrate how the development will:
 - a) Comply with Merton's Core Planning Strategy (2011) Policy CS15 Climate Change (parts a-d) and the Policies in outlined in Chapter 5 of the London Plan (2015).
 - b) As a minor development proposal, outline how the development will achieve a 19% improvement on Buildings Regulations 2013 Part L and submit SAP output documentation to demonstrate this improvement.
 - c) Achieve internal water usage rates not in excess of 105 litres per person per day.
- The applicant should be informed of the above requirements and confirm that this is achievable for the proposal, as no information was provided in the submitted D&A Statement. For additional guidance the applicant should refer to the Mayor's [guidance on preparing energy assessments](#) and Sustainable Design and Construction [SPG](#).
- The emissions reductions and water targets will be secured through the application of the Sustainable Design and Construction (New build residential –minor) standard pre-occupation condition, as follows:
- **Conditions and informatives as shown in the recommendation section of this report.**

5.3 Designing Out Crime Officer:

The crime trends in the location of the proposed development for the past year December 2016 - December 2017 are detailed in the table

below. The figures are the number of crimes (count) and the crime rate to give an easy comparison between areas that have different population densities. The Trinity ward has a higher crime rate than the borough and less than the London rate. Most of the crimes reported within the ward are Theft offences (418) and Violence against the person (254).

AREA	COUNT	RATE
London	886,845	2.20
Merton Borough	14,768	1.54
Trinity Ward	966	2.01

(Figures obtained from www.met.police.uk/stats-and-data/crime-data-dashboard/ on 8th February 2018)

www.police.uk was viewed to source the Anti-social behaviour (ASB) statistics and showed between January 2017 and December 2017 there were 268 reports of ASB which is approximately 22% of total crimes reported for the ward.

Having given due consideration to the details of the security and safety features, I have some comments and recommendation.

I have no concerns regarding the proposed site being adjacent to a Police Station.

Units 2 and 3 have blank gable ends within the permeable paving courtyard shared surface, this type of elevation tends to attract graffiti, inappropriate loitering or ball games due to reduced surveillance, as there are proposed pedestrian and powered vehicle gates to restrict uncontrolled access this design feature should not be an issue, if the gates are not permitted then this area may cause antisocial behaviour to occur.

The design of the bin stores should not obscure the line of sight to the cars or provide a hiding area with those with possible criminal intent.

The appropriate Secured by Design (SBD) requirements can be found in the design guides on the SBD web site (www.SecuredbyDesign.com).

If the architects would like to discuss the drawings in relation to Secured by Design, please pass on my contact details.

We strongly advise that independent third party certification is obtained from a manufacturer to ensure the fire performance of any of their doorsets in relation to the required needs and to ensure compliance with both current Building Regulations and the advice

issued by the Department for Communities and Local Government on 22nd June 2017 following the Grenfell Tower Fire.

5.4 Environmental Health Officer:

Further to your consultation in relation to the above planning application and having considered the information submitted, should you be minded to approve the application then I would recommend the following planning conditions:-

- **Conditions relating to land contamination as shown in the recommendation section of this report.**

5.5 Highways:

Highways comments are

H9, H12, INF9 and INF12

Highways must be contacted prior to use of the existing vehicular crossing by any construction vehicles to ensure appropriate licences are in place.

5.6 Tree and Landscape Officer:

There would appear to be no arboricultural issues with this planning application.

6. **POLICY CONTEXT**

The following policies are relevant to this proposal:

6.1 Sites and Policies Plan and Policies Map (July 2014)

DM H2	Housing mix
DM D2	Design considerations in all developments
DM D4	Managing heritage assets
DM EP2	Reducing and mitigating noise
DM EP4	Pollutants
DM F1	Support for flood risk management
DM F2	Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure
DM T1	Support for sustainable transport and active travel
DM T2	Transport impacts of development
DM T3	Car parking and servicing standards
DM T5	Access to the Road Network

6.3 LDF Core Planning Strategy (July 2011)

CS6	Wimbledon Sub-Area
CS8	Housing Choice
CS9	Housing Provision
CS11	Infrastructure
CS14	Design
CS15	Climate Change
CS16	Flood Risk Management
CS17	Waste Management
CS18	Active Transport
CS20	Parking, Servicing and Delivery

6.4 London Plan (2016):

3.3	Increasing housing supply
3.4	Optimising housing potential
3.5	Quality and design of housing developments
3.8	Housing choice
3.9	Mixed and balanced communities
5.1	Climate change mitigation
5.2	Minimising carbon dioxide emissions
5.3	Sustainable design and construction
5.7	Renewable energy
5.11	Green roofs and development site environs
5.13	Sustainable drainage
6.3	Assessing effects of development on transport capacity
6.9	Cycling
6.10	Walking
6.13	Parking
7.2	An inclusive environment
7.3	Designing out crime
7.4	Local character
7.6	Architecture
7.14	Improving air quality
7.15	Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
8.2	Planning obligations
8.3	CIL

6.5 Other guidance:

National Planning Policy Framework (2012)
National Planning Policy Guidance (2014)
Merton's Design SPG 2004
DCLG Technical Housing Standards - Nationally Described Space Standard 2016
Mayor's Housing SPG 2016

7. **PLANNING CONSIDERATIONS**

7.1 The key planning considerations are:

- Principle of the proposed development
- Loss of garaging
- Need for additional housing and residential density
- Housing mix
- Design and impact upon the character and appearance of the area and setting of adjacent Conservation Area
- Impact on trees
- Impact on neighbouring amenity
- Air quality
- Transport, highway and parking issues
- Delivery and Servicing
- Sustainability
- Flooding and site drainage
- Biodiversity

7.2 Principle of the Proposed Development

7.2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise.

7.2.2 The site is a brownfield site within a residential area and as such the principle of new housing development in this location is acceptable in land use terms, subject to the policies of the Development Plan.

7.2.3 The site is adjacent to the South Park Gardens Conservation Area and therefore any development should preserve or enhance the setting of the Conservation Area.

7.2.4 The loss of the existing garages has the potential to result in the loss of an existing parking facility and therefore any proposal will need to demonstrate that there would not be displacement parking as a result of the development.

7.2.5 Subject to the resolution of the loss of the garages, there is no in principle objection to the erection of new dwellings subject to the impact on the adjacent Conservation Area, the wider character of the area and compliance with other relevant Development Plan considerations.

7.3 Loss of garaging

- 7.3.1 The agent has stated that the existing garages are vacant and have previously been used for storage in past years. Whilst it is clear that the garages were originally constructed to serve 4-10 South Park Road, it is noted that there are no planning conditions tying the use of the garages to 4-10 South Park Road and therefore the use of these garages as parking could have been withdrawn by the site owners at any point.
- 7.3.2 It is also noted that due to the limited size of the existing garages they are not likely to be suitable as a parking facility for most modern cars. It is of note that the garages have not been in use at the time of any officer site visits.
- 7.3.3 It is considered that the applicant has reasonably demonstrated that these garages do not provide a feasible, useable existing parking facility and therefore the loss of these garages to a residential use is acceptable in principle.

7.4 Need for additional housing and residential density

- 7.4.1 The National Planning Policy Framework (March 2012) requires the Council to identify a supply of specific 'deliverable' sites sufficient to provide five years' worth of housing with an additional buffer of 5% to provide choice and competition.
- 7.4.2 Policy 3.3 of the London Plan (March 2016) states that the Council will work with housing providers to provide a minimum of 4,107 additional homes in the borough between 2015 and 2025. Within this figure of 4,107 new homes, the policy states that a minimum of 411 new dwellings should be provided annually. This is an increase from the 320 dwellings annually that was set out in the earlier London Plan and in Policy CS9 of the Core Strategy.
- 7.4.3 LB Merton's housing target between 2011 and 2026 is 5,801 (Authority's Monitoring Report 2014/15, p8). While a robust five years supply has been identified, the housing need is increasing in London. The borough's Core Planning Strategy states that that it is expected that the delivery of new residential accommodation in the borough will be achieved in various ways including development in 'sustainable brownfield locations' and "ensuring that it is used efficiently" (supporting text to Policy CS9). The application site is on brownfield land and is in a sustainable location adjacent to other existing residential properties.

7.4.4 Each proposed dwelling would have three habitable rooms, equating to 12 habitable rooms across a site area of 0.1 hectares.

7.4.5 The site is within a suburban area, as defined by the London Plan, with a high PTAL, wherein higher density levels are encouraged. The scheme would have a density of 40 dwellings per hectare and 120 habitable rooms per hectare. The London Plan suggests a density range of 70-130 dwellings per hectare and 200-350 habitable rooms per hectare in this type of location. Whilst the proposed scheme yields a density lower than that suggested in the London Plan it should be noted that this is a backland site with no road frontage and therefore a higher density would have the potential to result in harm to residential and visual amenity and it is considered that the proposal has struck the correct balance between achieving the maximum site potential and maintaining the character of the area and minimising the impact on neighbouring amenity.

7.4.6 Importantly, density is a crude method of determining the impact of a proposed development and the impact on the character and appearance of the area will be a key area of the assessment.

7.4.7 The benefit of providing four additional dwellinghouses must be weighed against the other merits of the scheme.

7.5 Housing mix

7.5.1 Policy H2 of the Sites and Policies Plan seeks to achieve the following housing mix (borough level indicative proportions) in order to address a historical under provision of larger dwellings:

Number of bedrooms	Percentage of units
One	32%
Two	32%
Three +	35%

7.5.2 The proposal is for four units. However, the scheme does not include any three bedroom units. Whilst this mix does not meet the indicative proportions set out in Policy H2, it is noted that only four units are proposed, which limits the ability to meet this requirement in any event. Given the tight layout of the site and its backland nature, it is considered that the provision of two bedroom dwellings in this case would be acceptable.

7.6 Standard of Accommodation

7.6.1 London Plan Policy 3.5, as amended by Minor Alterations to the London Plan (March 2016) states that all new housing developments should be of the highest quality internally, externally and in relation to their context. In order to ensure that such development provide an adequate level of internal amenity, Table 3.3 of the London Plan sets out the minimum floor areas which should be provided for new housing. The DCLG publication: "Technical housing standards - nationally described space standard" (2016) provides further guidance, which has been adopted by the Mayor for London.

7.6.2 Sites and Policies Plan Policy DM D2 seeks to ensure good quality residential accommodation with adequate levels of privacy, daylight and sunlight for existing and future residents, the provision of adequate amenity space and the avoidance of noise, vibration or other forms of pollution.

7.6.3 The proposed accommodation is as follows:

	Type	GIA	London Plan requirement for GIA (sqm)	Amenity space	London Plan requirement for amenity space
Unit 1	2b/4p*	84.25sqm	70sqm	56sqm	7sqm
Unit 2	2b/4p	75.25sqm	70sqm	53sqm	7sqm
Unit 3	2b/4p	75.25sqm	70sqm	53sqm	7sqm
Unit 4	2b/4p*	83.34sqm	70sqm	54sqm	7sqm

7.6.4 All units would exceed the minimum requirements of the London Plan in terms GIA and amenity space and the proposal is considered to provide an acceptable standard of accommodation.

7.7 Design and impact upon the character and appearance of the area and setting of adjacent Conservation Area

7.7.1 London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policy DMD2 require well designed proposals that will respect the appearance, materials, scale, bulk, proportions and character of the original building and their surroundings. Policy DM D4 seeks to ensure that development adjacent to Conservation Areas either preserves or enhances the setting of the Conservation Area. London Plan Policy 7.6 sets out a number of key objectives for the design of new buildings including that they should be of the highest architectural quality, they should be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm, and buildings should have details that complement, but not necessarily replicate the local architectural character. Policy CS14 of the adopted Core Strategy states that all development needs to be designed to

respect, reinforce and enhance local character and contribute to Merton's sense of place and identity. This will be achieved in various ways including by promoting high quality design and providing functional spaces and buildings.

7.7.2 Layout

7.7.3 The site is in a backland area with no direct street frontage, wherein it is usually more appropriate to have development which is subordinate to the main frontage buildings.

7.7.4 The dwellings would be accessed via a narrow corridor between the rear of properties on South Park Road and the proposed dwellings themselves. This arrangement is not ideal as it would result in poor natural surveillance to the frontage of the proposed units. However, this element of the layout is not considered to render the scheme unacceptable and it is noted that the site would be gated and that the pedestrian access to each unit would be gated also.

7.7.5 The layout of the proposed dwellings is considered to represent a reasonable design response to the context of the site. The existing access would be utilised and the scheme would ensure that the rear of gardens to the north would be bounded by the proposed gardens, which would respect the grain and pattern of the surrounding area.

7.7.6 Design and massing.

7.7.7 The existing garages do not make a particularly positive contribution to the character of the area and in visual terms, the loss of these garages is not objectionable.

7.7.8 The provision of single storey dwellings in this location, whilst yielding a relatively low density, is considered to be a suitable approach to developing the site due to the backland nature of the site and the proximity to existing residential properties.

7.7.9 The proposed dwellings would not be significantly higher than the existing garages and the provision of green roofs would assist in softening the visual impact of the proposal when viewed from the upper windows of surrounding residential properties.

7.7.10 The bulk, massing and design proposed is considered to be a visually discreet method to provide housing on the site without appearing over dominant or visually intrusive.

7.7.11 Hard and soft landscaping.

7.7.12 The proposal includes soft landscaping to the garden areas and green roofs to the flat roofs of the development. This would assist in urban greening, as the site is currently laid to hardstanding.

7.7.13 The hard landscaped areas are considered to be acceptable in terms of their visual impact.

7.7.14 Overall, the proposed landscaping would result in an acceptable visual impact across the site.

7.7.15 Heritage issues.

7.7.16 The NPPF advises local authorities to take into account the following points when drawing up strategies for the conservation and enjoyment of the historic environment. The following considerations should be taken into account when determining planning applications.

- The desirability of sustaining and enhancing the significance of heritage assets and preserving them in a viable use consistent with their conservation; The wider social, cultural, economic and environmental benefits that the conservation of the historic environment can bring;
- The desirability of new development in making a positive contribution to local character and distinctiveness;
- Opportunities to draw on the contribution made by the historic environment to the character of a place.

7.7.17 According to Paragraph 129, LPAs should also identify and assess the significance of a heritage asset that may be affected by a proposal and should take this assessment into account when considering the impact upon the heritage asset.

7.7.18 Sites and policies plan policy DM.D4 requires that:

b) All development proposals associated with the borough's heritage assets or their setting will be expected to demonstrate, within a Heritage Statement, how the proposal conserves and where appropriate enhances the significance of the asset in terms of its individual architectural or historic interest and its setting.

7.7.19 The site is adjacent to the South Park Gardens Conservation Area. However, due to the modest scale of the proposed buildings it is considered that the proposed development would not have a material impact on the setting of the adjacent Conservation Area and the proposal would satisfactorily preserve the character and appearance of the Conservation Area.

7.7.20 The proposal is considered to be acceptable in terms of the impact on the character and appearance of the area.

7.8 Impact on trees

7.8.1 There are no trees on the application site itself but there are trees in the rear gardens of neighbouring properties, which adjoin the site.

7.8.2 The proposal would result in the removal of existing hardstanding towards the northern part of the site, which would remove this existing barrier to root growth.

7.8.3 Tree protection measures are incorporated into the proposal and the submitted Arboricultural Report concludes that there would not be an adverse impact on retained trees. The Council's Tree and Landscape Officer concurs that there would be no adverse impact on trees and as such no objection is raised on this basis.

7.9 Impact on neighbouring amenity

7.9.1 Policy DM D2 seeks to ensure that development does not adversely impact on the amenity of nearby residential properties.

7.9.2 The proposed buildings would be single storey and as such there would be not be adverse impacts on surrounding properties by way of loss of daylight or sunlight. The submitted Daylight and Sunlight report also demonstrates that the proposed development would not result in an adverse impact on light.

7.9.3 Equally, the impact on outlook from surrounding residential properties is considered to be acceptable due to the modest height of the buildings and the fact the roofs would be green roofs, thereby minimising the visual impact of the buildings.

7.9.4 The proposed buildings would emit light from the proposed roof lights and windows, however, within this suburban area, it is considered that this impact would not be materially harmful to neighbouring amenity as to warrant a refusal of planning permission.

7.9.5 The proposed dwellings would result in some minor increase in noise levels arising from their residential use. However, the use as single family dwellinghouses would not result in so much noise that the scheme would be unneighbourly and the proposal is considered to be acceptable in terms of the noise impact on neighbouring properties.

7.9.6 The position of the easternmost dwelling to the east boundary would not cause a materially harmful overbearing impact on Nos.14-16 Kings Road due to the limited height of the proposed building, at 3m, which would be located just beyond the rear gardens of Nos.14-16.

7.9.7 In terms of construction, there would be some impact, albeit a transient impact, on neighbouring amenity. This impact will be minimised where possible through the use of planning conditions.

7.10 Air quality

7.10.1 The NPFF recognises reducing pollution as being one of its core planning principles. It further indicates that LPA's should focus on whether the development is an acceptable use of land, and the impact of the use.

7.10.2 London Plan Policy 7.14 provides strategic guidance specific to air quality. It seeks to minimise exposure to existing poor air quality and make provision to address local problems. This is reflected by local policy, whereby the Core Strategy identifies the strategy to reduce air pollution through Policies CS18-20. The entire borough has been declared as an Air Quality Management Area.

7.10.3 Whilst the construction process would have some impact on air quality, the operation of the development would not have a significant impact on air quality. Conditions are recommended to minimise the impact on air quality throughout the construction process in any event.

7.10.4 Subject to conditions, the impact on air quality is considered to be acceptable.

7.11 Transport, highway and parking issues

7.11.1 London Plan policy 6.3 requires that development proposals ensure that impacts on transport capacity and the transport network at both corridor and local level are fully assessed. Development should not adversely affect safety on the transport network. Similarly Core Strategy policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, on street parking or traffic management.

7.11.2 London Plan policies 6.9 and 6.10 seek to secure to ensure that developments provide integrated and accessible cycle facilities and high quality pedestrian environments while policy 6.13 sets out maximum parking standards. The policies provide an overarching framework for decision making.

7.11.3 Core Strategy Policy CS 18 promotes active means of transport and the gardens of the houses provide sufficient space for the storage of cycles without the need to clutter up the front of the development with further cycle stores.

7.11.4 The principle of the loss of the existing garages has been accepted, as set out above in this report.

7.11.5 The provision of one parking space per unit would be suitable and in accordance with London Plan standards. The applicant has entered into a s.106 to restrict parking permits for future occupiers, which is a suitable approach.

7.11.6 Cycle parking, in line with the requirements of the London Plan (2016) (minimum of two secure, covered spaces per dwelling), is included on the plans and is acceptable.

7.11.7 The additional traffic generated by the proposed development is unlikely to have an adverse impact on the highway network and no objection is raised on this basis.

7.11.8 The proposal is considered to be acceptable in terms of highway impacts, subject to the comments of the Council's Transport Officer.

7.12 Delivery and Servicing

7.12.1 Refuse and recycling storage would be provided in the central car park area and would be 30m from the road. Therefore, residents would be required to present the bins at the roadside for collection and then return them to the bin store. Whilst this arrangement is not ideal, as the bin store is further than 25m from the highway, having regard to the layout of the site and its backland nature, it is considered that the proposed arrangements are the best that could be achieved and would be acceptable in planning terms.

7.13 Sustainability

7.13.1 Policy 5.2 Minimising Carbon Dioxide Emissions of London Plan requires that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor's energy hierarchy. Merton's Core Planning Strategy Policy CS15 Climate Change (parts a-d) requires new developments to make effective use of resources and materials, minimise water use and CO2 emissions.

7.13.2 The application is not supported by an Energy Statement indicating how these targets will be achieved. However, a suitably worded condition can be imposed to ensure that the proposed development meets the relevant targets.

7.13.3 Subject to conditions, the proposal is considered to be acceptable in terms of its impact on Climate Change.

7.14 Flooding and site drainage

7.14.1 Policies DM F1 and DM F2 of Merton's Sites and Policies Plan and policy CS.16 of the Core Strategy seeks to ensure that development will not have an adverse impact on flooding and that there would be no adverse impacts on essential community infrastructure. The site is located within Flood Zone 1 and is not located within a critical drainage area.

7.14.2 The site is currently laid to impermeable hard standing. The proposed layout includes areas of soft landscaping and permeable hard landscaping. Therefore water attenuation across the site would be increased and the rate of run-off would be reduced. Comments from the Council's Drainage Engineer are awaited and it is likely that additional conditions may be recommended. This matter will be addressed in the modifications sheet.

7.14.3 Subject to comments from the Council's Drainage Engineer it is considered that the impact on flooding and run-off would be acceptable.

7.15 Biodiversity

7.15.1 There is no indication that the existing site has a significant biodiversity value and as such no objection is raised on this basis.

7.16 Other matters

7.16.1 The majority of issues raised by objectors is addressed in the body of this report. However, in addition, the following response is provided:

- There is no indication that the site would be used for fly tipping if the development went ahead. It is likely that occupation of the site with residential dwellings would act as a deterrent to fly tipping.
- The application is subject to the Community Infrastructure levy which would contribute towards infrastructure in the local area.
- Issues of fire safety would be addressed at the building

regulations stage. However, there will often be buildings whereby there is no direct street frontage which pass the fire regulations (this may be by use of internal sprinklers).

- There is no indication that the removal of the existing garages would result in increased car break-ins.
- It is noted that a number of the issues raised in the objection letter are not directly relevant to this application, such as: 'effect on listed building' and 'hazardous materials'.
- Conditions are imposed to seek to minimize the impact of the construction process.
- The site area does not include 4-10 South Park Road and it would be unreasonable to attempt to lever improvements to a neighbouring building as part of this application.

8. ENVIRONMENTAL IMPACT ASSESSMENT

- 8.1 The application site is less than 0.5 hectares and therefore does not require consideration under Schedule 2 development under the The Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

9. LOCAL FINANCIAL CONSIDERATIONS

Mayor of London Community Infrastructure Levy

- 9.1 The proposed development is liable to pay the Mayoral Community Infrastructure Levy [CIL], the funds for which will be used by the Mayor of London towards the 'CrossRail' project.
- 9.2 The CIL amount is non-negotiable and planning permission cannot be refused for failure to pay the CIL. It is likely that the development will be liable for the Mayoral Community Infrastructure Levy.

London Borough of Merton Community Infrastructure Levy

- 9.3 After approval by the Council and independent examination by a Secretary of State appointed planning inspector, in addition to the Mayor of London Levy the Council's Community Infrastructure Levy commenced on the 1 April 2014. The liability for this levy arises upon grant of planning permission with the charge becoming payable when construction work commences.
- 9.4 The Merton Community Infrastructure Levy will allow the Council to raise, and pool, contributions from developers to help fund local infrastructure that is necessary to support new development including transport, decentralised energy, healthcare, schools, leisure and

public open spaces. The provision of financial contributions towards affordable housing and site specific obligations will continue to be sought through planning obligations a separate S106 legal agreement.

- 9.5 The London Borough of Merton Community Infrastructure Levy applies to buildings that provide new retail warehouses or superstores. This levy is calculated on the basis of £220 per square metre of new floor space.

10. Conclusion

- 10.1 The proposed development would provide four additional dwellinghouses to contribute to the borough's housing demand. The scheme introduces modest single storey buildings which is considered to be an appropriate approach to the development of the site in this backland area.
- 10.2 Subject to the comments of the Council's Transport Planner, Tree and Landscape Officer and Flood Engineer it is considered that the proposal would be acceptable in planning terms.

Recommendation:

Grant Permission Subject to Section 106 Obligation or any other enabling agreement.

Conditions:

1. A1 Commencement of development (full application)
2. A7 Approved Plans
3. B1 External Materials to be Approved
4. B5 Details of Walls/Fences
5. C01 No Permitted Development (Extensions)
6. C07 Refuse & Recycling (Implementation)
7. C08 No Use of Flat Roof
8. D11 Construction Times
9. F02 Landscaping (Implementation)

10. F10 Tree Protection - Exclusion Zone
11. H04 Provision of Vehicle Parking
12. H07 Cycle Parking to be implemented
13. H09 Construction Vehicles
14. H12 Delivery and Servicing Plan to be Submitted
15. L3 Code for Sustainable Homes - Pre-Occupation (New Build Residential)
16. Non-standard condition
An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To protect the amenities of future occupiers and those in the local vicinity, in accordance with Policy DM D2 of the Sites and Policies Plan 2014.

17. Non-standard condition
Subject to the site investigation for contaminated land, if necessary, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To protect the amenities of future occupiers and those in the local vicinity, in accordance with Policy DM D2 of the Sites and Policies Plan 2014.

18. Non-standard condition
Any approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, unless otherwise agreed in writing by the Local Planning Authority.
- Reason: To protect the amenities of future occupiers and those in the local vicinity, in accordance with Policy DM D2 of the Sites and Policies Plan 2014.
19. Non-standard condition
Following the completion of any measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.
- Reason: To protect the amenities of future occupiers and those in the local vicinity, in accordance with Policy DM D2 of the Sites and Policies Plan 2014.
20. Non-standard condition
In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.
- Reason: To protect the amenities of future occupiers and those in the local vicinity, in accordance with Policy DM D2 of the Sites and Policies Plan 2014.
21. Non-standard condition
No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- the parking of vehicles of site operatives and visitors
 - loading and unloading of plant and materials
 - storage of plant and materials used in constructing the development
 - the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - wheel washing facilities
 - measures to control the emission of noise during construction

-measures to control the emission of dust and dirt during construction
-a scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason: To protect the amenities of future occupiers and those in the local vicinity, in accordance with Policy DM D2 of the Sites and Policies Plan 2014.

22. Non-standard condition

No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority and in consultation with Thames Water. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. Provide information about the design storm period and intensity and the method employed to attenuate flows to sewer or main river. Appropriate measures must be taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. Include a timetable for its implementation;
- iii. Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime;

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

Informatives:

1. INF 15 Discharge conditions prior to commencement of work
2. INF 01 Party Walls Act
3. INF 07 Hardstandings
4. INF 20 Street naming and numbering
5. Note To Applicant - Approved Schemes
6. Non-standard informative
Carbon emissions evidence requirements for Post Construction stage assessments must provide:
 - Detailed documentary evidence confirming the Target Emission Rate (TER), Dwelling Emission Rate (DER) and percentage improvement of DER over TER based on 'As Built' SAP outputs (i.e. dated outputs with accredited energy assessor name and registration number, assessment status, plot number and development address); OR, where applicable:
 - A copy of revised/final calculations as detailed in the assessment methodology based on 'As Built' SAP outputs; AND
 - Confirmation of Fabric Energy Efficiency (FEE) performance where SAP section 16 allowances (i.e. CO2 emissions associated with appliances and cooking, and site-wide electricity generation technologies) have been included in the calculation
7. Non-standard informative
Water efficiency evidence requirements for post construction stage assessments must provide:
 - Documentary evidence representing the dwellings 'As Built'; detailing:
 - the type of appliances/ fittings that use water in the dwelling (including any specific water reduction equipment with the capacity / flow rate of equipment);
 - the size and details of any rainwater and grey-water collection systems provided for use in the dwelling; AND:
 - Water Efficiency Calculator for New Dwellings; OR
 - Where different from design stage, provide revised Water Efficiency Calculator for New Dwellings and detailed documentary evidence (as listed above) representing the dwellings 'As Built'
8. Non-standard informative
For further guidance in relation to sustainability please refer to Merton's Explanatory Note on Sustainable Design and Construction -

<https://www2.merton.gov.uk/environment/planning/planningpolicy/sustainability-planning-guidance.htm>

9. Non-standard informative
The applicant is advised that independent third party certification should be obtained from a manufacturer to ensure the fire performance of any of their doorsets in relation to the required needs and to ensure compliance with both current Building Regulations and the advice issued by the Department for Communities and Local Government on 22nd June 2017 following the Grenfell Tower Fire.
 10. INF 09 Works on the Public Highway
 11. INF 12 Works affecting the public highway
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[Click here](#) for full plans and documents related to this application.

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