

Merton Council

Planning Applications Committee

Membership

Councillors

Linda Kirby (Chair)
Najeeb Latif (Vice-Chair)
Philip Jones
Laxmi Attawar
Peter Southgate
Stephen Crowe
David Dean
Andrew Judge
Geraldine Stanford
Joan Henry

Substitute Members:

John Dehaney
Brenda Fraser
Daniel Holden
John Sargeant
John Bowcott

A meeting of the Planning Applications Committee will be held on:

Date: 22 February 2018

Time: 7.15 pm

**Venue: Council chamber - Merton Civic Centre, London Road, Morden
SM4 5DX**

This is a public meeting and attendance by the public is encouraged and welcomed. If you wish to speak please see notes after the list of agenda items. For more information about the agenda and the decision making process contact democratic.services@merton.gov.uk or telephone 020 8545 3356

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Planning Applications Committee

22 February 2018

- 1 Apologies for absence
- 2 Declarations of Pecuniary Interest
- 3 Minutes of the previous meeting 1 - 10
- 4 Town Planning Applications
The Chair will announce the order of Items at the beginning of the Meeting.
A Supplementary Agenda with any modifications will be published on the day of the meeting.
Note: there is no written report for this item
- 5 18 Arras Avenue, Morden, SM4 6DF 11 - 24
Application number: 17/P4387 Ward: Ravensbury

Officer Recommendation: Grant Planning Permission subject to conditions
- 6 Deacon House, 10 Atherton Drive, Wimbledon SW19 5LB 25 - 34
Application number: 17/P2878 Ward: Village

Officer Recommendation: Grant Planning Permission subject to conditions
- 7 27 Belvedere Avenue, Wimbledon SW19 7PP 35 - 42
Application number: 17/P4151 Ward: Village

Officer Recommendation: Grant Planning Permission subject to conditions
- 8 8-10 Edward Avenue, Morden, SM4 6EP 43 - 58
Application number: 17/P2956 Ward: Ravensbury

Officer Recommendation: Grant Planning Permission subject to conditions
- 9 Garages R/O Inglemere Road & Grenfell Road, Mitcham, CR4 2BT 59 - 76
Application number: 17/P1601 Ward: Graveney

Officer Recommendation: Grant planning permission subject to a section 106 agreement for permit free development, carbon offset and relevant conditions.

10	579-589 Kingston Road, Raynes Park, SW20 8SD Application number: 16/P1208 Ward: Dundonald Officer Recommendation: Grant permission subject to the completion of a section 106 agreement and conditions.	77 - 124
11	50 Marryat Road, Wimbledon SW19 5BD Application number: 17/P4158 Ward: Village Officer Recommendation: Grant Planning Permission subject to conditions	125 - 134
12	49 Murray Road, Wimbledon SW19 4PF Application number: 17/P2820 Ward: Village Officer Recommendation: Grant Planning Permission subject to conditions	135 - 144
13	37-39 Rookwood Avenue, New Malden, KT3 4LY Application number: 17/P3152 Ward: West Barnes Officer Recommendation: Grant Planning Permission subject to conditions	145 - 160
14	Planning Appeal Decisions .	161 - 164
15	Planning Enforcement - Summary of Current Cases REPORT TO FOLLOW	

Declarations of Pecuniary Interests

Members are reminded of the need to have regard to the items published with this agenda and, where necessary to declare at this meeting any Disclosable Pecuniary Interest (as defined in the The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012) in any matter to be considered at the meeting. If a pecuniary interest is declared they should withdraw from the meeting room during the whole of the consideration of that matter and must not participate in any vote on that matter. If members consider they should not participate because of a non pecuniary interest which may give rise to a perception of bias, they should declare this, withdraw and not participate in consideration of the item. For further advice please speak with the Council's Assistant Director of Corporate Governance.

Declarations of Pecuniary Interests – Members of the Design and Review Panel (DRP)

Members of the Planning Applications Committee (PAC), who are also members of the DRP, are advised that they should not participate in an item which has previously been to DRP where they have voted or associated themselves with a conclusion reached or recommendation made. Any member of the PAC who has also sat on DRP in relation to items on this PAC agenda must indicate whether or not they voted in such a matter. If the member has so voted they should withdraw from the meeting.

Human Rights Implications:

The applications in this Agenda have been considered in the light of the Human Rights Act 1998 and in particular, the First Protocol of Article 1 (Protection of Property); Article 6 (Rights to a Fair Trial) and Article 8 (Private and Family Life).

Consideration has been given to the impact of each application on the people living and working in the vicinity of that particular application site and to the impact of the proposals on the persons who have made written representations on the planning merits of the case. A full assessment of material planning considerations has been included in each Committee report.

Third party representations and details of the application proposals are summarised in each Committee report. It may be that the policies and proposals contained within the Development Plan and/or other material planning considerations will outweigh the views of third parties and/or those of the applicant.

Order of items: Applications on this agenda are ordered alphabetically. At the meeting the Chair may change this order to bring forward items with the greatest number of public speakers. The new order will be announced by the Chair at the start of the meeting.

Speaking at Planning Committee: All public speaking at Planning Committee is at the discretion of the Chair. The following people may register to speak:

Members of the Public who have submitted a written representation objecting to an application. A maximum of 6 minutes is allowed for objectors. If only one person registers they will get 3 minutes to speak, a second person will also get 3 minutes. If further people want to speak then the 6 minutes may be shared between them

Agents/Applicants will be able to speak but only if members of the public have registered to speak in opposition to the application. Applicants/agents will get an equal amount of time. If an application is brought to Committee with an Officer recommendation for Refusal then the Applicant/Agent will get 3 minutes to speak.

All Speakers MUST register in advance, by contacting The Planning Department no later than 12 noon on the day before the meeting.

PHONE: 020-8545-3445/3448

e-mail: planning@merton.gov.uk)

Ward Councillors/Other Councillors who are not members of the Planning Committee may also register to speak and will be allocated 3 minutes each. Please register with Development Control Administration or Democratic Services no later than 12 noon on the day before the meeting

Submission of additional information before the meeting: Any additional information relating to an item on this Agenda should be sent to the Planning Department before 12 noon on the day before the meeting (using email above).

Please note:

There is no opportunity to make a visual presentation when speaking at Planning Committee

That the distribution of any documents by the public during the course of the meeting will not be permitted.

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e-mail – democratic.services@merton.gov.uk

Agenda Item 3

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PLANNING APPLICATIONS COMMITTEE

18 JANUARY 2018

(7.15 pm - 10.55 pm)

PRESENT Councillor Linda Kirby (in the Chair), Councillor Najeeb Latif, Councillor Philip Jones, Councillor Laxmi Attawar, Councillor Peter Southgate, Councillor Stephen Crowe, Councillor David Dean, Councillor Andrew Judge, Councillor Geraldine Stanford and Councillor John Dehany

ALSO PRESENT Ward Councillors Gilli Lewis Lavender, Brian Lewis Lavender and John Sargeant
Neil Milligan – Development Control Manager
Jonathan Lewis – Planning Team Leader
David Gardiner – Planning Officer
Tim Lipscomb – Planning Officer
Sarath Attanayake – Transport Planner
Lisa Jewell – Democratic Services Officer

1 APOLOGIES FOR ABSENCE (Agenda Item 1)

Apologies for absence were received from Councillor Jerome Neil. Councillor John Dehaney attended as Substitute for Councillor Neil

2 DECLARATIONS OF PECUNIARY INTEREST (Agenda Item 2)

There were no declarations of interest.

3 MINUTES OF THE PREVIOUS MEETING (Agenda Item 3)

RESOLVED: That the minutes of the meeting held on 14 December 2018 are agreed as an accurate record.

4 TOWN PLANNING APPLICATIONS (Agenda Item 4)

Supplementary Agenda: Amendments and modifications to the Officer's report were published in a Supplementary Agenda. This applied to items 5,6,7,8,9,10,13 and 16.

Order of the meeting – The Chair announced that the order of items taken at the meeting would be: 10,5,6,7,8,9,11,12,13,14,15 and 16

5 3 ALAN ROAD, WIMBLEDON, SW19 7PT (Agenda Item 5)

Proposal: Erection of a single storey rear extension

The Committee noted the officer's report and presentation, including the information in the supplementary agenda and the additional plan. Members noted that Historic England had not yet submitted a formal view regarding demolition of the Air Raid

Shelter, but that the planning decision was separate to this process and that Historic England's view will be taken into account if necessary.

RESOLVED

The Committee voted to GRANT Planning Permission subject to conditions

6 46 ALWYNE ROAD, WIMBLEDON, SW19 7AE (Agenda Item 6)

Proposal: Erection of 5 bedroom detached dwelling arranged over four floors including basement and roof space accommodation

The Committee noted the officer's report, presentation, amendments in the Supplementary agenda and an amended plan. The Committee received verbal representations from two objectors and the Agent to the application.

The Objectors made points including:

- There are already flooding problems on the road. The basement will make this worse and will be at risk of flooding
- The basement will add to subsidence risk in the area
- The basement is very large
- There is no confidence that the applicant will adhere to building regs.
- The applicant has not carried out a proper flood risk assessment
- The development would cause a loss of light to neighbours
- The balcony would cause a loss of privacy to neighbours
- Construction vehicles would be a risk to school children using the road
- Applicant has already cut down 5 mature trees
- There is no contribution to affordable housing
- This is overdevelopment and will cause a real environmental impact

The Agent made points including:

- The trees were cut down lawfully as none had TPOs and the site is not in Conservation Area. An Apple tree was kept by request and an eucalyptus felled by request.
- This will be 5 bedroomed dwelling that will assist with meeting Merton Council's housing target
- It does not cause overshadowing
- There will be a sustainable drainage strategy for the development, and a sustainability and energy statement

- The development is policy compliant in all respects

In reply to points raised by the Objectors, Officers commented that:

- There is no balcony – it is a green roof and will be ‘no access’ by condition
- The Council’s flood and structural engineers have approved the details submitted so far. Applicant will need to provide a more detailed construction method statement regarding the basement construction
- There is no requirement to provide affordable housing as this is a single unit

In reply to points raised by the Members, Officers commented that:

- It is not possible to specify a basement contractor by condition, or to request monitoring equipment. Party Wall agreements are not a planning issue.
- The loss of light to number 51 is considered acceptable, as the windows facing the development are a stairway and a bathroom
- The proposed parking space is the same depth as the existing space at number 51.

RESOLVED

The Committee voted to GRANT Planning Permission subject to a S106 Legal Agreement and Conditions.

7 GARAGES RO GRANGE LODGE, THE GRANGE, WIMBLEDON, SW19 4PR (Agenda Item 7)

Proposal: Demolition of existing garages and the erection of a 1 x single dwelling house comprising of lower ground, ground and part first floor.

The Committee noted the officer’s report, presentation, amendments and additional information in the Supplementary agenda. The Committee received verbal representations from an objector and the Agent to the application.

The Objector raised residents’ concerns including:

- There are British Standards that make recommendations to protect trees
- The Corner of the proposal is within the root protection area
- The Footprint of the proposal is not outside the root protection area
- Even shallow excavations can damage trees
- This development will damage trees

The Agent to the Application made points including:

- The building has been designed on the basis of the site constraints

- It is a sustainable design
- It has been agreed that it is unlikely that the tree roots are growing under the present garage
- Special piling rig will be used in construction to protect tree roots and all piling will be done within the footprint to give roots more room
- TPOs will be served on the Holly and Lime trees

Members commented that they were reassured by the tree officer's expert view that trees would not be harmed by this development and the tree protection conditions imposed on the application

RESOLVED

The Committee voted to GRANT Planning Permission subject to to s.106 legal agreement and conditions.

8 237 KINGSTON ROAD, WIMBLEDON, SW19 3NW (Agenda Item 8)

Proposal: Erection of single storey rear extension

The Committee noted the officer's report and presentation and additional information in the supplementary Agenda. The Committee received verbal representations from an objector, the applicant and the Ward Councillor.

The Objector made points including:

- Extension is vast, over 3m long and wider than the house, and will cover 2/3 of the current garden.
- Following previous refusal the applicant has made small changes to depth and height but not width, and so has rejected officer advice
- There is no regard to the neighbours for noise and nuisance
- An insurance company has said that the extension will invalidate current insurance
- The roof will be a security risk
- Kingston Road is narrow and will cause difficulties for construction vehicles

The Applicant made points including:

- This is my home.
- I am a professional in the industry and will ensure building standards are high
- The original footprint and ridge height have been reduced

- Neighbouring extensions are more substantial
- It is acceptable in policy terms

The Ward Councillor John Sargeant made points including:

- Applicant has not followed Planning Officer's advice
- This extension is overbearing
- The roof sloping towards the building is unacceptable and is designing weakness into the building
- This extension will cause security and other problems for residents of the flats
- Access issues – no room for construction vehicles on Kingston Road

In response to members questions, officers replied that:

- There is no problem with having a roof that slopes towards the main building, it is possible to use engineering solutions to cope with this.

Members commented:

- The property is in a Conservation Area and this extension impacts on the frontage and unbalances the house.
- The building currently remains in its original proportions, this proposal would impact negatively on the original building, and is against policies DMD2 and DMD3
- That the amenity of the first floor residents would be affected, where they now see a drop outside their window the development would replace this with a roof.
- They also commented that the proposal was a very unsympathetic extension that was disproportionate and out of balance with the original building.

RESOLVED

The Committee agreed to:

1. REFUSE the application for the following reasons:
 - The bulk and scale and width of the extension are too great and are not proportionate or sympathetic to the existing building
 - The extension would cause a loss of amenity to the residents of the first floor flat
2. DELEGATE to the Director of Environment & Regeneration the authority to make any appropriate amendments in the context of the above to the wording of the grounds of refusal including references to appropriate policies

9 HIGH RANGE, 2 LANSDOWNE ROAD, WEST WIMBLEDON, SW20 8AP
(Agenda Item 9)

Proposal: Erection of 2 x 2 bed flats at rooftop level

The Committee noted the officer's report and presentation and amendments in the supplementary agenda. The Committee received a verbal representation from an objector and the applicant.

The Objector raised residents' concerns regarding loss of light to rooms in Aston Court. In particular daylight and sunlight to her kitchen which she believed to be a 'habitable' room.

The Applicant/Agent stated that a full daylight survey showed that the development caused no loss of light to habitable rooms, and that a kitchen was not classed as a habitable room with regard to the BRE daylight and sunlight recommendations. This view was endorsed by the Planning Officer

Members asked officers about the separation distance between the application site and the objectors property and heard that this was over 20m.

RESOLVED

The Committee voted unanimously to GRANT Planning Permission subject to s.106 legal agreement and conditions

10 CANONS HOUSE, 19 MADEIRA ROAD, MITCHAM, CR4 4HD (Agenda Item 10)

Proposal A: Alterations and extensions to Canons House to provide a mix of workspace (B1), education and community spaces (D1) involving demolition of toilet block and part of wall for erection of new entrance and community wall, partial demolition and extension to Madeira Hall to provide café, play/community room and public toilets, repair works to the Dovecote, provision of a new civic space in location of current northern car park, provision of new play area to replace existing play area, and associated landscaping and external works including reinstatement of historic running track, installation of outdoor gym equipment, new fencing, entrances, paths and lighting, and resurfacing of driveway.

Proposal B: Application for Listed Building Consent for alterations and extensions to Canons House to provide a mix of workspace, education and community spaces involving demolition of toilet block and part of wall for erection of new entrance and community wall, partial demolition and extension to Madeira Hall to provide café, play/community room and public toilets, repair works to the Dovecote, provision of a new civic space in location of current northern car park, provision of new play area to replace existing play area, and associated landscaping and external works including reinstatement of historic running track, installation of outdoor gym equipment, new fencing, entrances, paths and lighting, and resurfacing of driveway.

The Committee noted the officers report, presentation, amendments and additional information in the Supplementary agenda. The Committee received two verbal representations on the application.

Jonathan Lewis, Planning Team Leader, presented the item and drew members' attention to the additional information in the Supplementary Agenda, in particular the legal advice received by officers regarding the determination of the Listed Building Consent. He confirmed that further time would be given to allow outstanding consultees time to reply. He also asked the Committee to note the commentary regarding how the revised scheme addresses the comments made by the DRP (Design Review Panel) by the applicants architect, the head of Future Merton and the Council's Conservation Officer. In particular he asked the Committee to note how the architect had responded to the DRP views on the entrance.

He informed the Committee that the Business Plan was not material to the planning application.

He guided the Committee through the application and associated plans, as presented in the Officer's Report, and the Committee took some extra time to read the additional information provided in the Supplementary Agenda.

Tony Burton representing Mitcham Cricket Green Community and Heritage, and The Canons Partnership; made points including:

- Volunteers have spent a lot of time putting together the funding bid to allow this work to go ahead
- Did not expect to be speaking against the application
- The application is poor in places, but could be improved by the addition of four conditions:
 1. The Canons benefits from the flat being occupied, however this proposal threatens this occupation owing to lack of bathroom in the flat
 2. The new Café needs to be available for community use and needs to be open longer than the 10am-4pm currently proposed
 3. External lighting is intrusive and I do not support
 4. The pathways should be brick paved

Dave Lofthouse, resident of the existing flat made points including:

- Has lived in this flat for 25 years
- The plans for redevelopment do not show a bathroom in the flat
- Was advised that he would be unaffected by the work

Jonathan Lewis apologised if the plans did not show a bathroom in the flat, he confirmed that it was intended for the flat to remain habitable. He continued that if a better quality of pathway was required this could be covered by Condition. The opening hours of the Café could be made more flexible by Condition. The details of external lighting could be examined to ensure that no harm was done to the setting of the listed building or wildlife, and this could be ensured by condition.

In answer to members' questions, the Planning Team Leader replied:

- Whilst it is regrettable that some trees will be lost, these trees are self-seeded and not part of any formal landscaping. New landscaping and tree planting is proposed in the scheme
- Proposal does show remodelling and improvements of the entrances. To prevent traveller encampments on site, movement across the site could be restricted
- Although the DRP were concerned about the lift, Historic England were less concerned and officers suggested that Historic England's view should carry more weight.
- Re-investment of funds is not a material concern for the Planning Committee

Members made comments including:

- This site could be the 'Jewel in the Crown' of the Borough, and that all involved in this proposal should be commended – Local Residents and Officers

Members and Officers discussed the requests for four additional conditions and agreed that officers would add four conditions:

1. Café opening hours to be flexible to allow for additional and community use and therefore increased revenue
2. External Lighting– levels and positioning of external lighting to be reviewed to reduce any impact on wildlife and the setting of the listed building
3. That the Chair and Vice Chair of the Planning Applications Committee are to be involved in the final agreement on material selection for the pathways. The proposed bonded gravel is not acceptable.
4. That a full bathroom must be included in the flat, such that the flat is fully habitable.

RESOLVED

Proposal A: The Committee voted unanimously to GRANT Planning Permission subject to conditions contained in the officer's report, the supplementary agenda and additional conditions to cover:

1. Opening Hours of the Café to be flexible
2. External lighting and the surveys required to protect wildlife and the setting
3. The Chair and Vice Chair of the Planning Applications Committee to be included in the selection of materials for the pathways
4. A full bathroom to be included in the flat.

The Director of Environment and Regeneration be given delegated authority to agree the detailed wording of the above additional conditions

Proposal B: The Committee voted unanimously to GRANT Listed Building Consent subject to conditions contained in the officers report and the supplementary agenda.

11 LAND AT SHANNON BUSINESS CENTRE, ROOKWOOD AVENUE, NEW MALDEN (Agenda Item 11)

Proposal: Erection of 3 detached houses with vehicular access from Rookwood Avenue, footpath access between Rookwood Avenue and Blagdon Road, landscaping and a minor boundary alteration to No. 36 Rookwood Avenue.

The Committee noted the officer's report and presentation. The Committee received a verbal representation from Ward Councillor Gilli Lewis-Lavender

The Ward Councillor commented that the developers had worked hard to listen to residents and answer their questions, and Residents support this application. Councillor Lewis-Lavender supports the application and requests that the developers also do the remedial work to the bridge required.

Members asked officers about the status of the open land and heard that the proposed pedestrian paths would be transferred to Merton Council, and the land would have guaranteed public access. This associated open land would be landscaped by the developers and ownership transferred to a management company that would allow residents to become involved with a view to taking on the management company after 25 years.

Officers commented that the Bridge mentioned by Councillor Lewis-Lavender was outside of the planning application site.

Members commented that this was an innovative and imaginative solution to the use of the land.

RESOLVED

The Committee voted to GRANT Planning Permission subject to conditions, the completion of a S106 legal agreement and the extinguishment of an existing section 52 legal agreement relating to the site.

12 1F SEELY ROAD, TOOTING, SW17 9QP (Agenda Item 12)

Proposal: Demolition of existing warehouse and erection of 8 dwellings comprising of 4 x 2 bed duplex flats and 4 x 1 bed flats

The Committee noted the Officer's report and presentation.

RESOLVED

GRANT Planning Permission subject to a s106 undertaking for a permit free development and conditions.

13 23 STREATHAM ROAD, MICHAM CR4 2AD (Agenda Item 13)

Proposal: Demolition of existing building and erection of a single storey Lidl foodstore with associated car parking, cycle parking and landscaping.

The Committee noted the officer's report and presentation and amendment in the supplementary agenda.

Members commented that this application fully addressed the previous reasons for refusal, and thanked the applicant for listening. However they felt that this was a lost opportunity as there was no housing associated with the development.

The Transport Planning Officer explained that officers were working with TfL to try to relieve the traffic issues on Streatham Road.

RESOLVED

The Committee voted unanimously to GRANT Planning Permission subject to conditions

14 7-9 HEATH MEAD, WIMBLEDON, SW19 (Agenda Item 14)

The Committee noted the Officer's report.

RESOLVED

That the Merton (No.717) Tree Preservation Order 2017 be confirmed, without modification.

15 PLANNING APPEAL DECISIONS (Agenda Item 15)

The Committee noted the report on recent Planning Appeal Decisions.

16 PLANNING ENFORCEMENT - SUMMARY OF CURRENT CASES (Agenda Item 16)

The Committee noted the report on current enforcement work. It was noted that the Enforcement Appeal for 12A Commonsides West had been dismissed.

**PLANNING APPLICATIONS COMMITTEE
22 FEBRUARY 2018**

APPLICATION NO. **DATE VALID**
17/P4387 27.11.2017

Address/Site Meeting Hall, 18 Arras Avenue, Morden, SM4 6DF

Ward Ravensbury

Proposal: CONVERSION OF WYVERN YOUTH CENTRE INTO 6 x
RESIDENTIAL UNITS (COMPRISING 2 x 1 BED, 1 x 2 BED
AND 3 x 3 BED FLATS) INVOLVING RE-ROOFING,
INSTALLATION OF SKYLIGHTS, NEW DOOR AND WINDOW
OPENINGS, WITH ASSOCIATED PARKING, REFUSE,
LANDSCAPING AND CYCLE STORAGE.

Drawing Nos; Site location plan and drawings 100 Rev 01, 101 Rev 01, 102
Rev 01, 200 Rev 00, 201 Rev 00, 202 Rev 01, 203 Rev 01, 300
Rev 01, 400 Rev 04, 0373 SK 80124 and 0373 SK 80125

Contact Officer: Leigh Harrington (020 8545 3836)

RECOMMENDATION

Grant planning permission subject to relevant conditions.

CHECKLIST INFORMATION.

- Heads of agreement: No
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Design Review Panel consulted: No,
- Number of neighbours consulted: 25
- Press notice – No
- Site notice – Yes
- External consultations: Metropolitan Police, GLAAS
- Archaeological Priority Zone – Yes
- Controlled Parking Zone - No
- Number of jobs created: N/A
- Density 50 Dwellings per hectare

1 INTRODUCTION

- 1.1 The application has been brought before the Committee due to the level of public interest.

2. **SITE AND SURROUNDINGS**

- 2.1 The existing building is a disused Youth centre located amongst a streetscene predominately comprised of pairs of interwar semi detached single family dwellings with smaller and more densely concentrated housing to the rear in Connaught Gardens. The site is designated as Site Proposal 32 located within the Merton Sites and Policies DPD. The site is not within a Conservation Area or a Controlled Parking Zone but has Public Transport Accessibility Level – 2 with low accessibility to public transport. There are no locally or statutorily listed buildings on site or adjoining. The area is at low risk of flooding.. It is within an Archaeological Priority Zone. There are a number of mature trees situated at the rear of the site which is within 400m of Morden Hall Park. The local Scout group have a right of access through the centre of the site.

3. **CURRENT PROPOSAL**

- 3.1 This application follows a previously refused scheme for a larger scale redevelopment of the site which involved additional units being constructed at the rear. This smaller scale proposal seeks planning permission for the conversion of the former Wyvern youth centre into 6 x residential units (comprising 2 x 1 bed, 1 x 2 bed and 3 x 3 bed flats) involving re-roofing, installation of skylights, new door and window openings, with associated parking, refuse, landscaping and cycle storage.
- 3.2 The design and layout have undertaken a number of variations in response to consultation comments, predominantly in regards to privacy and security. The area in front of the building will be laid out to provide four off street car parking spaces with refuse stores. The area directly around the building will be laid out in a series of amenity spaces, footpaths and cycle stores. The existing building will be converted internally to provide six flats and there will be alterations to the roof slope to accommodate roof lights for the accommodation on the upper floor.

4. **PLANNING HISTORY**

- 4.1 16/P0910 Permission refused and appeal dismissed for the demolition of meeting hall and erection of residential block comprising 1 x 4 bed house, 3 x 3 bed houses and 2 x 1 bed terrace flats Reason for refusal; *The design, scale, mass, bulk and density of the proposed development is considered not to complement the character and appearance of the wider setting nor respect the space between buildings, contrary to London Plan policy 7.6, Core Strategy policy CS 14 and policies DM D2 and DM D3 of the adopted Merton Sites and Policies Plan 2014*

And

The design, scale, mass, bulk and density of the proposed development is considered to be an incongruous, overly dominant, visually intrusive and un-neighbourly form of development that is harmful to the amenity of neighbouring residents through loss of outlook and privacy, contrary to London Plan policies 7.4 and 7.6, Core Strategy policy CS 14 and policies DM D2 and DM D3 of the adopted Merton Sites and Policies Plan 2014

- 4.2 14/P2578 Permission refused and appeal dismissed for partial demolition of the existing building and the redevelopment of the site to provide 7x3 bedroom dwellings. Reasons for refusal; *The proposals by reason of design, size, massing, including orientation to the surrounding pattern of development, and bulk would result in an un-neighbourly form of development that would be overly dominant and visually intrusive and be likely to give rise to noise and disturbance, to the detriment of the amenities of neighbouring occupiers. The proposals would be contrary to policies 7.4 and 7.6 of the London Plan (2011), policy CS14 of the Merton LDF Core Planning Strategy (2011) and policies DM D2 and DM D3 of the Merton Sites and Policies Plan (2014).*

And

The proposed layout would result in an unsatisfactory environment for future occupiers, arising from a failure to provide adequate private garden space for future occupiers, and from creating a secluded space with limited natural surveillance that would form the access to the northernmost dwelling to the detriment of the safety and security of future occupiers. The proposals would be contrary to policy 7.3 of the London Plan (2011), policy CS.14 of the Merton LDF Core Planning Strategy (2011) and policies DM D1 and DM D2 of the Merton Sites and Policies Plan (2014).

And

The proposed development would fail to contribute to meeting affordable housing targets and in the absence of a legal undertaking securing a financial contribution towards the delivery of affordable housing off-site would be contrary to policy CS.8 of the Merton LDF Core Planning Strategy (2011).

- 4.3 Identified in the SPP 2014 as suitable for housing.
- 4.4 July 2012 LB Merton closed the site as a youth centre as it was considered surplus to requirements.
- 4.5 97/P0450 Planning permission granted for alterations to the front and side elevations on the south western corner of the building and the formation of a ramp with handrail on the front elevation to provide access for persons with disabilities.

4.6 MER751/65 Planning permission granted for erection of brick transformer chamber housing switchgear.

5. **CONSULTATION**

5.1 The application was advertised by means of a site notice and letters to 25 neighbouring occupiers. As a result four letters of objection from 6 neighbours and the local scout group were received which raised concerns relating to;

- Trees will be impacted and applicants made a false statement to say that they won't be. Greenery will be removed
- Overlooking and loss of privacy from the skylights
- Parking and transport statement inaccurate and out of date.
- Vehicle access out onto the street will be problematic.
- 4 parking spaces not enough for six flats, Merton Sustainable transport SPG would require 8 spaces.
- The proposals will blight the amenity of neighbours for years to come.
- The site is not as close and convenient to Morden as the applicant claims
- No reference made to the street trees or trees within the grounds
- Security issues with easier access to neighbour's back gardens
- 6 new flats represents too dense development
- Poor internal layout
- The proposals are trying to address previous reasons for refusal but are still a poor quality conversion.
- Any new lighting should face away from neighbours
- The site is only in poor condition because the applicant has left it to get that way.
- Only consistent theme is to this as cheaply as possible to maximise profit
- Reroofing with slates is positive but use of metal/Crittall windows is not a good idea. The removal of paint is welcome if the brickwork is still good.
- The adjacent scout group objected in relation to the loss of their right of way across the site.

5.2 **Historic England** (GLAAS) were consulted but stated there was no need to consult them

5.3 The **Metropolitan Police** Designing out Crime Officer was consulted on the original drawings and the layout has been amended to bring the security gates forward to improve security.

5.3 The **council's street trees team** were consulted and confirmed that the street tree to be removed was planted in the 2012-13 planting season. Given the young age of the tree no objections were raised for its removal subject to the applicant funding suitable replacement elsewhere in the vicinity based on the tree's CAVAT value. The other street tree outside the site would require protective measures being in place during the construction process by means of a suitable condition being imposed.

5.4 The council's arboricultural officer raised no concerns but recommended a condition detailing method of protection for trees during the building works.

- 5.5 Climate change officers were satisfied the proposals would be able to meet current policy requirements for a 19% reduction in CO2 emissions and this should be secured by condition.
- 5.6 Transport planning officer noted that the submitted transport study confirms that there is adequate spare capacity available in the surrounding roads to accommodate the 2 cars which would not have on-site parking provision. Cycle storage space was satisfactory. Therefore no objections were raised subject to conditions relating to car and cycle parking, the reinstatement of the existing dropped kerb and Construction Logistics Plan

6 POLICY CONTEXT

- 6.1 NPPF (2012). Key sections:
6. Delivering a wide choice of high quality homes.
7. Requiring good design.
- 6.2 Relevant policies in the London Plan 2016 are; 3.3 (Increasing housing supply), 3.4 (Optimising housing potential), 3.5 (Quality and design of housing developments), 5.1 (Climate change mitigation), 5.3 (Sustainable design and construction), 5.7 (Renewable energy), 5.13 (Sustainable drainage), 6.9 (Cycling), 7.5 (Public realm), 7.6(Architecture) & 7.21 (Trees and woodlands).
- 6.3 London Housing Supplementary Planning Guidance 2016
- 6.4 DCLG Technical standards 2015
- 6.5 Relevant policies in the Core Strategy 2011 are; CS 9 (Housing targets), CS 13 (Open Space, Nature conservation), CS 14 (Design), CS 15 (Climate change), CS 18 (Transport) & CS 20 (Parking, Servicing & delivery).
- 6.6 The relevant policies in the Sites and Policies Plan 2014 are; DM C1 Community facilities, DM D1 (Urban Design and the public realm), DM D2 (Design considerations in all developments), DM EP 2 (Reducing and mitigating noise), DM EP4 (Pollutants), DM H2 (Housing mix), DM 02 (Trees, hedges and landscape features), DM T2 (Transport impacts of development) & DM T3 (Car parking and servicing standards).

7. PLANNING CONSIDERATIONS

- 7.1 The main planning considerations in this case relate to the principle of the change of use of the building for the provision of dwellings on the site and the impact on local residents and the wider area.
- 7.2 **Provision of housing and loss of a community facility.**

Currently Policy CS. 9 within the Council's Adopted Core Strategy [July 2011] and policy 3.3 of the London Plan [March 2015] state that the Council will work with housing providers to provide a minimum of 4,107 additional homes [411

new dwellings annually] between 2015 and 2025. This proposal will provide 6 new dwellings including units suitable for family accommodation and is therefore considered to accord with these policies.

7.3 Core Strategy policies CS8 & CS9 seek to encourage proposals for well designed and located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space. The National Planning Policy Framework 2012 and London Plan policies 3.3& 3.5 promote sustainable development that encourages the development of additional dwellings locations with good public transport accessibility however this proposal site would not be well provided for in terms of public transport as it has a low ptal rating of 2.

7.4 London Plan policy 3.1, Core strategy Policy CS13 and saved SPP policy DM C1 all address the issue of the loss of community facilities and require the justification of the loss of such facilities. In the Core Strategy the policy relates specifically to viable recreational facilities and refers to facilities for which there is currently a demand. The Council closed the facility in 2012 as it was deemed surplus to requirements and the site has been identified within the Council's Sites and Polices DPD as a site suitable for redevelopment and the document states the Council's preferred use of the site as being Residential within Use Class C3. For these reasons the principle of developing the site for residential use is considered acceptable.

7.5 DESIGN.

Design of new buildings should ensure appropriate scale, density and appearance, respecting, complementing and responding to local characteristics (London Plan policy 7.6, LDF policy CS.14 and SPP policy DM D2).

7.6 Design- Bulk and massing.

London Plan policy 7.4 and SPP policy DM D2 require developments to relate positively and appropriately to the siting, rhythm, scale, density and proportions of surrounding buildings and the pattern and grain of existing streets whilst SPP policy DM D3 requires proposals to respect the form, scale and bulk of the original building. The previous applications were refused and the appeals upheld because of concerns relating to the detrimental impact of the proposed extensions on the host building and wider setting. The proposals now before members involves the conversion of the existing building with no extension works and therefore there would be no increase in bulk or massing.

7.7 Design- Appearance and layout

The proposals will involve the retention of the existing building but with the addition of some new fenestration at ground floor level and on the front and rear elevations and skylights in the side roof slopes for the bedrooms for the

two and three bedroom units. It is considered by officers that the design will offer an attractive and well-conceived transformation of the building's appearance and reinvigorate an attractive and distinctive local building to the betterment of the local area. The internal layout is considered acceptable and to provide a good standard of accommodation both in terms of living space as well as light and outlook with ample outdoor amenity space. Following the advice of the Police, the repositioning of access gates means that security arrangements have been improved for both future occupiers and neighbouring residents in accordance with SPP policy DM D2. In view of these considerations the proposals are considered to comply with relevant design policies.

7.8 Neighbour Amenity.

London Plan policies 7.4 and 7.6 and SPP policy DM D2 relate to the possible impacts such as loss of light, privacy, overshadowing and visual intrusion on neighbour amenity and the need for people to feel comfortable with their surroundings.

7.9 The previous application were refused in part because of concerns relating to the impact on the amenity of neighbouring occupiers. This application confines the development to the existing building footprint and therefore concerns regarding the overbearing nature of the previous scheme are considered to have been addressed along with issues relating to loss of light. Following the concerns from neighbours the positioning of skylights have been revised such that they are now no less than the standard 1.7m above floor level. There have been neighbour concerns regarding over development but at the previous appeal stages the Inspector did not support the council's position that the development would increase noise and disturbance for neighbours. In view of these factors it is not considered that there would be harm to neighbour amenity that would warrant a refusal of planning permission.

7.10 Standard of accommodation and the amenity of future occupiers.

SPP Policy DM D2, Core Strategy 2011 policies CS 9 Housing Provision and CS 14 Design and London Plan policies 3.3 Increasing Housing Supply, 3.4 Optimising Housing Potential, 3.5 Quality and Design of Housing Developments are all policies that seek to provide additional good quality residential accommodation.

7.11 Schedule of accommodation

Unit	Type	Proposed GIA	Minimum reqd GIA	Proposed Amenity	Min Reqd amenity
A	3B/5P	94m ²	93m ²	1492	7m ²
B	1B/2P	50m ²	50m ²	49m ²	5m ²
C	3B/4P	85m ²	84m ²	119m ²	6m ²
D	3B/4P	86m ²	84m ²	78m ²	6m ²
E	1B/2P	50m ²	50m ²	45m ²	5m ²
F	2B/4P	79m ²	79m ²	107m ²	7m ²

The table demonstrates that all the units meet or exceed the minimum internal space GIA requirements and all the flats readily exceed the amenity space requirements.

7.12 The design has been amended to reflect initial concerns regarding the security of the development such that officers are now satisfied that the proposals will provide a good standard of accommodation for future occupiers.

7.13 **Parking, servicing and deliveries.**

Core Strategy Policy CS 20 requires proposals to have regard to pedestrian movement, safety, serving and loading facilities for local businesses and manoeuvring for emergency vehicles as well as refuse storage and collection. The proposals did generate objections regarding parking with only four spaces being provided for the larger units. Cycle storage provision is considered acceptable.

7.14 **Site right of way.**

The adjoining Scout group have a right of access over the land. The applicants have sought to address these concerns by retaining accessway onto the site and the means of using the side security gate if required. They have undertaken number of meeting with the group and have come to a mutual agreement over access rights.

8. SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS.

8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly there is no requirement for an EIA submission.

8.2 In order to ensure that the development is policy compliant a condition to that effect requiring CO₂ reductions of not less than a 19% improvement on Part L regulations 2013, and internal water usage rates of not more than 105 litres per person per day is recommended in addition to the carbon offset payment that would be included within the s106 agreement.

9. CONCLUSION

- 9.1 The site has been identified by the council as being suitable for residential redevelopment of the youth centre site. The proposal no longer includes additional building works which were considered harmful to neighbour amenity and the appearance of the site and instead involves the conversion of the existing building to provide six new flats for which there is an identified need in the borough. The accommodation to be provided all meets the required internal floor area size standards whilst each unit will be provided with a generous individual outdoor amenity space and the four larger units will each have an off street parking space.

Therefore, subject to the imposition of suitable planning conditions, the proposal is considered to be acceptable and in compliance with relevant planning policy and is therefore recommended for approval.

10. RECOMMENDATION

GRANT PERMISSION SUBJECT TO CONDITIONS

Conditions

- 1 Commencement of works
- 2 In accordance with plans; Site location plan and drawings 100 Rev 01, 101 Rev 01, 102 Rev 01, 200 Rev 00, 201 Rev 00, 202 Rev 01, 203 Rev 01, 300 Rev 01, 400 Rev 04, 0373 SK 80124 and 0373 SK 80125
- 3 B1 External materials to be approved; No construction shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors, windows and tiles (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details. Reason; To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2015 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014
- 4 B5 Boundary treatments to be approved; No development shall take place until details of all boundary walls or fences including methods for the temporary security of the site during construction as well as details of security gates are submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details are

approved and works to which this condition relates have been carried out in accordance with the approved details. The walls and fencing shall be permanently retained thereafter. Reason; To ensure a satisfactory and safe development in accordance with the following Development Plan policies for Merton: policies 7.5 and 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Polices Plan 2014.

5. D11 Construction Times No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays. Reason; To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2015 and policy DM EP2 of Merton's Sites and Polices Plan 2014.
6. H9 Construction Vehicles The development shall not commence until details of the provision to accommodate all site workers', visitors' and construction vehicles, loading /unloading and storage arrangements of construction plant and materials during the construction process have been submitted to and approved in writing by the Local Planning Authority. The approved details must be implemented and complied with for the duration of the construction process. Reason; To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Polices Plan 2014.
7. F1 Landscaping
8. Tree protection
9. Non-standard condition [Replacement of street tree]: The applicant shall enter into a highways agreement with London Borough of Merton to either relocate the existing street tree from in front of the access to the site, or to provide a suitable replacement specimen, to a suitable location in the immediate area. No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the street tree has been relocated to the satisfaction of London Borough of Merton.

Reason: To protect and safeguard the visual amenity of the area in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policies DMD2 and DMO2 of Merton's Sites and Policies Plan 2014.
10. External lighting Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary. Reason; To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan

policies for Merton: policies DM D2 and DM EP4 of Merton's Sites and Polices Plan 2014.

11. H4 Provision of vehicle parking The vehicle parking area shown on the approved plans shall be provided before the commencement of the buildings or use hereby permitted and shall be retained for parking purposes for occupiers and users of the development and for no other purpose. Reason; To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Polices Plan 2014.
12. H6 Cycle storage and space provision
13. H3 Redundant crossover; The development shall not be occupied until the existing redundant crossover/s have been removed by raising the kerb and reinstating the footway in accordance with the requirements of the Highway Authority.
14. Non standard condition; Prior to occupation of the site, the applicant shall have completed a s278 Highways agreement relating to the provision of a new vehicle access to the site. Reason; To ensure the provision of a satisfactory access for parking and comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Polices Plan 2014.
15. 'No part of the development hereby approved shall be occupied until evidence has been submitted to, and approved in writing by, the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 19% improvement on Part L regulations 2013, and internal water usage rates of not more than 105 litres per person per day.'

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: Policy 5.2 of the London Plan 2015 and Policy CS15 of Merton's Core Planning Strategy 2011

Informatives:

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

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'

Informative:

No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

Hardstandings informative

Advice regarding permeable and porous hardstandings can be found in the document 'Guidance on the Permeable Surfacing of Front Gardens' available at <http://www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens>

Construction of access informative

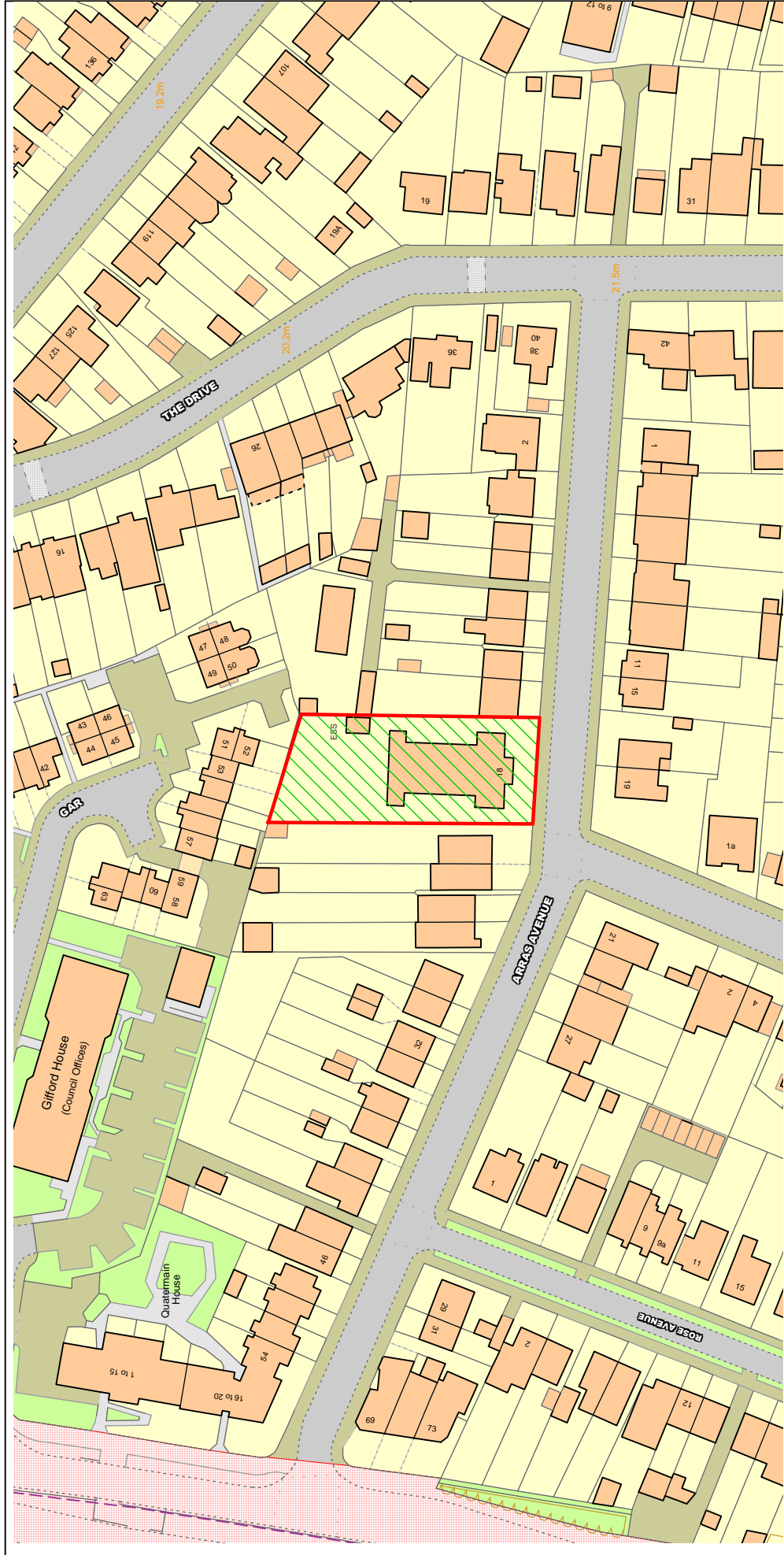
It is Council policy for the Council's contractor to construct new vehicular accesses. The applicant should contact the Council's Highways Team on 020 8545 3829 prior to any work starting to arrange for this work to be done. If the applicant wishes to undertake this work the Council will require a deposit and the applicant will need to cover all the Council's costs (including supervision of the works). If the works are of a significant nature, a Section 278 Agreement (Highways Act 1980) will be required and the works must be carried out to the Council's specification.

NPPF informative.

[Click here](#) for full plans and documents related to this application.

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**PLANNING APPLICATIONS COMMITTEE
22 FEBRUARY 2018**

<u>APPLICATION NO.</u>	<u>DATE VALID</u>
17/P2878	02/08/2017
Address/Site	Deacon House, 10 Atherton Drive, Wimbledon, SW19 5LB
Ward	Village
Proposal:	Erection of a new detached garage with basement car park and erection of a two storey side extension with basement games room.
Drawing Nos	P01, P02, P04, P05, P06, P08, P09
Contact Officer:	Richard Allen (8545 3621)

RECOMMENDATION

GRANT Planning Permission subject to conditions

CHECKLIST INFORMATION

- Heads of agreement: No
- Is a screening opinion required: No
- Is an Environmental impact statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice- Yes
- Site notice-Yes
- Design Review Panel consulted-No
- Number neighbours consulted – 14
- External consultants: None
- Density: n/a
- Number of jobs created: n/a
- Archaeology Priority Zone: No

1. **INTRODUCTION**

- 1.1 This application has been brought to the Planning Applications Committee due to the number of objections received.

2. **SITE AND SURROUNDINGS**

- 2.1 The application site comprises a detached two storey dwelling house situated at the southern end of Atherton Drive, a cul-du-sac accessed from Burghley

Road. There is an existing detached garage to the side of the property adjacent to the rear boundary with 21 Calonne Road. The application property is situated within a large garden screened by mature tree and shrub planting. The application site is within the Merton (Wimbledon North) Conservation Area.

3. **CURRENT PROPOSAL**

- 3.1 The current proposal involves the erection of a detached garage building with basement car parking below and erection of a two storey extension to the existing dwelling house with games room below at basement level.
- 3.3 The proposed detached garage building would be 6.5 metres in width and 8.5 metres in length. The garage would have an eaves height of between 2.5 and 3.2 metres and would have a hipped roof with an overall height of between 4.1 and 5.5 metres. The garage would contain a car lift which would provide access to a basement car park that could accommodate 8 cars.
- 3.4 The proposed two storey extension would be sited on the south elevation of the existing dwelling house and would be 9 metres in width (at ground floor level) and 14 metres in length. The extension would have a 'cat slide' roof that would slope upwards from the boundary with 19 Calonne Road, with first floor accommodation provided within the roof space. Two dormer windows would be provided to the garden elevation and a single dormer window (to a bathroom) provided to the side elevation facing towards the boundary with 19 Calonne Road. Beneath the side extension a basement would be formed to provide a games room.

4. **PLANNING HISTORY**

- 4.1 In July 1989 planning permission was granted for the erection of a first floor side extension (LBM Ref.89/P0804).
- 4.3 In November 1995 planning permission was granted for the erection of a part single, part two storey detached house with accommodation within the roof and integral garage fronting Calonne Road and erection of a part single/part two storey detached dwelling with integral swimming pool, detached double garage with accommodation above with access from Atherton Drive involving the demolition of 10 and 12 Atherton Drive (LBM Ref.95/P0762).

5. **CONSULTATION**

- 5.1 The application has been advertised by site notice procedure and letters of notification to occupiers of neighbouring properties. In response 18 objections have been received. The grounds of objection are set out below:-

-The construction of an underground garage would cause problems with the water table cause disruption to traffic and cause problems of access to other houses.

- The proposed garage could result in a commercial activity taking place in a residential area.
- The proposed basement may affect nearby trees and result in loss of greenery.
- The large garage will result in noise and pollution.
- the basement may increase risk of flooding and have an adverse impact upon ground water.
- The excavation to build the underground garage would cause noise and nuisance.
- The garage will result in the loss of an orchard and garden area.
- Keeping cars underground would be a fire hazard.
- The garage and extension to the house would constitute overdevelopment of the site.
- The proposed two storey extension would face onto 19 Calonne Road and the window in the side elevation would result in overlooking.

5.2 Parkside Residents Association

The Parkside residents Association state that the proposed basement car park is disproportionately large, inappropriate and unsuitable for a residential location. The proposal will allow for the garaging of 12 cars on the site. This is excessive for a residential location. There are no properties in the area which offer garaging on such a scale. Driving vehicles in and out of the basement would generate numerous traffic movements along a quiet cul-du-sac and create disturbance. There are no details of the car lift and it must be demonstrated that this equipment will not cause undue noise. The storage of cars underground could be a safety risk. The proposal will also result in the loss of trees and the flood risk assessment and basement construction method statement provides little information on the impact of the development upon neighbour amenity. The first floor window in the two storey side extension would result in overlooking and loss of privacy to 19 Calonne Road.

5.4 Tree Officer

The tree officer has confirmed that the applicant has provided sufficient information to the proposed development in response to earlier concerns and the tree officer is now satisfied that the development can be implemented in a satisfactory manner subject to tree protection conditions being imposed on any grant of planning permission. The tree officer raises no objection to the trees proposed to be removed.

6. **POLICY CONTEXT**

6.1 Adopted Merton Core Strategy (July 2011) CS14 (Design) and CS20 (Parking).

6.2 Sites and Policies Plan (July 2014) D2 (Design Considerations in all Developments), DM D3 (Alterations and Extensions to Existing Buildings), DM D4 (Managing Heritage Assets) and DM T3 (Car Parking).

- 6.3 The London Plan (March 2016)
The relevant policies within the London Plan are 6.13 (Parking), 7.4 (Local Character) and 7.4 (Local Character).

7. **PLANNING CONSIDERATIONS**

- 7.1 The main planning considerations concern the impact on visual amenity, design and Conservation Area, basement construction, neighbour amenity, trees and parking issues.

7.2 Design/Conservation Issues

The proposal involves the erection of a two storey extension to the existing house and the erection of a detached double garage building that would provide lift access to an underground car parking area. The site lies within the 'Wimbledon House' sub-area of the Conservation Area which is recognised for its former part of the Old Park, which was largely occupied by Wimbledon House and its grounds. The area is recognised for its harmonious designs and spacious plots, controlled over time through restrictive covenants. The proposed extension to the dwelling house has been designed to complement the design of the existing house and would incorporate a hipped roof and rendered wall. The detached garage building has also been designed to complement the design of the existing house. Once constructed, the basement parking area and games room would not be visible and would have no impact upon the character of the conservation area.

Overall the proposed garage and extension to the existing dwelling house have been sympathetically designed to complement the existing dwelling house and the proposal would not have a harmful impact upon the character or appearance of the Merton (Wimbledon North) Conservation area. The proposal is therefore acceptable in terms of policies CS14, DM D2 and DM D4.

7.3 Basement Construction

A number of representations have been received concerning the impact of the proposed basement construction on trees and ground water. However, the applicant has provided a basement construction method statement prepared by a qualified structural engineer and the report concludes that based on the survey information the basements can be constructed in a safe and effective method without significant impact upon neighbouring properties. Further, the application has been accompanied with a Flood Risk Assessment which concludes that the risk of flooding is low and that the appropriate drainage strategy should be to utilise a sub-surface positive drainage system to the public sewer, as per the existing dwelling. The Council's Drainage Officer has no objections to the proposal subject to submission of surface water and foul water drainage scheme being imposed on any grant of planning permission. The proposed basement is therefore considered to be acceptable in term of policy DM D2.

7.4 Neighbour Amenity

The resident's concerns regarding the scale of the underground parking area are noted. However, the applicant collects classic cars and there are no objections to the construction of an underground parking area in principle as once constructed the access would be via a conventional detached double garage. (A similar development was also recently approved at 28 Linfield Road LBM Ref.16/P0272). The proposed two storey side extension to the existing house (incorporating a basement games room) would be sited adjacent to the rear boundary with 19 Calonne Road. However, although two storeys the first floor would be within the roof space, with the hipped roof sloping away from the boundary with 19 Calonne Road. Although a side dormer window is proposed facing onto 19 Calonne Road, the window would be to a bathroom and would be obscure glazed, which can be controlled via condition. The proposed garage would be sited within the eastern corner of the large garden. The side elevation of the garage would be a minimum of 2 metres away from the side garden boundary with 25 Calonne Road and the rear elevation of the garage would be 4 metres from the rear boundary with number 25. The side elevation of the garage would be a minimum of 1 metre away from the side boundary of the garden of 8 Atherton Drive and the garage would have a hipped roof sloping away from each side boundary. Therefore the siting of the garage adjacent to neighbouring gardens would not have a harmful impact upon neighbour amenity and is therefore acceptable in terms of policy DM D2.

7.5 Trees

The Council's tree officer has been consulted on the proposals and is satisfied with the information contained within the arbouricultural report. The tree officer has, however, recommended that appropriate planning conditions be imposed on any grant of planning permission to protect retained trees during construction works. The proposal is therefore considered to be acceptable in terms of policy DM DO2.

7.6 Parking

The existing access arrangements to the site are unaffected by the proposed development and the proposal would involve the provision of additional parking spaces at basement level for the owners collection of classic cars. Therefore there are no planning objections to the proposed development.

8. **SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS**

8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly there is no requirement for an EIA submission.

9. **CONCLUSION**

9.1 The proposed two storey side extension to the existing dwelling house and the erection of the detached garage building are considered to be acceptable

in design terms. Although the proposal involves the provision of basement car parking area accessed via a car lift and provision of a small basement beneath the two storey side extension, the applicant has provided a basement construction method statement demonstrating that the basements can be constructed in a safe manner. The proposal is considered to be acceptable in terms of neighbour amenity would not cause a harmful effect on the character or appearance of the (Wimbledon North) Conservation Area. Accordingly it is recommended that planning permission be granted subject to conditions.

RECOMMENDATION

GRANT PLANNING PERMISSION

Subject to the following conditions:-

1. A.1 (Commencement of Development)
2. A.7 (Approved Drawings)
3. B.1 (Approval of Facing Materials)
4. B.4 (Site Surface Treatment)
5. C.2 (No Permitted Development –Door and Windows)
6. C.4 (Obscure Glazing-Side Dormer Window to Bathroom)
7. D.11 (Hours of Construction)
8. F1 (Landscaping)
9. F2 (Landscaping-Implementation)
10. F5 (Tree Protection)
11. The details of measures for the protection of existing trees as specified in the approved document BS 5873:2012 Arbouricultural Report Impact Assessment, Arbouricultural Method Statement and Tree Protection Plan dated August 2017 including drawing titled Tree Protection Plan dated 03/11/2017 shall be fully complies with. The methods for the protection of the existing trees shall be fully complied with. The methods for the protection of the existing trees shall fully accord with all of the measures specified in the report. The details of the measures as approved shall be retained and maintained until the completion of site works.

Reason for condition: to protect and safeguard the existing retained trees and those trees located in neighbouring amenity space in accordance with the following development Plan policies for Merton: Policy 7.21 of the London

Plan 2015, Policy CS13 of Merton's Core Planning Strategy 2011, and Policies DM D2 and DM O2 of the Adopted Merton Sites and Policies Plan 2015.

12. F.8 (Site Supervision – Trees)
13. F.6 (Design of Foundations insert 'within 11 metres of retained trees')
14. The existing ground levels within the root protection area of the existing retained Beech tree (referred to as T20) shall not be raised or lowered and shall remain as existing.

Reason for condition: To protect and safeguard the existing retained Beech tree in accordance with the following development Plan Policies for Merton: Policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011, and Policies DM D2 and DM O2 of the Adopted Merton Sites and Policies Plan 2015.

15. The new footpath shown on the approved drawing number P07 Rev A beneath the canopy of the Beech tree (referred to as T20) shall be constructed using no-dig construction as detailed in Arbouricultural Practice note 12.

Reason for condition: To protect and safeguard the existing retained Beech tree in accordance with the following development Plan Policies for Merton: Policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011, and Policies DM D2 and DM O2 of the Adopted Merton Sites and Policies Plan 2015.

16. F.1 (Landscaping Scheme)
17. Condition: Prior to the commencement of the development hereby permitted, a detailed scheme for the provision of surface and foul water drainage shall be submitted to and approved in writing by the local planning authority. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS), the scheme shall:
 - i. Provide information about the design storm period and intensity, attenuation (no less than 27.4m³) and control the rate of surface water discharged from the site to no more than 5l/s;
 - ii. Include a timetable for its implementation;
 - iii. Provide a management and maintenance plan for the lifetime of the development, including arrangements for adoption to ensure the schemes' operation throughout its lifetime.

No works which are the subject of this condition shall be carried out until the scheme has been approved, and the development shall not be occupied until the scheme is carried out in full. Those facilities and measures shall be retained for use at all times thereafter.

Reason: To reduce the risk of surface and foul water flooding and to ensure the scheme is in accordance with the drainage hierarchy of London Plan policies 5.12 & 5.13 and the National SuDS standards and in accordance with policies CS16 of the Core Strategy and DMF2 of the Sites and Policies Plan.

18. Prior to commencement of development a fully detailed Basement Construction Method Statement (including hydrology report) shall be submitted to and agreed in writing by the Local Planning Authority. The basement works shall be undertaken in accordance with the approved details.

Reason for condition: In the interest of neighbour amenity and to comply with policy DM D2 of the Adopted Merton Sites and Policies Plan (2014).

19. The garage and basement parking area shall be used for the parking of motor vehicles ancillary to the domestic use of Deacon House, 10 Atherton Drive SW19 5LB and for no other purpose without prior approval in writing from the Local Planning Authority.

Reason for condition: In the interest of neighbour amenity and to comply with policy DMD2 of the Adopted Merton Sites and Policies Plan (2014).

20. Prior to first use of the garage hereby permitted, details of the internal car lift structure and operating mechanism shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details and thereafter retained.

Reason for condition: In the interest of neighbour amenity and to comply with policy DMD2 of the Adopted Merton Sites and Policies Plan (2014).

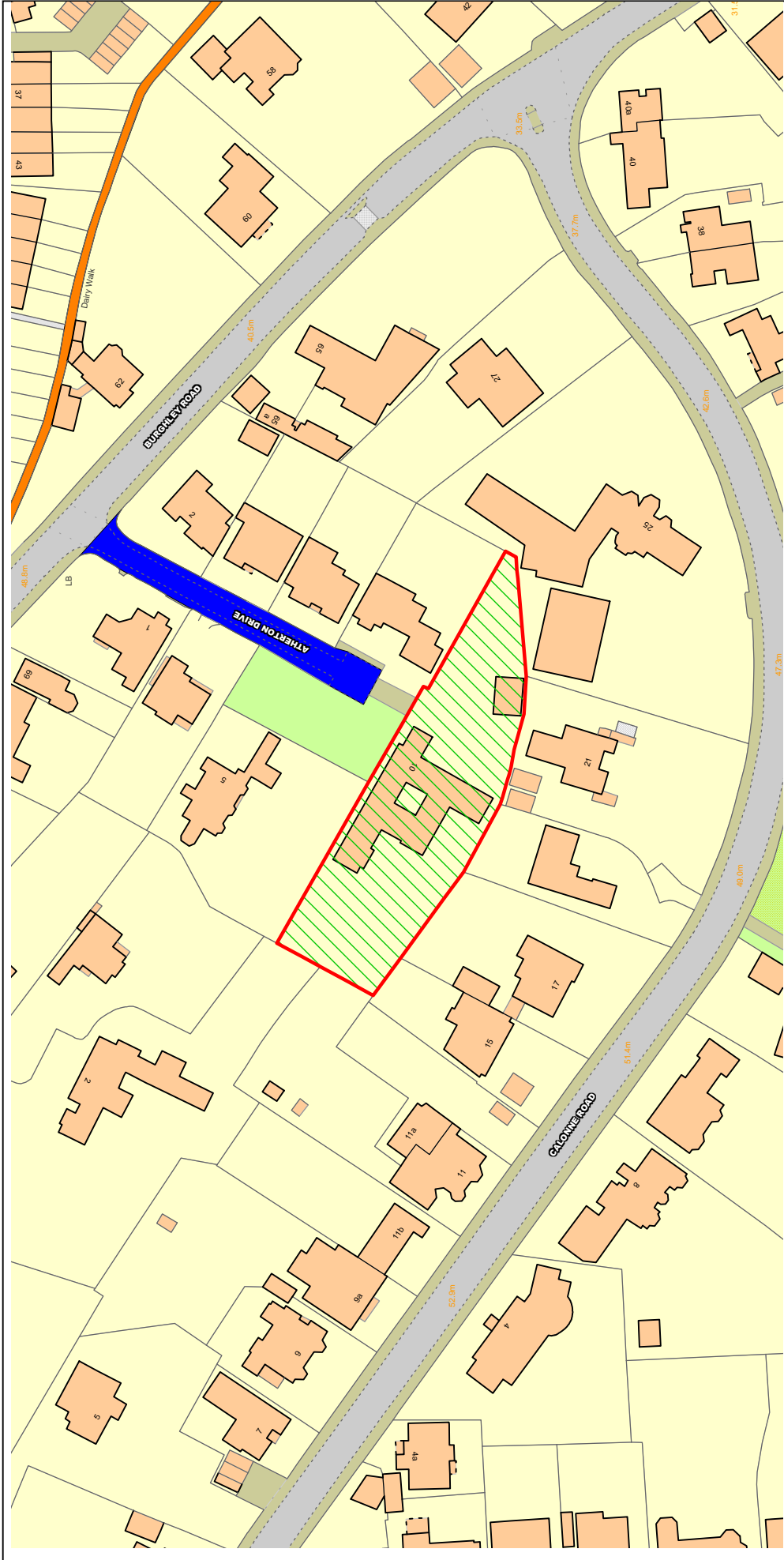
21. INF 1 (Party Wall Act)

22. No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

[Click here](#) for full plans and documents related to this application.

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**PLANNING APPLICATIONS COMMITTEE
22 FEBRUARY 2018**

APPLICATION NO. DATE VALID

17/P4151

07/11/2017

Address/Site 27 Belvedere Avenue, Wimbledon, SW19 7PP

Ward **Village**

Proposal: Erection of ground, first and second floor front extensions, alterations to fenestration, including replacement of windows.

Drawing Nos 099LAW (00P) 001_Rev P1, 009_Rev P1, 010_A, 010_Rev P2, 011_Rev P2, 012_Rev P2, 013_Rev P1, 201_Rev P1, 203_Rev P2, 204_Rev P1, 210_Rev P1, 301_Rev P1

Contact Officer: Richard Allen (8545 3621)

RECOMMENDATION

GRANT Planning Permission subject to conditions

CHECKLIST INFORMATION

- Heads of agreement: No
- Is a screening opinion required: No
- Is an Environmental impact statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice- Yes
- Site notice-Yes
- Design Review Panel consulted-No
- Number neighbours consulted – 8
- External consultants: None
- Density: n/a
- Number of jobs created: n/a
- Archaeology Priority Zone: No

1. **INTRODUCTION**

1.1 This application has been brought to the Planning Applications Committee due to the number of objections received.

2. SITE AND SURROUNDINGS

- 2.1 The application site comprises a partially built three storey dwelling house (with basement level) situated on the south west side of Belvedere Avenue between the junctions of Alan Road and Church Road. Construction of the existing building commenced in 2007/2008 but was never completed and the building has remained an empty shell. The application site is within the Merton (Wimbledon North) Conservation Area. The frontage to the site consists of a high locally listed wall.

3. CURRENT PROPOSAL

- 3.1 The current proposal involves the erection of ground, first and second floor extensions, alterations to fenestration of building including replacement of windows, together with internal works in connection with the refurbishment of the existing house. Construction of the existing house commenced in 2007/2008 but has never been completed and the house has never been occupied.
- 3.2 The current proposal involves the remodelling of the existing dilapidated shell to improve the internal configuration. The existing windows within the side elevations (which overlook neighbouring properties) would be removed. The existing building has timber windows and a rendered finish. The timber windows would be replaced by bronze coloured aluminium framed glazing. A small extension to the front corner and the extension and rationalization at second floor level with the curved 'tower' being rebuilding in a rectangular form. Level access would be provided to the dwelling and a lift installed to provide wide and level access to principle areas.
- 3.3 The proposal also involves the formation of new access points within the locally listed front boundary wall and the installation of timber gates.

4. PLANNING HISTORY

- 4.1 The application site was previously occupied by a chalet style bungalow which was demolished in 2005. A number of planning applications were subsequently submitted for various designs for a replacement house on the site.
- 4.2 In April 2005 Planning Permission was granted for the erection of a new dwelling house and changes to the existing front boundary wall (LBM Ref.04/P1688).
- 4.3 In April 2005 Conservation Area Consent was granted for the demolition of the existing dwelling house in connection with the construction of a replacement dwelling (LBM Ref.04/P1689).
- 4.4 In August 2005 Planning Permission was granted for the erection of a new dwelling house (LBM Ref.05/P1435).

- 4.5 In November 2005 Planning Permission was granted for the erection of a five bedroom dwelling house and modifications to front wall (LBM Ref.05/P2246).
- 4.6 In May 2006 Planning Permission was granted for the erection of six bedroom dwelling house (Revisions to LBM Planning permission Ref.05/P2246) (LBM Ref.06/P0642).
- 4.7 In June 2017 planning permission was granted under delegated powers for the erection of ground, first and second floor front extensions, alterations to fenestration including replacement of windows together with associated internal works to the partially built dwelling house (LBM Ref.17/P1035).
- 4.8 In November 2017 conditions attached to LBM Planning Permission Ref.17/P1035 was discharged (LBM Ref.17/P3506).

5. **CONSULTATION**

- 5.1 The application has been advertised by site notice procedure and letters of notification to occupiers of neighbouring properties. In response 7 objections have been received. The grounds of objection are set out below:-

- The plans do not show the relationship of the property to its neighbours.
- The property would be built further forward than existing and maybe higher.
- The plans lack dimensions.
- The plans do not show the building in context with the street.
- The top of the house now looks like a full third floor.
- There is no mention of obscure glazing being used.
- The house may extend beyond the original boundary.

- 5.1 The Belvedere Estates Residents Association
There appears to be a lack of detail on the drawings. There are no measurements and the boundaries are not shown and it is not possible to ascertain where the proposed dwelling is in context to its surroundings.

- 5.2 The Wimbledon Society
The Society believes that the plans are inadequate as they lack detail and do not show existing and proposed works in context of the site. The application should be withdrawn and resubmitted with better plans.

Officer response: During the assessment of the application officers have received plans which show the position and height of the immediate neighbouring property in comparison to the current proposal.

6. **POLICY CONTEXT**

- 6.1 Adopted Merton Core Strategy (July 2011)
CS15 (Climate Change), CS18 (Active Transport) and CS20 (Parking).
- 6.2 Sites and Policies Plan (July 2014)

D2 (Design Considerations in all Developments), DM D2 (Design Considerations in all Developments), DM D4 (Managing Heritage Assets) and DM T3 (Car Parking).

6.3 The London Plan (March 2016)

The relevant policies within the London Plan are 3.3 (Increasing London's Housing Supply), 3.4 (Optimising Sites Potential), 3.5 (Quality and Design of Housing), 3.8 (Housing Choice), 5.2 (Climate Change Mitigation), 5.3 (Sustainable design and Construction), 5.7 (Renewable Energy), 6.9 (Cycling), 6.13 (Parking), 7.4 (Local Character) and 7.4 (Local Character).

7. **PLANNING CONSIDERATIONS**

7.1 The main planning considerations are the impact on visual amenity and the Conservation Area, neighbouring amenity, parking/access and differences with previous permission.

7.2 Design/Conservation Issues

The existing house was constructed in 2007/2008 under LBM Planning Permission Ref.06/P0642, and has never been completed or occupied. The previous planning permission (LBM Ref.17/P1035) sought revisions to the design approved by LBM Ref.06/P0642 and included a ground floor rear extension. However, due to a restrictive covenant on the land it has not been possible to construct the approved rear extension. Therefore to accommodate the changes to the original scheme, alterations are now proposed to the front elevation including a 588mm projection to the ground floor utility room and 2 metres projection to enlarge the dining room (infilling part of the front elevation adjacent to the integral garage). The partially constructed curved 'tower' section at second floor level is to be rebuilt with a rectangular footprint. The overall bulk and mass of the proposal would remain the same as that already granted permission under LBM Ref.17/P1035 and the removal of the single storey rear extension element is beneficial to the site surroundings.

7.3 The extensions and alterations to the building are considered to be acceptable in design terms and the proposal would preserve the character and appearance of the Merton (Wimbledon North) Conservation Area. The proposals are therefore acceptable in terms of policies CS14 (Design) and DM D2 (Design Considerations in all Developments), DM D3 (Alterations and Extensions to Existing Buildings) and DM D4 (Managing Heritage Assets).

7.4 Neighbour Amenity

The existing building that occupied the site had windows within the side elevations. These windows would be removed thereby improving neighbour amenity by removing a potential source of overlooking. Windows within the proposed extension would face into the front and rear gardens and the new windows and fenestration would result in a visual improvement to the benefit of neighbour amenity. The removal of the single storey extension element from the previously granted scheme is considered to benefit adjoining neighbouring properties. Overall, the proposal would not cause material harm to neighbouring amenity and is considered acceptable in this regard. The

proposal is therefore acceptable in terms of policy DM D2 (Design Considerations in all Developments).

7.5 Parking

Car parking would be provided within an integral garage. The proposal proposes 1 garage space in comparison to the 2 under the previous permission. Notwithstanding this, the site can accommodate 2 further parking spaces on the front driveway. The parking arrangements are considered to be acceptable in terms of policy CS20.

7.6 Trees

No tree work is proposed as part of the current application. However, the architect has indicated that a comprehensive landscaping scheme would be undertaken on completion of the building works. This would be secured through a planning condition. A tree protection condition would be required to protect retained trees during building works.

7.7 Sustainability Issues

In terms of sustainability the proposal involves the completion of a building constructed in 2008. The architect has confirmed that the completed building will comply with Part L 1b of the Building Regulations.

8. **SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS**

8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly there is no requirement for an EIA submission.

9. **CONCLUSION**

9.1 The proposal would result in a partly completed building that has never been occupied to be completed. The removal of windows from the side elevations would result in an improvement in neighbour amenity and the proposed extensions and alterations would preserve the character and appearance of the Merton (Wimbledon North) Conservation Area. The overall design of the proposal is identical to the previously consented scheme. Accordingly, it is recommended that planning permission be granted.

RECOMMENDATION

GRANT PLANNING PERMISSION

Subject to the following conditions:-

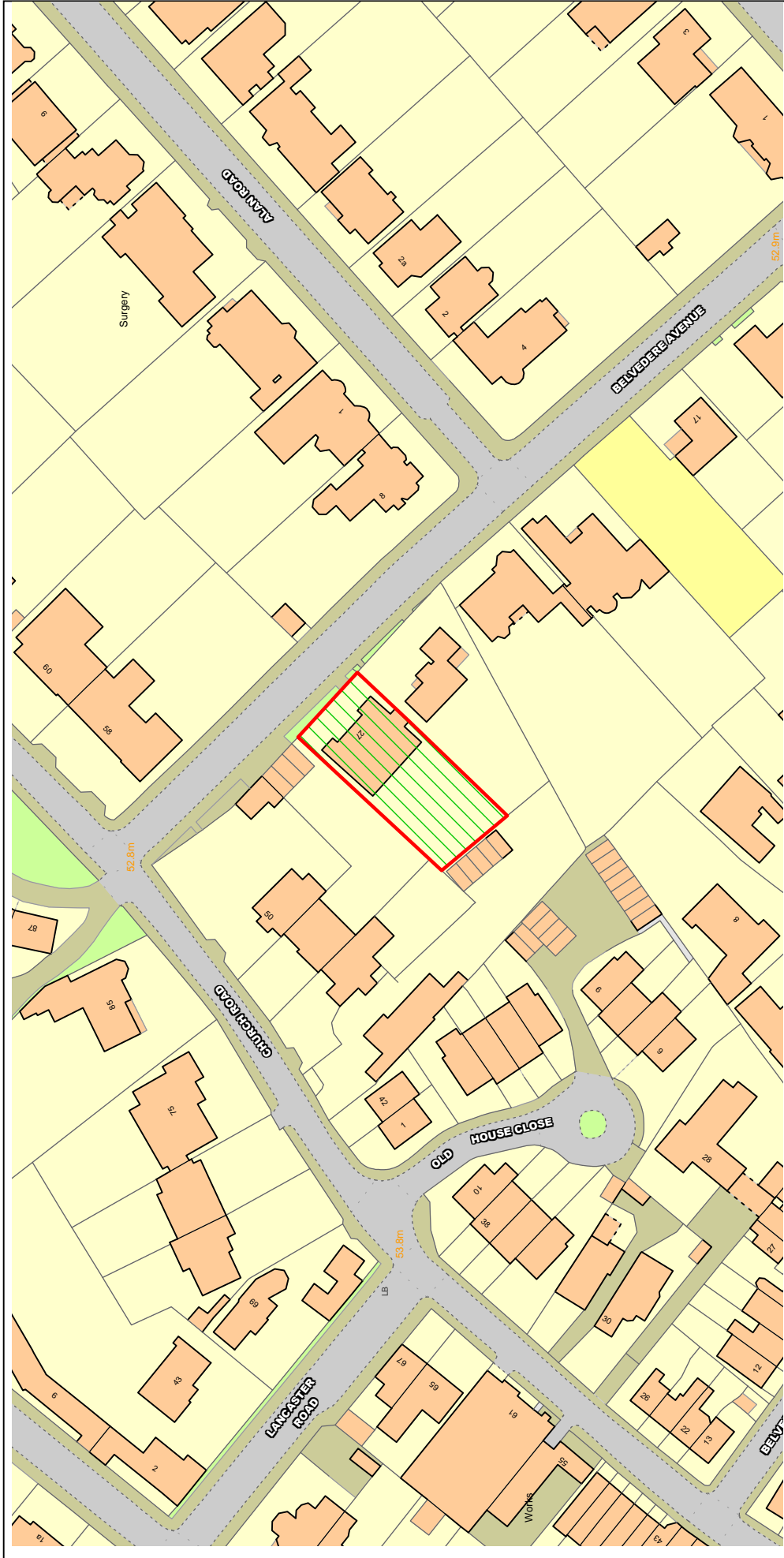
1. A.1 (Commencement of Development)
2. A.7 (Approved Drawings)
3. B.1 (Approval of Facing Materials)

4. B.4 (Site Surface Treatment)
 5. B.5 (Boundary Treatment)
 6. C.1 (No Permitted Development – Extensions)
 7. C.2 (No Permitted Development –Door and Windows)
 8. C.6 (Refuse and Recycling)
 9. C.8 (Access to Flat Roof-Maintenance/Emergency Use Only)
 10. D.11 (Hours of Construction)
 11. F1 (Landscaping)
 12. F2 (Landscaping-Implementation)
 13. F8 (Tree Protection)
-

[Click here](#) for full plans and documents related to this application.

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PLANNING APPLICATIONS COMMITTEE

22 FEBRUARY 2018

APPLICATION NO.

DATE VALID

17/P2956

31/08/2017

Address/Site: 8-10 Edward Avenue
Morden
Surrey
SM4 6EP

Ward: Ravensbury

Proposal: Demolition of both detached properties and redevelopment of the sites to provide two semi-detached pairs of dwellings (total of 4 new dwellings), each comprising 4 bedrooms, 2 storeys, accommodation at roof level and onsite vehicle parking.

Drawing No.'s: 01, 04, 06, 07 (proposed ground floor), 07 (existing and proposed elevations), 09, 10, 011 (proposed ground floor plan), 11 (proposed roof plan), 013 (proposed side elevations), 013 (existing and proposed front elevations).

Contact Officer: Jock Farrow (020 8545 3114)

RECOMMENDATION

Grant planning permission subject to conditions.

CHECKLIST INFORMATION

- S106: No
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: No
- Design Review Panel consulted: No
- Number of neighbours consulted: 16
- External consultations: 0
- Conservation area: No
- Listed building: No
- Archaeological priority zone: No
- Tree protection orders: No
- Controlled Parking Zone: No

- Flood risk zone: No
- Open Space: No

1. INTRODUCTION

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

2. SITE AND SURROUNDINGS

- 2.1 The application site encompasses two combined reports which are located on the western side of Edward Avenue. The properties comprise two bungalows (1 per plot) with large rear gardens. The application site has an approximate area of 960sq.m.
- 2.2 Edward Avenue is residential in character and features a wide variety of housing types ranging from single storey detached bungalows to terraced, semi-detached and detached two storey dwellings. While a large number of the dwellings on Edward Avenue are bungalows, there is no distinct character given they are all of varying architectural styles. Immediately neighbouring the site to the north is a two storey detached dwelling, while to the south is a single storey detached dwelling.
- 2.3 The site has a public transport accessibility level (PTAL) of 1b which is poor (with 1a being the lowest and 6b being the highest). The site is not located within a conservation area.

3. CURRENT PROPOSAL

- 3.1 This application seeks planning permission for the demolition of the existing dwellings and the redevelopment of the site to provide two semi-detached pairs of dwellings (total of 4 new dwellings), each comprising 4 bedrooms, 2 storeys, accommodation at roof level and onsite vehicle parking. Each dwelling would have a floor area of 157sq.m while the development would have a total floor area of 630sq.m.
- 3.2 The proposed dwellings would have regular footprints and would be setback from the highway by approximately 5.7m, aligning with the established building line. The southern dwelling would be setback from the southern boundary by 0.85m, providing a separation distance from the flank elevation of the adjacent dwelling of 2.4m. The dwellings would have a separation distance of 1m between them. The northern dwelling would be setback from the northern boundary by 0.85m, providing a separation distance from the flank elevation of the adjacent dwelling of 2.4m.
- 3.3 The semi-detached dwellings would be two storey with accommodation at roof level. The dwellings would be characterised by gables to the front and rear with dual pitched roofs running front to back (one to either side of each building), to the centre of the buildings would be a flat section of roof adjoining mono-pitch roofs facing the front and rear; cat slide style dormer windows would be provided within the side roof slopes; storm porches would be provided to the front; a single storey projection would be provided to the rear. In terms of materials, ground floor would be yellow London stock brick, first floor would be white render, the roof would comprise red clay tiles, openings would be white uPVC with red brick detailing above the windows, and the boundary treatment would be a mixture of dark and light red brick.
- 3.4 To the front of each dwelling would be 1 vehicle parking space (1 per dwelling for a total of 4) along with paths leading to the front doors; the remaining space would be landscaped with grass and shrubs. Two new vehicle crossings are proposed from Edward Avenue (each semi-detached pair would share a crossover). To facilitate the construction of the crossovers one street tree would need to be relocated. To the rear

of the site, each dwelling would be provided with approximately 70sq.m of private amenity space.

- 3.5 The dimensions of the proposed buildings are as follows: 12.5m deep at ground floor, 11m deep at first floor, 12m wide, 5.35m high to the eaves and 7.85m maximum height.
- 3.6 Following the initial submission of the application, officers raised concerns regarding the excessive number of vehicle parking spaces (initially 8 proposed), the monotonous front façade, and the positioning of the proposed dwellings and the resulting gaps between buildings. Revised drawings were subsequently submitted reduced the total number of vehicle parking spaces to 4, added articulation to the front façade and increased the setback of the buildings from the property boundaries.

4. PLANNING HISTORY

- 4.1 There is no relevant planning history recorded at the application site.

5. CONSULTATION

- 5.1 Public consultation was undertaken by way of post sent to 16 neighbouring properties. In addition, re-consultation was undertaken for a 14 day period due to the aforementioned amendments being received. The outcome of the combined consultation periods are summarised as follows:

- 5.2 7 representations were received from individual addresses, the objections are summarised as follows:

- Out of keeping
- Detrimental to the character of the area
- Loss of value to surrounding properties
- Development is contrary to covenant
- Applications previously refused for developments exceeding single storey on Edward Avenue
- Disturbance during construction process (noise, dust, pollution, traffic congestion, road safety)
- Increased traffic once in use
- Exacerbate parking
- Loss of light
- Loss of trees
- Excessive density
- Loss of privacy
- Potential for subsidence
- Exacerbate flooding
- Increased pressure on drainage
- Damage to adjacent properties

- 5.3 Petition from residents objecting to the proposal with 32 signatures, summarised as follows:

- Visually intrusive/overbearing/loss of outlook
- Out of character with the street
- Potential for development to be rented resulting in more occupants and associated vehicles

Internal:

- 5.4 LBM Climate Change Officer: No objection. Advised that the proposal would need to

achieve relevant sustainability requirements, being a 19% improvement on Part L of the Building Regulations 2013 and an internal water usage not exceeding 105 litres per person per day; these requirements should be secured by condition.

5.5 LBM Trees Officer: No objection.

5.6 LBM Transport and Highways Officers: No objection. The proposed vehicle parking provisions are acceptable. Cycle parking needs to be secure and covered. Suggested conditions include providing details of a construction management plan and vehicle crossovers.

6. POLICY CONTEXT

6.1 National Planning Policy Framework (2012)

The following principles are of particular relevance to the current proposals:

- At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking;
- The NPPF states that local authorities should act to boost significantly the supply of housing and use their evidence base to ensure that Local Plan documents meet the full, objectively assessed needs for market and affordable housing;
- Proactively drive and support sustainable economic development to deliver homes, business and industrial units, infrastructure and thriving local place that the Country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth;
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development and should look for solutions rather than problems. Planning should not simply be about scrutiny but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives
- Good design is a key aspect of sustainable development and it should contribute positively to making places better for people

Other NPPF sections of relevance:

4. Promoting sustainable transport
6. Delivering a wide choice of quality homes.
7. Requiring good design.
10. Meeting the challenge of climate change/flooding

6.2 London Plan (2016)

Relevant policies include:

- 2.6 Outer London: Vision and strategy
- 2.8 Outer London: Transport
- 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
- 5.10 Urban greening
- 5.11 Green roofs

- 5.17 Waste capacity
 - 5.21 Contaminated land
 - 6.5 Funding Crossrail and other strategically important transport infrastructure
 - 6.9 Cycling
 - 6.10 Walking
 - 6.12 Road network capacity
 - 6.13 Parking
 - 7.1 Lifetime neighbourhoods
 - 7.2 An Inclusive environment
 - 7.3 Designing out crime
 - 7.4 Local character
 - 7.5 Public realm
 - 7.6 Architecture
 - 7.14 Improving air quality
 - 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
 - 7.19 Biodiversity and access to nature
 - 7.21 Trees and woodlands
 - 8.2 Planning obligations
 - 8.3 CIL
- 6.3 Merton Local Development Framework Core Strategy – 2011 (Core Strategy)
 Relevant policies include:
 CS 8 Housing choice
 CS 9 Housing provision
 CS 14 Design
 CS 15 Climate change
 CS 17 Waste management
 CS 18 Transport
 CS 19 Public transport
 CS 20 Parking servicing and delivery
- 6.4 Merton Sites and Policies Plan – 2014 (SPP)
 Relevant policies include:
 DM O1 Open Space
 DM O2 Nature conservation, Trees, hedges and landscape features
 DM D1 Urban Design
 DM D2 Design considerations
 DM EP2 Reducing and mitigating noise
 DM T1 Support for sustainable transport
 DM T2 Transport impacts of development
 DM T3 Car parking and servicing standards
 DM T4 Transport infrastructure
- 6.5 Supplementary planning considerations
 London Housing SPG – 2016
 DCLG - Technical Housing Standards 2015
- 7. PLANNING CONSIDERATIONS**
- 7.1 Material Considerations
 The key issues in the assessment of this planning application are:
- Principle of development.
 - Design and impact upon the character and appearance of the area.
 - Impact upon neighbouring amenity.
 - Standard of accommodation.

- Transport, highway network, parking and sustainable travel.
- Refuse storage.
- Sustainable design and construction.
- Landscaping and impact upon street trees.

Principle of development

- 7.2 Policy 3.3 of the London Plan 2016 states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher densities. Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space. The National Planning Policy Framework 2012 and London Plan policies 3.3 & 3.5 promote sustainable development that encourages the development of additional dwellings at locations with good public transport accessibility.
- 7.3 The existing use of the site is residential, the site is within a residential area and has a public transport accessibility level (PTAL) of 1b which is considered to be poor (1a being very poor and 6b being excellent). The site is an underutilised site which is considered to present opportunities for a more intensive residential development. The proposals would meet NPPF and London Plan objectives by contributing towards London Plan housing targets and the redevelopment of sites at higher densities.
- 7.4 Given the above, it is considered the proposal is acceptable in principle, subject to compliance with the relevant London Plan policies, Merton Local Development Framework Core Strategy, Merton Sites and Policies Plan and supplementary planning documents.

Design and impact upon the character and appearance of the area

- 7.5 Section 12 of the NPPF, London Plan policies 7.4, 7.6 and 7.8, Core Strategy policy CS14 and SPP Policies DM D2 and DM D4 require well designed proposals which make a positive contribution to the public realm, are of the highest quality materials and design and which are appropriate in their context, thus they must respect the appearance, materials, scale, bulk, proportions and character of their surroundings.
- 7.6 Paragraph 1.3.61 of the London Plan Housing SPG 2016 states that *fully optimising housing potential will necessitate high quality, innovative design to ensure new development successfully responds to challenges and opportunities presented on a particular site*. The character of Edward Avenue is highly varied, there is a mix of terraced, semi-detached, detached, single storey and two storey dwellings, all of which have contrasting architectural styles i.e. Edward Avenue does not have a distinct character. The site is currently considered to be underutilised; given the spacious plots and wide streetscape of Edward Avenue (12m wide highway and approximately 22m building to building), it is considered that the site could comfortably accommodate two storey dwellings. The proposal to provide two pairs of semi-detached dwellings is considered to be an appropriate use of the site, subject to a high quality design and appropriate height, bulk, massing, scale, positioning and materials.
- 7.7 The proposed dwellings align with the established building line to the front and to the rear at first floor level; ground floor level to the rear extends slightly further than the adjacent dwellings, albeit this rear projection is akin to a modest single storey rear extension. The dwellings are appropriately setback from the boundaries and from each other, providing suitable gaps between buildings. The maximum height of the buildings align with the height of the adjacent dwelling to the north. The use of front

gables, pitched roofs, storm porches, large windows with brick detailing above, contrasting materials and vertical recesses successfully achieves a vertical emphasis and an interesting façade. The proposed development is considered to achieve a high quality and well considered design and appearance which would enhance the wider area.

- 7.8 While the proposal does not seek to replicate the surrounding development, it is considered to achieve a coherent and high quality design which would not detract from the surrounding area. Given the scheme proposes 4 new dwellings, in the form of two semi-detached pairs, the scheme is considered to establish a semblance of character within the streetscene while responding appropriately to the constraints of the site in terms of height, bulk, massing, scale and positioning.

Impact upon neighbouring amenity

- 7.9 London Plan policies 7.6 and 7.15 along with SPP policies DM D2 and DM EP2 state that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of light spill/pollution, loss of light (sunlight and daylight), quality of living conditions, privacy, visual intrusion and noise.
- 7.10 The proposed dwellings would be in alignment with the flank elevations of the adjacent dwellings to the north and south, albeit the proposed scheme would extend slightly beyond their rear building lines.
- 7.11 To the southern boundary of the site, the proposed rear building line would extend beyond the adjacent building line by 0.7m. The proposal would maintain a separation distance from the adjacent building's flank elevation of 2.4m.
- 7.12 The adjacent dwelling to the north has an existing 3.8m deep single storey rear extension. The proposed scheme would extend, at single storey level, beyond the adjacent building's ground floor level by 1.35m, while the two storey element of the scheme would extend beyond the adjacent building's first floor level by 2.9m; it is noted that the two storey element of the scheme would not extend beyond the ground floor element of the adjacent building. The proposal would maintain a separation distance from the adjacent building's flank elevation of 2.4m.
- 7.13 Given the scale, massing, form and separation distances, it is not considered that the proposal would unduly impact upon neighbouring amenity in terms of loss of light or visual intrusion.
- 7.14 The primary outlook from the proposed dwellings would be directed toward the front (to the public highway) and rear (into their own amenity space), which would not be considered to unduly impact upon neighbouring privacy. It is noted that the scheme includes upper floor flank windows which serve the stairs, it is therefore recommended to include a condition which would require these windows to be obscure glazed and non-opening.

Standard of accommodation

- 7.15 Policies 3.5 and 3.8 of the London Plan 2016 state that housing developments are to be suitably accessible and should be of the highest quality internally and externally and should ensure that new development reflects the minimum internal space standards (specified as Gross Internal Areas) as set out in table 3.3 of the London Plan (amended March 2016) and the DCGL – Technical Housing Standards 2015. Policy DM D2 of the Adopted Sites and Policies Plan (2014) states that

developments should provide for suitable levels of privacy, sunlight and daylight and quality of living conditions for future occupants.

- 7.16 The London Plan and DCLG - Technical Housing Standards require that a 4 bed, 7 person, 3 storey dwelling have a gross internal floor area of 121sq.m. The proposed dwellings would have a gross internal floor area of 157sq.m which exceed the minimum standards by a significant margin. All dwellings are dual aspect and all habitable rooms are served by windows which are considered to offer suitable natural light, ventilation and outlook to prospective occupants. In addition, all units are considered to be suitably private.
- 7.17 SPP policy DMD2 requires that for all new houses, the Council will seek a minimum of 50sq.m as a single, usable, regular amenity space. All proposed dwellings exceed the minimum provision for amenity space in the form of a rear garden; in addition, all dwellings are provided with additional front gardens and parking spaces.
- 7.18 As outlined above, the scheme is considered to offer a high standard of living for prospective occupants.

Transport, highway network, parking and sustainable travel

- 7.19 London Plan policies 6.3 and 6.12, CS policies CS18 and CS20 and SPP policy DM T2 seek to reduce congestion of road networks, reduce conflict between walking and cycling, and other modes of transport, to increase safety and to not adversely effect on street parking or traffic management. London Plan policies 6.9, 6.10, 6.13, CS policy CS20 and SPP policies DM T1 and DM T3 seek to promote sustainable modes of transport including walking, cycling, electric charging points and to provide parking spaces on a restraint basis (maximum standards).
- 7.20 The LBM Transport Planner and Highways Officer has reviewed this application and their comments are integrated into the assessment below.
- 7.21 The site has a PTAL of 1b which is poor, as such, vehicle parking would be required. The scheme proposes 1 parking space per dwelling, which satisfies minimum requirements while not exceeding maximum standards; maximum standards are in place to ensure vehicle parking provisions do not undermine sustainable travel objectives.
- 7.22 Given the scale, nature and location of the proposed development, it is not considered to unduly impact upon highway performance and safety.
- 7.23 In accordance with London Plan policy 6.9 and table 6.3, 8 cycle storage spaces would be required for the development; cycle storage for residential units should be secure, sheltered and adequately lit, with convenient access to the street. As such, it is recommended to require details of the cycle storage provisions by way of condition.
- 7.24 In addition, it is recommended to include a condition which would require details of a construction management plan.
- Refuse storage
- 7.25 Appropriate refuse storage must be provided for developments in accordance with policy 5.17 of the London Plan and policy CS 17 of the Core Strategy.

7.26 Refuse storage has been provided to the front or rear of each dwelling for temporary storage throughout the week. Refuse would then be moved to the front of the each dwelling on collection day. These provisions are considered to be acceptable.

Sustainable design and construction

7.27 London Plan policy 5.3 and CS policy CS15 seek to ensure the highest standards of sustainability are achieved for developments which includes minimising carbon dioxide emissions, maximising recycling, sourcing materials with a low carbon footprint, ensuring urban greening and minimising the usage of resources such as water.

7.28 As per CS policy CS15, minor residential developments are required to achieve a 19% improvement on Part L of the Building Regulations 2013 and water consumption should not exceed 105 litres/person/day. It is recommended to include a condition which will require evidence to be submitted that a policy compliant scheme has been delivered prior to occupation.

Landscaping and impact on street trees

7.29 NPPF section 11, London Plan polices 7.5, 7.19 and 7.21, CS policy CS13 and SPP policies DM D2 and DM O2 seek to ensure high quality landscaping to enhance the public realm, protect trees that significantly improve the public realm, to enhance biodiversity, encourage proposals to result in a net gain in biodiversity and to discourage proposal that result in harm to the environment, particularly on sites of recognised nature conservation.

7.30 Indicative landscaping has been depicted to the front of the properties. However, the developer has not provided any specific detail. As such, it is recommended to include a condition requiring further details.

7.31 Given the positioning of the vehicle access, the scheme would result in the loss of a street tree. It is considered that the proposed location of the vehicle access is the most appropriate location, thus the removal of the street tree can be considered. As such, it is recommended to include a condition requiring the developer to enter into a highways agreement for the relocation or replacement of the street tree.

8. CONCLUSION

8.1 The proposal is considered to be acceptable in principle, providing a residential development at an increased density, in line with planning policy. The proposal is considered to be well designed, appropriately responding to the surrounding context in terms of massing, heights, layout and materials. The proposal is not considered to unduly impact upon neighboring amenity. The proposal would offer living standards for prospective occupants that exceed adopted standards. The proposal would not unduly impact upon the highway network, including parking provisions. The proposal would achieve suitable refuse provisions. It is considered that the proposal would achieve appropriate sustainable design and construction standards.

8.2 The proposal is considered to accord with the relevant National, Strategic and Local Planning policies and guidance and approval could reasonably be granted in this case. It is not considered that there are any other material considerations which would warrant a refusal of the application.

RECOMMENDATION

Grant planning permission subject to the following conditions.

Conditions:

- 1) Standard condition [Commencement of development]: The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

- 2) Standard condition [Approved plans]: The development hereby permitted shall be carried out in accordance with the following approved plans: [Refer to the schedule on page 1 of this report].

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3) Standard condition [Materials]: No development shall take place until details of particulars of the materials to be used on all external faces of the development hereby permitted, including window frames and doors (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DMO1 DMD2 and DMD3 of Merton's Sites and Policies Plan 2014.

- 4) Amended standard condition [Parking]: The development hereby permitted shall not be occupied until the vehicle parking provisions shown on the approved plan 07 (proposed ground floor) have been provided and made available for use. These facilities shall be retained for the occupants of, and visitors to, the development at all times thereafter.

Reason: To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2016, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Policies Plan 2014.

- 5) Standard condition [Timing of construction]: No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2015 and policy DM EP2 of Merton's Sites and Policies Plan 2014.

- 6) Amended standard condition [Working method statement]: Prior to the commencement of development [including demolition] a working method statement shall be submitted to and approved in writing by the Local Planning Authority that shall include measures to accommodate: the parking of vehicles of site workers and visitors; loading and unloading of plant and materials; storage of construction plant and materials; wheel cleaning facilities; control of dust, smell and other effluvia;

control of surface water run-off and removal of waste materials. No development shall be take place that is not in full accordance with the approved method statement.

Reason: It is necessary for the condition to be discharged prior to the commencement of development ensure vehicle and pedestrian safety and to protect the amenities of neighbouring occupiers and to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan.

- 7) Standard condition [External lighting]: Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and to protect nature conservation in the area, in accordance with policies DM D2 and DM EP4 and DM O2 of Merton's Sites and Policies Plan 2014.

- 8) Standard condition [Obscure glazed]: Before the development hereby permitted is first occupied, the upper floor flank windows (north and south elevations) shall be glazed with obscure glass and fixed shut and shall permanently maintained as such thereafter.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 of Merton's Sites and Policies Plan 2014.

- 9) Non-standard condition [Highway works]: No part of the development hereby approved shall be occupied until the applicant has entered into a highways agreement with London Borough of Merton to include the removal of the existing redundant crossovers by raising the kerb and reinstating the footway, and to create the new vehicle crossovers as shown on the approved plan 07 (proposed ground floor), with all works to be in accordance with the requirements of the Highway Authority.

Reason: In the interests of the safety of pedestrians and vehicles and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

- 10) Non-standard condition [Replacement of street tree]: The applicant shall enter into a highways agreement with London Borough of Merton to relocate the existing street tree from in front of No. 10 Edward Avenue to a suitable location in the immediate area. No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the street tree has been relocated to the satisfaction of London Borough of Merton.

Reason: To protect and safeguard the visual amenity of the area in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policies DMD2 and DMO2 of Merton's Sites and Policies Plan 2014.

- 11) Amended-standard condition [Landscaping/Planting Scheme]: The development shall not be occupied until full details of a landscaping and planting scheme has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved before the commencement of the use or the

occupation of any building hereby approved, unless otherwise agreed in writing by the Local Planning Authority. The details shall include on a plan, full details of the size, species, spacing, quantities and location of proposed plants.

Reason: To enhance the appearance of the development and the open space in the interest of the amenities and biodiversity of the area and to comply with the NPPF section 11, policies 7.5, 7.19 and 7.21 of the London Plan 2015, policies CS13 of Merton's Core Planning Strategy 2011 and policies DM D2, 01 and O2 of Merton's Sites and Policies Plan 2014.

- 12) Non-standard condition [Sustainability]: No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the development has achieved CO2 reductions not less than a 19% improvement on Part L of the Building Regulations 2013 and internal water usage of not more than 105 litres per person per day.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: Policy 5.2 of the London Plan 2016 and Policy CS15 of Merton's Core Planning Strategy 2011.

- 13) Standard condition [Permitted development rights]: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no extension, enlargement or other alteration of the dwellinghouse hereby authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties or to the character of the area and for this reason would wish to control any future Development plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

- 14) Standard condition [Refuse storage]: The development hereby approved shall not be occupied until the refuse and recycling storage facilities shown on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with the following Development Plan policies for Merton: policy 5.17 of the London Plan 2015, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

- 15) Standard condition [Cycle storage]: Prior to occupation of the development hereby approved, details of secure cycle parking facilities for the occupants of the development shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and retained thereafter for use at all times.

Reason: To ensure satisfactory facilities for cycle parking are provided and to comply with the following Development Plan policies for Merton: policy 6.13 of the London

Plan 2016, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Policies Plan 2014.

- 16) Amended standard condition [Permeable paving]: The hardstanding hereby permitted shall be made of porous materials, or provision made to direct surface water run-off to a permeable or porous area or surface within the application site before the development hereby permitted is first occupied or brought into use.

Reason: To reduce surface water run-off and to reduce pressure on the surrounding drainage system in accordance with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2015, policy CS16 of Merton's Core Planning Strategy 2011 and policy F2 of Merton's Sites and Policies Plan 2014.

INFORMATIVES:

a) In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, The London Borough of Merton takes a positive and proactive approach to development proposals focused on solutions. The London Borough of Merton works with applicants or agents in a positive and proactive manner by suggesting solutions to secure a successful outcome; and updating applicants or agents of any issues that may arise in the processing of their application. In this instance the Planning Committee considered the application where the applicant or agent had the opportunity to speak to the committee and promote the application.

b) No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

c) 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

d) Water efficiency evidence requirements for Post Construction Stage assessments must provide:

- Detailed documentary evidence representing the dwellings 'As Built'; showing:
 - the location, details and type of appliances/ fittings that use water in the dwelling (including any specific water reduction equipment with the capacity / flow rate of equipment); and
 - the location, size and details of any rainwater and grey-water collection systems provided for use in the dwelling; along with one of the following:
 - Water Efficiency Calculator for New Dwellings; **or**
 - Written confirmation from the developer that the appliances/fittings have been installed, as specified in the design stage detailed documentary evidence; **or**

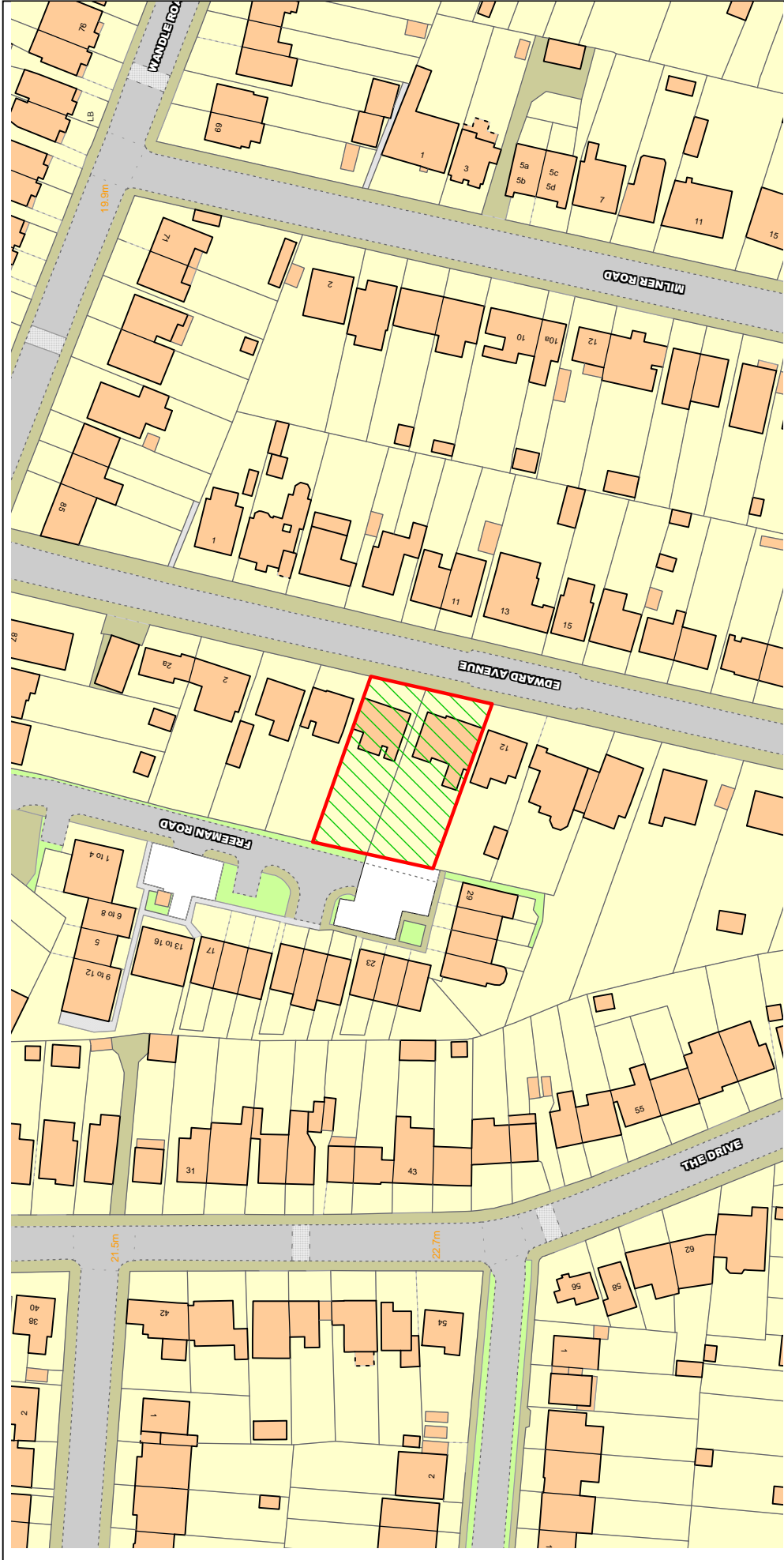
- Where different from design stage, provide revised Water Efficiency Calculator for New Dwellings and detailed documentary evidence (as listed above) representing the dwellings 'As Built'

e) You are advised to contact the Council's Highways team on 020 8545 3700 before undertaking any works within the Public Highway to obtain the necessary approvals and/or licenses. Please be advised that there is a further charge for this work.

[Click here](#) for full plans and documents related to this application.

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NORTHGATE SE GIS Print Template



Text Details **8-10 Edward Avenue**

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PLANNING APPLICATIONS COMMITTEE 22 FEBRUARY 2018

APPLICATION NO. **DATE VALID**
17/P1601 12.04.2017

Address/Site Garages R/O Inglemere Road & Grenfell Road, Mitcham,
CR4 2BT

Ward Graveney

Proposal: Demolition of existing garages and buildings rear of Inglemere
Road and erection of 10 x residential dwellings and a part single
part three storey block comprising 4 flats and the provision of
associated landscaping and parking

Drawing Nos; Site location plan and drawings P_001 Rev P03, P_101 Rev
P10, P_102 P06, P_103 P06, P_104 P06, P_121 P07, P_131
P07, P_201 P06, P_202 P07, P_203 P07, P_204 P08, P_205
P05, P_206 P03, P_211 P08, P_212 P08, P_213 P06, P_214
P06, P_221 P07, P_222 P07 & P_231 P09

Contact Officer: Leigh Harrington (020 8545 3836)

RECOMMENDATION

Grant planning permission subject to a section 106 agreement for permit free development, carbon offset and relevant conditions.

CHECKLIST INFORMATION.

- Heads of agreement: Yes
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Design Review Panel consulted: No,
- Number of neighbours consulted: 160
- Press notice – Yes
- Site notice – Yes
- External consultations: Metropolitan Police
- Archaeological Priority Zone – No
- Controlled Parking Zone - No
- Number of jobs created: N/A
- Density 70 Dwellings per hectare

1 INTRODUCTION

- 1.1 The application has been brought before the Committee due to the level of public interest.

2. SITE AND SURROUNDINGS

- 2.1 The site is an irregular shaped plot of land located in Tooting, occupied by a large number of private and commercial car garages. The main access to the site is via a narrow access way from Inglemere Road. There is also a small access to the site from Grenfell Road but this is not included in this application. The site is bounded to the west by the A217 London Road which has commercial premises at ground floor level and residential accommodation on two floors above. Grenfell Road to the north, Bruce Road to the east and Inglemere Road to the south have terraces of predominantly two storey buildings in use as maisonettes with small gardens backing directly onto the site. The site is within a CPZ (GC) and within short walking distance of Tooting mainline rail station. The site is not within a Conservation Area or an Archaeological Priority Zone and has an average Ptal rating of 3. The site is within Flood Risk Zone 1 and therefore deemed to be at low risk of flooding.

3. CURRENT PROPOSAL

- 3.1 This application seeks planning permission for the demolition of all buildings on the site and the erection of a new terrace block comprising a three storey apartment building and ten two-storey houses. As originally submitted the apartment block was to be an office building but the application has been revised such that the development would be purely residential. The apartment building will host four flats with two one-bedroom units at ground floor level and a two-bedroom unit on the first and second floors. Each apartment will benefit from a private terrace/balcony area and have access to an integral cycle store with space for six cycles.
- 3.2 The apartment block will be three-storeys in height with the third storey of accommodation within a zinc clad Mansard roof. A single-storey projection will separate the main block from the boundary of the site to the south. The lower floors will be clad with a buff yellow brick with aluminium windows and timber doors.
- 3.3 The terrace of ten houses comprises six three-bedroom and four two-bedroom houses with accommodation over two floors. Each house will have direct access to a private, south-facing, rear garden at ground floor level and the three-bedroom units will have an additional terrace area at first floor level. Each house includes a courtyard area to the front which includes designated space for two cycles and refuse storage.

- 3.4 The houses will be two-storey in height with a single-storey projection to the rear (south). As with the apartment building the houses will be clad with a yellow buff-brick and have aluminium framed windows and timber doors. Some of the windows of the houses will include a perforated/louvered screen to prevent overlooking. The houses will be of a contemporary design with flat roofs (containing solar PV panels).
- 3.5 The apartment block and houses will be located on the southern end of the site. A private mews is proposed to the north of the houses which is identified as a shared-space surface with a mixture of on-site parking spaces and landscaping. The private mews would be accessed via a controlled gate and would feature amenity planting in the form of new trees along the boundaries.
- 3.6 The site would be accessed from the existing access point on Inglemere Road. The access would continue to service the existing units on London Road with surface and boundary treatments proposed to improve the appearance of this space. The other existing access off Grenfell Road will be permanently closed off with an extension of the existing brick boundary wall, effectively extinguishing access rights through the land adjoining no.36 Grenfell Road and returning this to a private space serving the units in no.36 and 36a.
- 3.7 In total, ten off-street parking spaces are proposed across the development including one disabled space. The applicant has confirmed that the refuse collection will be privately managed, the site layout shows that the apartment block will be served by a designated refuse store, and the houses (which each have integral bin storage) will have refuse collection points to leave their bins on collection day.

4. PLANNING HISTORY

- 4.1 16/P692/NEW - Pre application advice application for the demolition of existing buildings and erection of 10 x residential units and an office building use class (B1)
- 4.2 94/P1136 – Continued use as office and car servicing workshop. Planning permission granted 27/04/1995
- 4.3 92/P0713 – Erection of a building comprising 22 units of sheltered accommodation (renewal of outline planning permission ref 89/P0345). Planning permission granted 17/11/1992. Unimplemented.
- 4.4 91/P0984 – Continued use as office and car servicing workshop. Planning permission granted 13/01/1992

5. CONSULTATION

5.1 The application as originally submitted (with the three storey building to be used as offices) was advertised by means of Press and site notices and letters to 160 neighbouring occupiers. As a result ten letters of objection were received from neighbouring residents who raised concerns relating to;

- Loss of daylight and sunlight, the light report doesn't consider the impact of the houses
- Office block will cause loss of light
- Overlooking and loss of privacy
- Extra noise and disturbance especially at night
- Refuse stores adjacent to Grenfell Road will cause smell, rodents and climbing aids for burglars
- Extra traffic to the wider area, this should be permit free.
- No details provided about the Grenfell Road access.
- Landscaping is ill considered and trees will block more light to gardens on Grenfell Road
- Walls need to remain to prevent overlooking or be replaced
- Loss of garages will make gardens easier to access for burglars
- No need for offices in the area
- Why not build more houses instead
- Offices will remain empty and then be converted to flats and the applicant will get out of paying affordable housing
- Houses will be out of keeping with others in the area.

5.2 The proposals were re-consulted upon when the use of the proposed three storey building was to be flats instead of offices. 4 further objection letters were received raising concerns relating to;

- No clarification on what will happen to the boundary walls.
- Loss of light, houses should be built lower
- Not enough information on loss of light
- Planting trees close to back garden walls will lead to overshadowing of gardens
- Loss of privacy and proposed perforated screens don't work very well.
- Should have opaque glass and conditioned to be retained.
- The refuse store is against our wall and will lead to smells and not clear how frequent the private collections will be, the bins should be in their own property
- Will the access be two way, a safe layout is required
- Can fire engines access the site
- Issues of noise fumes and disturbance from cars parking on the new development

- Extra street parking will occur
 - The boundary walls can now be accessed and this creates a security risk.
 - A white roof would be better than a sedum roof that can die and smell.
 - Support the redevelopment but can't see what type of tree will be replaced
 - Please make hours of operation a condition
 - Parking pressure outside of permit hours causes a lot of problems and this will add to them.
- 5.3 The council's **Environmental Health** section were consulted and raised no objections subject to the imposition of conditions relating to site contamination given the use of the site for car repairs and storage for a number of years.
- 5.4 **Transport planning** officers noted that the site access was constrained but confirmed that cycle and car parking proposals met London Plan standards and the impact of vehicle movements was unlikely to be noticeably higher than the existing garage use.
- 5.5 The **Metropolitan Police** safer by design officer raised no objections to the proposals but did make a number of security suggestions for the proposals including the introduction of window boxes on the houses to provide more privacy and security .
- 5.6 **Climate Change** officers were satisfied the proposals would meet current policy requirements for a 35% reduction in CO2 emissions although London Plan policy seeks for major developments to achieve 100% improvement. Where that can't be achieved through savings on site a cash contribution for carbon offset can be secured through a s106 agreement which in this instance equates to £25,884. The officers were satisfied that the applicants revised energy statement demonstrated that the Mayor's overheating hierarchy has been followed and that roof mounted PV panels were to be installed.
- 5.7 The council's **arboricultural officer** raised no arboricultural objections to the proposed development as there are currently no trees on site and made recommendations for improvements to the landscaping that would be practicable
- 5.8 The Council's flood risk manager reviewed the SuDs Geosmart report for this scheme and in summary found this acceptable although conditions requiring drainage details and details of the green roofs are recommended.

6 POLICY CONTEXT

- 6.1 NPPF (2012). Key sections:

- 6. Delivering a wide choice of high quality homes.
 - 7. Requiring good design.
- 6.2 Relevant policies in the London Plan 2016 are; 3.3 (Increasing housing supply), 3.4 (Optimising housing potential), 3.5 (Quality and design of housing developments), 3.8 (Housing choice), 5.1 (Climate change mitigation), 5.3 (Sustainable design and construction), 5.7 (Renewable energy), 5.13 (Sustainable drainage), 6.9 (Cycling), 7.5 (Public realm), 7.6(Architecture) & 7.21 (Trees and woodlands).
 - 6.3 London Housing Supplementary Planning Guidance 2016
 - 6.4 DCLG Technical standards 2015
 - 6.5 Relevant policies in the Core Strategy 2011 are; CS8 (Housing choice), CS 9 (Housing targets), CS 11(Infrastructure), CS 12 (Economic Development), CS 13 (Open Space, Nature conservation), CS 14 (Design), CS 15 (Climate change), CS 16 (Flood risk), CS 18 (Transport) & CS 20 (Parking, Servicing & delivery).
 - 6.6 The relevant policies in the Sites and Policies Plan 2014 are; DM D1 (Urban Design and the public realm), DM D2 (Design considerations in all developments), DM E3 Protection of scattered employment sites, DM EP4 Pollutants, DM F1 (Flood risk management), DM F2 Sustainable urban drainage systems DM EP 2 (Reducing and mitigating noise), DM EP4 (Pollutants), DM H2 (Housing mix), DM 02 (Trees, hedges and landscape features), DM T2 (Transport impacts of development) & DM T3 (Car parking and servicing standards).

7. **PLANNING CONSIDERATIONS**

- 7.1 The main planning considerations in this case relate to the loss of the scattered employment site, the principle of development, the suitability of accommodation and design of the new flats and houses, the impact on occupier and neighbour amenity, the impact on the character and appearance of the local area and servicing of the development.

7.2 Loss of the scattered employment site

Sites and Policies Plan policy DM E3 Protection of scattered employment sites seeks to ensure that there is a diverse mix of size, type, tenure and location of employment facilities which can support a range of employment opportunities within the borough. For the purposes of this policy 'employment' and business refers to premises or land that operates within the B1 (a), B1 (b), B1 (c), B2 and B8 Use Classes.

7.3 Applications proposing a loss of a scattered employment site will have to show that full and proper marketing has been undertaken to demonstrate that employment uses are no longer viable on the site. Applicants should demonstrate that:

- the site has been marketed for 30 months unless otherwise agreed with the council;
- Site is in a predominantly residential area
- Size, configuration and access make it unsuitable and financially unviable for whole site employment use.
- the site has been marketed using new (on the internet) and traditional marketing tools available; and
- the site has been marketed at a price which is considered reasonable (based on recent and similar deals or transactions).

7.4 The applicant has not provided any marketing evidence but the site is within a residential area and is not in whole site use by a single enterprise. As part of the section 106 agreement the applicant would have to demonstrate best endeavours to source alternative employment sites for the companies operating on the site.

7.5 Provision of housing.

Policy CS. 9 within the Council's Adopted Core Strategy [July 2011] and policy 3.3 of the London Plan [March 2016] state that the Council will work with housing providers to provide a minimum of 4,107 additional homes [411 new dwellings annually] between 2015 and 2025. This proposal will provide 10 new houses of which 6 would be 3 bedroom family units and four would be two bedroom units and there would be 2x1 bedroom and 2x2 bedroom flats and is therefore considered to accord with these policies. With a density of 70 units per hectare and a ptal of 3 the site sits well within the London Plan density matrix figures which indicates densities of between 40-80 u/ha could be accepted for this type of site and location.

7.7 Bulk/Massing/Design/Appearance/Layout.

Sites and Policies Plan policies DM D1 (Urban design), DM D2: (Design considerations) as well as LBM Core Strategy Policy CS14 are all policies designed to ensure that proposals are well designed and in keeping with the character of the local area.

7.8 The proposed buildings have been arranged such that each of the houses is separated from the properties to the rear by a garden space and then a first floor terrace area before reaching the first floor towards the centre line of the

site. Similarly the flats are lowest closest to neighbours, increasing in height as they more away. The maximum height of the houses is below the height of neighbouring residential properties on Inglemere Road whilst the block of flats matches the height of those adjacent houses. Its bulk was reduced through the provision of a mansard style roof at the request of officers. Consequently the bulk, scale and massing is considered to be acceptable. The proposed materials are considered acceptable although a condition requiring them to be approved is recommended. The appearance and layout of this mews style development is considered modern and appropriate for a location such as this. The addition of new trees, the gardens and the planting bays in front of the ground floor windows of the houses are all factors considered to combine together to improve the appearance of the development and its overall setting.

7.9 Standard of accommodation and the amenity of future occupiers.

SPP Policy DM D2, Core Strategy 2011 policies CS 9 Housing Provision and CS 14 Design and London Plan policies 3.3 Increasing Housing Supply, 3.4 Optimising Housing Potential, 3.5 Quality and Design of Housing Developments are all policies that seek to provide additional good quality residential accommodation.

7.10 Schedule of accommodation

Unit	Type	Proposed GIA	Minimum reqd GIA	Proposed Amenity	Min Reqd amenity
Plot 1-6	3B/5P	111.4m ²	93m ²	50.2m ²	50m ²
Plot 7-9	2B/4P	82.1m ²	79m ²	30m ²	50m ²
Plot 10	2B/4P	82.m ²	79m ²	47.1m ²	50m ²
Unit 1	1B/2P	54.5m ²	50m ²	7.1m ²	5m ²
Unit 2	1B/2P	66m ²	50m ²	10.7m ²	5m ²
Unit 3	2B/4P	71.2m ²	70m ²	8.4m ²	7m ²
Unit 4	2B/3P	65.3m ²	61m ²	6m ²	6m ²

The table demonstrates that all the units exceed the minimum internal space GIA requirements. Whilst the flats all exceed the amenity space provision the houses have the amenity space in two sections, a ground floor garden and first floor rear terrace. Four of the ten houses fall short of the minimum total requirement and although policy seeks the space to be in one usable space, given the confined nature of the site and the prevalence of small gardens in the surrounding properties it is considered that in this instance this would not justify a refusal of the application.

7.11 The design has been amended to reflect initial concerns regarding the security of the development as well as to improve the external amenity space such that officers are now satisfied that the proposals will provide a good standard of accommodation for future occupiers.

7.12 Neighbour Amenity.

The application has been assessed against adopted planning policies London Plan policy 7.6 and SPP policy DM D2 which require that proposals will not have a negative impact on neighbour amenity in terms of loss of light, privacy visual intrusion or noise and disturbance.

7.13 The proposals have been revised to mitigate against adverse amenity impacts on neighbours. Concerns relating to overlooking to the rear have been raised by neighbours who are concerned that perforated screens are not effective at providing suitable levels of privacy. This matter can be addressed by condition requiring details of the privacy screens to be approved. In relation to loss of light the buildings have all been designed to have the highest element furthest away from neighbours such that there would be no loss of light to habitable rooms whilst the garden areas are either bordered by a single storey element or a garden. Objections were raised concerning the provision of communal refuse stores. These are to be collection points only for the day of collection with waste stored at the new units the remainder of the time. The management of this can be addressed through condition.

7.14 Parking, servicing and deliveries.

Core Strategy Policy CS 20 requires proposals to have regard to pedestrian movement, safety, serving and loading facilities for local businesses and manoeuvring for emergency vehicles as well as refuse storage and collection. The proposals did generate objections regarding parking however the scheme will provide a car parking space on site for each house as well as a disabled bay and as the site is within a CPZ a s106 agreement can make the development permit free. Cycle storage provision is considered acceptable.

7.15 Site access is constrained and therefore there will be a need for fire hydrants to be provided, the details of which may be approved by condition whilst there is sufficient room for an ambulance to satisfactorily access the site. Trip generation is anticipated to be no more than 4 to 5 vehicle movements at peak times and it must be recognised that the existing use situation is one of storage garages and servicing garage uses

7.16 Sustainable design and construction.

Any new building must comply with the Mayor's and Merton's objectives on carbon emissions, renewable energy, sustainable design and construction, green roofs, flood risk management and sustainable drainage as set out in policies in the London Plan (2016) – Chapter 5 and the Council's LDF Core

Planning Strategy (2011) policies CS15 and CS16). Climate change officers were satisfied the design was policy compliant in terms of achieving a 35% reduction in CO2 emissions whilst the carbon offset contribution will assist towards the Mayor's zero carbon goals .

7.17 Affordable Housing

Policy CS 8 within the Core Strategy states that for new development involving housing of 10 or more dwellings the affordable housing target is for 40% of the units to be affordable of which the desired tenure mix should be 60% social rented and 40% intermediate, subject to viability. The proposal was submitted with an Economic Viability Assessment that has been independently assessed. That assessment concurred with the financial viability appraisal (FVA) which found that the scheme as proposed is unable to deliver more than three affordable shared ownership units and a small contribution. Despite these findings, the applicant has confirmed a willingness to provide four shared ownership units within the apartment block, in excess of the viability findings. PA Housing have expressed an interest in these four units and have provided an offer of £980k for the four units.

7.18 This would equate to a 29% provision of affordable housing across the development. Officers consider the delivery of this on-site affordable housing in excess of the viability findings to be acceptable given the FVA findings and is therefore recommended for approval by members.

7.19 Flood risk and drainage

Given the size of the scheme the applicant is required to demonstrate that the proposals will not increase the risk of surface water flooding either on site or in the wider area. It was shown that proposed surface water storage of 122 m³ would achieve attenuation for the 1 in 100 year rainfall event with a 40% allowance for climate change to greenfield run-off rates, with an exceedance discharge to the public sewer (at a controlled rate of 1.5 l/s to be agreed to by the Local Authority and Thames Water). The proposed options for SuDS features on the Site are green roofs (covering 240m²) and permeable paving (covering 1000m²). These factors are considered to be policy compliant, a condition requiring further details of actual implementation and design methods for both elements is recommended.

8. SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS.

8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly there is no requirement for an EIA submission.

- 8.2 In order to ensure that the development is policy compliant a condition to that effect requiring CO2 reductions of not less than a 35% improvement on Part L regulations 2013, and internal water usage rates of not more than 105 litres per person per day is recommended in addition to the carbon offset payment that would be included within the s106 agreement.

9. CONCLUSION

- 9.1 The proposed development will provide six new family homes, four small family homes and four new affordable shared ownership flats for which there is an identified need in the Borough. The existing use of the land for car repair facilities and storage, whilst historic, would not be a use that would now be considered acceptable in such close proximity to residential properties and the details set out in the section 106 agreement will require the best endeavours of the applicant to find more suitable alternative site for the businesses on the site. The proposals are considered to have been well designed to provide each unit with a car parking space and generous amounts of internal living space for the future occupants without having an impact on neighbours that would warrant a refusal of planning permission. Therefore, subject to the completion of a section 106 agreement and the imposition of suitable planning conditions, the proposal is considered to be acceptable and in compliance with relevant planning policy and is therefore recommended for approval.

10. RECOMMENDATION

GRANT PERMISSION SUBJECT TO SECT 106 AGREEMENT FOR, CARBON OFFSET, AFFORDABLE HOUSING AND PERMIT FREE DEVELOPMENT AND CONDITIONS

Heads of terms

- i) That the developer makes a contribution of £25,884 towards carbon offsetting
- ii) Affordable housing- provision of four shared ownership flats with a review mechanism in line with the Mayor's Affordable Homes Programme 2016-2022
- iii) Permit free development
- iv) The developer agreeing to meet the Council's costs of preparing, drafting and monitoring the Section 106 Obligations.

Conditions

- 1 Commencement of works

- 2 In accordance with plans; Site location plan and drawings P_001 Rev P03, P_101 Rev P10, P_102 P06, P_103 P06, P_104 P06, P_121 P07, P_131 P07, P_201 P06, P_202 P07, P_203 P07, P_204 P08, P_205 P05, P_206 P03, P_211 P08, P_212 P08, P_213 P06, P_214 P06, P_221 P07, P_222 P07 & P_231 P09
- 3 B1 External materials to be approved; No construction shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors, windows and tiles (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details. Reason; To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2015 and policies DM D2 and D3 of Merton's Sites and Polices Plan 2014
- 4 B5 Boundary treatments to be approved; No development shall take place until details of all boundary walls or fences including methods for the temporary security of the site during construction are submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details are approved and works to which this condition relates have been carried out in accordance with the approved details. The walls and fencing shall be permanently retained thereafter. Reason; To ensure a satisfactory and safe development in accordance with the following Development Plan policies for Merton: policies 7.5 and 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Polices Plan 2014.
- 5 D11 Construction Times No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays. Reason; To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2015 and policy DM EP2 of Merton's Sites and Polices Plan 2014.
- 6 H9 Construction Vehicles The development shall not commence until details of the provision to accommodate all site workers', visitors' and construction

vehicles, loading /unloading and storage arrangements of construction plant and materials during the construction process have been submitted to and approved in writing by the Local Planning Authority. The approved details must be implemented and complied with for the duration of the construction process.

Reason; To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

7. F1 Landscaping
8. Prior to the commencement of construction, details for the provision of a fire hydrant system for the development shall be submitted and approved in writing by the Local Planning Authority and retained and maintained thereafter. Reason, to ensure the safety of occupiers and neighbours in accordance with policy DM D2 of the Adopted Merton Sites and Policies Plan 2014.
9. No permitted development (extensions) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no extension, enlargement or other alteration of the dwellinghouse other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority. Reason; The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties or to the character of the area and for this reason would wish to control any future development to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.
10. External lighting Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary. Reason; To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policies DM D2 and DM EP4 of Merton's Sites and Policies Plan 2014.
11. C9 Balcony/terrace screening details to be approved..

12. Provision of vehicle parking; The vehicle parking area (including any garages hereby approved) shown on the approved plans shall be provided before the commencement of the buildings or use hereby permitted and shall be retained for parking purposes for occupiers and users of the development and for no other purpose. Reason; To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Polices Plan 2014.
13. H6 Cycle storage
14. H12 Delivery and servicing plan including refuse management
15. M1 Contaminated land, site investigation
16. M2 Contaminated land, remedial measures
17. M3 contaminated land, validation report to include confirmation that the recommendations for further investigation and remediation contained within AA Environmental report ref 163449/ERA/001 March 2017 have been adhered to the end user being Residential without Home grown produce and that Potable water service pipes have been protected according to the same report due to elevations of TPH.
18. **Non-standard condition [Details of drainage]:** Prior to the commencement of the development hereby permitted, a detailed scheme for the provision of surface and foul water drainage shall be submitted to and approved in writing by the local planning authority. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS), the scheme shall:
 - i. Provide information about the design storm period and intensity, attenuation (no less than 122m³) and control the rate of surface water discharged from the site to no more than 1.5l/s;
 - ii. Include a timetable for its implementation;
 - iii. Provide a management and maintenance plan for the lifetime of the development, including arrangements for adoption to ensure the schemes' operation throughout its lifetime.

No works which are the subject of this condition shall be carried out until the scheme has been approved, and the development shall not be occupied until

the scheme is carried out in full. Those facilities and measures shall be retained for use at all times thereafter.

Reason: To reduce the risk of surface and foul water flooding and to ensure the scheme is in accordance with the drainage hierarchy of London Plan policies 5.12 & 5.13 and the National SuDS standards and in accordance with policies CS16 of the Core Strategy and DMF2 of the Sites and Policies Plan.

19. 'No part of the development hereby approved shall be occupied until evidence has been submitted to, and approved in writing by, the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 35% improvement on Part L regulations 2013, and internal water usage rates of not more than 105 litres per person per day.'

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: Policy 5.2 of the London Plan 2015 and Policy CS15 of Merton's Core Planning Strategy 2011

20. **Green roof Condition:** Before development commences, the detailed design, specification and planting scheme for a green roof shall be submitted to and approved in writing by the Local Planning Authority. The design and planting shall be carried out as approved, retained and maintained in perpetuity thereafter.

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:

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

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'

Informative:

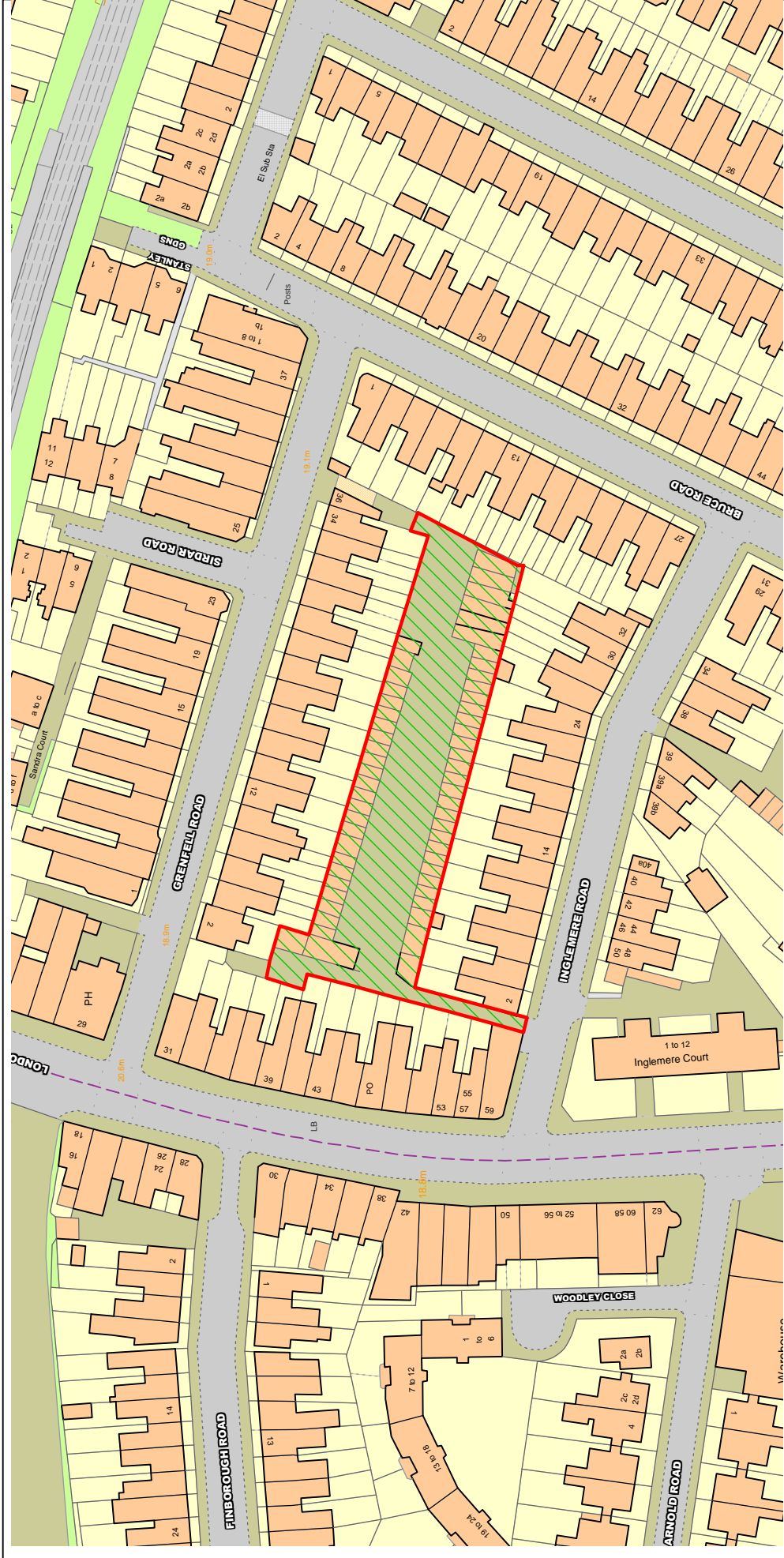
No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

NPPF informative.

[Click here](#) for full plans and documents related to this application.

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NORTHGATE SE GIS Print Template



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**PLANNING APPLICATIONS COMMITTEE
22 FEBRUARY 2018**

APPLICATION NO.
16/P1208

DATE VALID
19/04/2016

Address/Site 579-589 Kingston Road, Raynes Park, SW20 8SD

Ward Dundonald

Proposal: DEMOLITION OF EXISTING BUILDINGS AND REDEVELOPMENT OF SITE TO PROVIDE OFFICES (1,201 SQ.M - CLASS B1) AND RESIDENTIAL (99 UNITS - CLASS C3) ACCOMMODATION IN BUILDINGS OF TWO - SEVEN STOREYS, PROVISION OF CAR PARKING (24 CARS, 12 DISABLED SPACES), CYCLE PARKING (224 SPACES), VEHICLE ACCESS, LANDSCAPING, PLANT AND ASSOCIATED WORKS.

Drawing No's: E01-001, E0-010, E2-101, P0-011, P0-012, P0-100 REV P5, P1-201 REV P10, P1-202 REV P10, P1-203 REV P9, P1-204 REV P9, P1-205 REV P9, P1-206 REV P8, P1-207 REV P4, P1-501 REV P6, P1-502 REV P6, P1-503 REV P6, P1-504 REV P6, P1-505 REV P6, P1-506 REV P3, P2-101 REV P5, P2-102 REV P5, P2-103 REV P5, P2-104 REV P4, P2-105 REV P6, P2-106 REV P4, P4-101 REV P3, P4-102 REV P3, P4-103 REV P3

Documents: Acoustic Report October 2016; Affordable Housing Viability Assessment November 2016; BREEAM Pre-Assessment Report February 2016; Construction Management Plan March 2016; Daylight & Sunlight Report 16th November 2017; Design & Access Statement August 2016; Energy and Renewables Statement October 2016; Flood Risk Assessment and Drainage Strategy March 2016; Ground Investigation Report February 2016; Landscape Report October 2016; Management Regime March 2016; Planning Statement March 2016; Railside Protection Report March 2016; Statement of Community Involvement March 2016; Structural Report October 2016; Transport Statement and Transport Response Note; Travel Plan March 2016

Contact Officer: Jonathan Lewis (020 8545 3287)

RECOMMENDATION

GRANT PERMISSION SUBJECT TO THE COMPLETION OF A SECTION 106 AGREEMENT AND CONDITIONS.

CHECKLIST INFORMATION.

- S106 Heads of agreement: Yes
 - Is a screening opinion required: No
 - Is an Environmental Statement required: No
 - Has an Environmental Impact Assessment been submitted –No
 - Design Review Panel consulted – No
 - Number of neighbours consulted – 267
 - Press notice – Yes
 - Site notice – Yes
 - External consultations: Metropolitan Police, Environment Agency, TfL, Network Rail.
 - Number of jobs created – 110 (estimated).
 - Public Transport Accessibility Level (PTAL): Level part 4 / part 5 - TFL Information Database (On a scale of 1a, 1b, and 2-5, 6a, 6b where zone 6b has the greatest accessibility)
 - Flood Risk Zone 1
-

1. INTRODUCTION

- 1.1 The application is brought before PAC due to the level of objection to the proposal and for authority to enter into a section 106 agreement.

2. SITE AND SURROUNDINGS

- 2.1 The application site is located on the northern side of Kingston Road. The site has approximately 126 m of frontage along Kingston Road and is between 40 and 65 metres in depth. The rear of the site sits parallel with a green corridor and site of importance for nature conservation beyond which is the existing railway embankment to the north of the site. To the west of the site are buildings in commercial use. To the east of the site is a building (577 Kingston Road) in use as a place of worship where the Council has recently endorsed a proposal for redevelopment to provide a new church with flats above in a building with accommodation rising to 5 floors fronting Kingston Road reducing to 3 at the rear.
- 2.2 The site is regular in shape and has an area of approximately 6,000 sq.m. The site was once occupied by the Manoplastics Factory (Use Class B2) which was demolished in 2011 and the adjacent site (No.587 Kingston Road) which was last occupied occupied by a collection of two storey in buildings in light industrial use (Use Class B1c). The existing site has vehicle access from two vehicle crossovers on Kingston Road.
- 2.3 The area to the north of Kingston Road, including the application site, is largely characterised by industrial and commercial development of two and three storeys. To the south of the application site are two storey terraced properties comprising commercial (including shops/cafes/offices)uses on the ground floor with flats above with two

storey terraced houses defining the side roads known locally as ‘the Apostles’.

- 2.4 The closest bus stops are located on Kingston Road, within 100 metres of the eastern boundary of the site. These stops are served by services 152, 163 and K5. Additional bus services are available from bus stops adjacent to Raynes Park station and on Coombe Lane. In terms of railway accessibility, Raynes Park station is located approximately 500m to the west. Given this the site has a public transport accessibility level (PTAL) of 5, when measured from the centre of the site, which is defined as a very good level of access to local public transport infrastructure.
- 2.5 The site is not located within or adjacent to a Conservation Area. The site lies in Flood Zone 1 as defined by the Environment Agency. To the north of the site the railway land is designated in the Council’s Sites and Policies plan as a Green Corridor and Site of Importance for Nature Conservation.

3. PROPOSAL

- 3.1 Planning permission is sought for the redevelopment of the two sites, to include the demolition of 587 Kingston Road and the erection of 99 residential units and provision of 1,201 sq.m (GIA) configured as 16 units, of office space (Use Class B1) arranged around two L-shaped blocks – Block A fronting Kingston Road and 577 Kingston Road to the east and Block B running parallel to the railway line with frontage on Kingston Road – and arranged around a central landscaped courtyard.
- 3.2 Following the initial submission of the application along with subsequent discussions between the developer and Council officers, revised plans were submitted to address concerns relating to the impact on the amenity of neighbouring properties, the internal daylight and sunlight levels and some minor design matters. These plans were the subject of a 21-day re-consultation. The amendments included reducing the number of units from 110 to 99 dwellings.

Floorspace (GIA sq.m)

	Existing or demolished	Proposed	Change
B1 (587 Kingston Road)	537 (existing)		
A1, A2, A3 or D1 (587 Kingston Road as part of 2014 scheme for redevelopment)		193	
B2 (former Manuplastics site – now demolished)	7,500 (demolished)	0	-7,500
B8 (proposed as part of 2010 scheme for Manuplastics redevelopment)		8,665	
B1 (proposed as part of 2010 scheme for Manuplastics redevelopment)		1,714	
B1 (proposed under current application).		1,201	

Residential Units

Type	No. of bedrooms per unit				
	Studio 1 person	1 bed 2 person	2 bed 3 person	2 bed 4 person	3 bed 5 person
Rental type within PRS					
Market Rent	2	18	4	42	6
Social rent	0	7	0	20	0
TOTAL	2	25	4	62	6

- 3.3 Block A would provide commercial (start-up) units at ground floor level and residential units above. With the majority of frontage on Kingston Road it would read as two and four storeys, with two storey dwellings positioned on the boundary with 577 Kingston Road and four storeys onto Kingston Road. The block would be set back from Kingston Road to allow for the provision of landscaping, pavement and two loading bays. The block would be built flush with the shared boundary of no. 577 Kingston Road. The main body of the building would be 13m high, with the peak of the pitched roofs being 15m high. The residential component of the block would be arranged around a private central courtyard providing communal amenity space of 911 sq.m for occupiers

of the development and spaces for access and circulation and bike storage. Separate children's amenity space of 745 sq.m would be located in the centre of the communal amenity space. There would be no ground floor access from the rear of the proposed commercial units into private communal amenity space. The ground floor commercial units in Block A (896 sq.m for uses within Class B1) would have direct access from Kingston Road.

- 3.4 Block B would provide commercial (start-up) units at ground floor level along with associated plant alongside undercroft vehicle parking. With a frontage parallel with the railway line and Kingston Road Block B would read as part four, five and six storeys, with six storeys in the middle of the block stepping parallel with the railway line down to five and four storeys at the corners and fronting Kingston Road. A boundary fence 2.4m in height would separate the rear of the block from the adjoining railway line. The residential component of the block would be arranged around a private central courtyard providing communal amenity space of 911 sqm for occupiers of the development and spaces for access and circulation and bike storage. The ground floor commercial units in Block B (305 sq.m for uses within Class B1) would have direct access from Kingston Road.
- 3.5 Private amenity space for each residential unit of between 5.2 sq.m and 29 sq.m would be provided in the form of balconies and private terraces. Details of the balcony treatments will be secured by condition to control their appearance and ensure there is no overlooking. Significant work has taken place between officers and the applicant to ensure that the balconies are located to prevent overlooking. In all, five balconies would be provided on the front elevation facing Kingston Road, three at first floor and two at second floor level.
- 3.6 The only pedestrian/cycle and vehicular entrance into the site for residential occupiers of the scheme would be from a new entrance on Kingston Road to the west of the site. Access controlled gates, the details of which would be secured by condition, would be located approximately 15 m from the new entrance. Pedestrian access into each of the nine communal accesses and upper floors beyond would be provided from beyond the access controlled gates within the central courtyard. Residential cycle parking would be provided at ground floor level. The scheme would provide 34 vehicle spaces, of which 11 would be disabled parking spaces and 7 electric parking spaces (3 of which would be shared disabled/electric parking spaces). Two delivery bays would be created on Kingston Road directly outside the site for use by all delivery vehicles to the site.
- 3.7 Access into each commercial unit would be provided directly from individual entrance doors on Kingston Road. Visitor cycle parking would be positioned adjoining the pedestrian footway with access to office cycle parking adjoining the vehicular entrance into the site.

- 3.8 The design approach has a contemporary feel to Kingston Road and to the rear of the site facing the railway line. Anodised anthracite coloured aluminium is proposed for the upper floors of the building at the rear of the site. The detailing of the window frames, sills, cappings, curtain wall systems, signs and balustrades are proposed in the same material. The lighter brick used elsewhere within the scheme, will be used on the lower floors, linking this rear elevation to the rest of the scheme.

4. RELEVANT PLANNING HISTORY

- 4.1 The application site is a combination of two previously separate sites under different ownership, nos. 579-583 Kingston Road and 587 Kingston Road; both sites are now owned by the applicant. The larger of the sites, 579-583 Kingston Road (former a plastics manufacturing factory) has an extensive planning history dating from the 1950s. The previous occupier has moved to purpose built industrial premises in Lombard Road and the site has been cleared as part of the process of implementing planning permission 10/P1165. The planning history of 577 is also summarised below; while not within the application site it is adjacent to it, and an application for its redevelopment has recently been considered by Committee.
- 4.2 In December 2016, 4 months prior to the submission of the application, the developer held a public exhibition which took place over three days, with 98 visitors. In January 2017 representatives of the applicant attended and participated at the end of a public meeting, called by Ward Councillors to discuss a range of issues relevant to the local area.

579-583 Kingston Road

- 4.3 09/P0794 – Demolition of existing buildings and redevelopment of a site to provide self storage (B8), light industrial and office accommodation in a building up to 5 storey in height including parking servicing landscaping and other works. Permission refused on the following grounds:
- Due to its size, scale, height, bulk, siting and massing, and the scale of the proposed use, the proposed development would:**
- (a) adversely affect the levels of sunlight to nearby residential properties, especially their gardens;**
 - (b) result in loss of amenity due to visual intrusion for occupiers of nearby residential properties;**
 - (c) result in increased noise and disturbance for nearby residents, particularly due to vehicle movements and loading/unloading activity;**
 - (d) fail to respect the siting, rhythm, scale and height of surrounding buildings; and**
 - (e) fail to provide a high standard of design that will complement the character and local distinctiveness of the adjoining**

**townscape, which comprises mostly two storey residential development;
and would therefore be contrary to Policies BE.15 [paragraphs (i), (ii) & (iv)] and BE.22 [paragraphs (i) & (ii)] of the Adopted Merton Unitary Development Plan (October 2003).**

Appeal dismissed.

- 4.3 10/P1963 - Demolition of existing buildings and redevelopment of site to provide new self-storage (Class B8), light industrial and office (Class B1) accommodation in a building of up to 5 storeys including parking, access, servicing, engineering, landscaping and other associated works. Planning permission granted 24.02.2011.
- 4.4 2013 to 2018. Applications to discharge various conditions pertaining to 10/P1963 for the erection of a mixed use development comprising self storage and B1 business units including, site remediation, refuse and recycling, cycle parking, facing materials, sound insulation, parking management strategy, surface treatment, floor levels, construction method statement, construction logistics plan.
- 4.5 Letter also issued by the Council confirming compliance with Condition 1 (Commencement of development within 3 years of decision date) attached to Planning Permission 10/P1963. Letter issued on 27.05.2014 confirming that the planning permission had been implemented. Permission 10/P1165 is therefore extant and could be built out at any time.
- 579-589 Kingston Road
- 4.6 17/P2529 - Demolition of existing buildings and redevelopment of site to provide offices (1201 SQ.M - Class B1) and residential (103 units - Class C3). Accommodation in buildings of 2 to 7 storeys, provision of car parking (23 cars, 11 disabled spaces), cycle parking (193 spaces), vehicle access, landscaping, plant and associated works - Concurrent application currently in abeyance pending the outcome of the application the subject of this report.
- 587 Kingston Road
- 4.7 14/P4537 - Demolition of the existing two storey buildings and the construction of a part three, part four, part five storey replacement building providing 193 sq.m at ground floor level to be used for A1, A2, A3 or D1 and 20 flats at the rear of the round floor and on the upper floors with 22 cycle parking spaces, associated landscaping and highway works to provide a new lay-by in Kingston Road for servicing and two disabled parking bays. Planning permission granted 29.04.2015.
- 4.8 2017 to 2018 - Applications submitted to discharge various conditions including facing materials, construction method statement, logistics plan and site remediation under consideration.

- 577 Kingston Road (adjoining site to the east)
- 4.9 17/P0763 - Demolition of existing church building (No.577 Kingston Road - Use Class D1) and erection of a part 5 storey building (to Kingston Road) and part 3 storey building (to Abbott Avenue) to provide replacement church building (Use Class D1) at ground, first and part second floor and 15 residential units (Use Class C3) at second, third and fourth floor; retention of car parking; provision of cycle parking and landscaping to Kingston Road frontage; together with provision of waste storage at ground floor level. Resolution to grant planning permission subject to completion of a S106 agreement in October 2017– completion of agreement and the issuing of planning permission is pending.

5. CONSULTATIONS

Statutory Consultation

- 5.1 The planning application was publicised by means of site and press notices, together with individual letters to 267 nearby addresses on two separate occasions. Representations were received and are summarised as follows:
- 5.2 1 neutral representation which queries the impact of the development.
- 5.3 6 letters of objection:
- Exacerbate parking pressure (parking provisions insufficient)
 - Compromised highway safety
 - Increased traffic congestion
 - Excessive density
 - Excessive scale and height
 - Uninspired design
 - Poor quality design
 - Out of keeping with the surroundings
 - Commercial space at ground floor likely to be unviable and unneeded
 - Lack of affordable housing
 - Loss of vehicle repair facilities
- 5.4 58 copies of a template letter which objects to the scheme, albeit it is noted that 6 of the objections came from 3 addresses i.e. in total, 55 copies of the letter were received from individual properties. The summary of the objections is as follows:
- Exacerbate parking pressure (parking provisions insufficient)
 - Compromised highway safety
 - Increased traffic congestion
 - Excessive density
 - Excessive scale and height
 - Uninspired design
 - Out of keeping with the surroundings
 - Disruption during construction

External Consultees

Metropolitan Police (Designing out crime unit):

- 5.5 Advised that the following matters should be considered: residential amenity space should be designed to prevent vehicles being driven across it; communal residential amenity space should have a purpose; communal entrance with airlock access control and video access control; zoned encrypted fob system; blank gable wall elevation next to unit A-GF-11 requires further consideration including lighting and anti-graffiti; all lighting should be to British Standards; CCTV system encouraged. Officers note that the matters raised above have been addressed by the applicant.

- 5.6 Environment Agency: No objection, subject to conditions.

- 5.7 Thames Water: Objection. Habitable rooms are situated within 15m of a Thames Water Sewage Pumping Station.

Officer comment: Officers consider that it would be unreasonable to recommend refusal on these grounds there being no policy impediment regarding such infrastructure. In reality, should the scheme be developed, it would be a matter of 'buyer beware'.

- 5.8 Transport for London: Provided the following comments: Recommendation that an informative is added relating to the delivery of Crossrail 2. Requirement that bus shelter opposite the site is upgraded via s106 contribution of £8,554.94. The new access position is unlikely to have an adverse impact on the operation of the Strategic Road Network. Provision of 218 cycle parking spaces and their location is acceptable. The provision of 33 car parking spaces (ratio of 0.3 spaces per unit) complies with London Plan. Residents and employees should be excluded from applying for parking permits in the local CPZ, secured through a S106. Provision of Electric Vehicle Charging Points should be secured by condition. One car club operator parking space is welcomed. Two year free car club membership to all residents to be delivered via s106 agreement. Full construction management plan should be secured by condition. Delivery and servicing plan should be secured by condition. Mayoral CIL payment should be made in accordance with London Plan.

Internal and Other Consultees

- 5.9 Transport/Highways officers: No objection. The proposals will not generate a significant negative impact on the performance and safety of the surrounding highway network or its users.

Refuse stores have been provided within a suitable proximity of the entrances to the development. Bin stores are a reasonable proximity from the public highway and can be easily accessed by refuse operatives.

Advised the parking provisions represent an increase in parking opportunities. Cycle parking provision in line with London Plan minimum levels.

5.10 Flood Risk Engineer: No objection. Advised that the site is at low risk of flooding, however surrounding roads are at medium risk of surface water flooding. The application was submitted with a drainage strategy that identifies sustainable drainage system (SuDS) measures. The final drainage scheme, identifying SuDS measures, should be secured by planning condition.

5.11 Environmental Health Officer: No objection. Advised conditions to mitigate the impact of noise, light spill/pollution, odours, impacts during construction and highlighted the need for contamination investigations and remediation strategies.

Future Merton - Urban Design:

5.12 The layout and scale of the proposed development is considered appropriate to the size and characteristics of the site and its context. This has evolved over some time, with dialogue with the applicant and case officer. The external appearance to Kingston Road is considered appropriate in its scale and rhythm, the architecture being distinctive and of generally good quality. Careful approval and discharge of conditions on materials will be important in ensuring this quality is realised.

5.13 Within the development there has been a longstanding issue relating to the rear block facing the railway. The creation of a good quality access to the flats has had to be balanced with avoiding north-facing single-aspect flats. The current approach appears to have reached a balance that is acceptable, though the internal design and lighting of the undercrofts will be critical to achieving this and should be conditioned accordingly. CCTV cameras, good lighting and light coloured finishes to surfaces are recommended.

5.14 More recent changes have seen improvements to the pedestrian access into the site, removing dead frontages and an undercroft and creating a dedicated pedestrian route from the street to the flats at the rear of the site. Further internal alterations have seen improvements to the internal arrangements of the flats and are welcomed. The landscaping ideas for the central courtyard would benefit from further development.

5.15 Waste Management (refuse): No objection.

5.16 Climate Change Officer: No objection. The energy strategy as amended in October 2016 is robust and demonstrates compliance with Merton's Core strategy CS15 and London Plan Policy 5.2, 5.3, 5.5, 5.6. The decisions to include Mechanical Ventilation with Heat Recovery is appropriate considering the proximity to the railway line and main road

and the proposed air tightness of the development and demonstrates compliance with London Plan Policy 5.9.

The applicant has indicated within the energy strategy that the development will achieve internal water usage rates of 125 – this element of the plan will need to be addressed in order to achieve internal water usage rate of no more than 105 litres per person per day in line with local policy requirements.

The scheme was validated prior to 1st October 2016 and officers consider it would be unreasonable to assess it against the Zero Carbon target.

There are four conditions that should be placed on this application to address emissions reductions from domestic development, emissions reductions from non-domestic development; district heat networks and uploading energy data.

6. POLICY CONTEXT

6.1 National Planning Policy Framework (2012)

The following principles are of particular relevance to the current proposals:

- At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking;
- The NPPF states that local authorities should act to boost significantly the supply of housing and use their evidence base to ensure that Local Plan documents meet the full, objectively assessed needs for market and affordable housing;
- Proactively drive and support sustainable economic development to deliver homes, business and industrial units, infrastructure and thriving local place that the Country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth;
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the

relative need for different land uses to support sustainable local communities;

- Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development and should look for solutions rather than problems. Planning should not simply be about scrutiny but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives
- Good design is a key aspect of sustainable development and it should contribute positively to making places better for people

Others sections of NPPF of relevance:

4. Promoting sustainable transport
6. Delivering a wide choice of quality homes.
7. Requiring good design.
10. Meeting the challenge of climate change/flooding

6.2 London Plan (2016) relevant policies include:

- 2.6 Outer London: Vision and strategy
- 2.8 Outer London: Transport
- 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
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.10 Urban greening
- 5.11 Green roofs
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.17 Waste capacity
- 5.21 Contaminated land
- 6.3 Assessing the effects of development on transport capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.11 Smoothing traffic flow and easing congestion
- 6.12 Road network capacity
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 7.2 An Inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm

- 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

6.3 Merton Local Development Framework Core Strategy – 2011 (Core Strategy) relevant policies include:

- CS 8 Housing choice
- CS 9 Housing provision
- CS 11 Infrastructure
- CS 12 Economic development
- CS 13 Open space, leisure and nature conservation
- CS 14 Design
- CS 15 Climate change
- CS 17 Waste management
- CS 18 Transport
- CS 19 Public transport
- CS 20 Parking servicing and delivery

6.4 Merton Sites and Policies Plan – 2014 (SPP) relevant policies include:

- DM H2 Housing mix
- DM H3 Support for affordable housing
- DM D1 Urban Design
- DM D2 Design considerations
- DM E1 Employment areas in Merton
- DM E3 Protection of scattered employment sites
- DM E4 Local employment opportunities
- DM O1 Open space
- DM O2 Trees, hedges and landscape features
- DM EP2 Reducing and mitigating noise
- DM EP3 Allowable solutions
- DM T1 Support for sustainable travel and active travel
- DM T2 Transport impacts of development
- DM T3 Car parking and servicing standards
- DM T4 Transport infrastructure

6.5 Supplementary guidance.

- Greater London Authority's Supplementary Planning Guidance Shaping Neighbourhoods: Play and Informal Recreation (September 2012).
- London Affordable Housing and Viability SPG– August 2017
- DCLG Technical Housing Standards - 2015
- London Housing SPG – 2016

7. PLANNING CONSIDERATIONS

- 7.1 The main planning considerations include assessing the following:

- Principle of development.
- Housing mix and affordable housing.
- Design, including layout, scale and massing and impact on locality and neighbouring amenity.
- Standard of accommodation.
- Access.
- Transport.
- Sustainable design and construction and energy.
- Technical issues including flooding, air quality, and contamination.
- Planning obligations.

Principle of development

7.2 Sites and Policies Plan policy DM.E3 (Protection of scattered employment sites) seeks to ensure that there is a diverse mix of size, type, tenure and location of employment facilities which can support a range of employment opportunities within the borough. In circumstances where proposals for mixed use development are considered, proposals must be designed to ensure the future occupation and function of employment uses, upon completion. The premises/sites retained for employment uses must (supporting paragraph 4.41):

- Be of an attractive size and character for occupation by employment and community uses and flexible to accommodate alternative uses;
- Be compatible with the character and appearance of the area;
- Be designed to accommodate the proposed use (and other uses);
- Not be harmed by way of noise, disturbance, loss of light or privacy;
- Allow adequate safe vehicles to access to and from the highway, provide adequate car parking facilities (both cycling and car parking) and there should be links to modes of transport other than private vehicle; and,
- The site must be built out in full before proposals for change of use from employment to alternative uses will be considered by the council.

7.3 The proposal, which seeks to deliver a mixed use scheme, presents an opportunity to deliver meaningful employment generation on the site. The scheme could generate employment in the form of uses which would be entirely compatible with new dwellings, and for which there is an acknowledged demand. It is noted that former occupier of the now cleared Manuplastics site has relocated to an industrial site in Lombard Road, approximately 3km from the application site and within the London Borough of Merton.

- 7.4 The application proposal is considered to comply fully with the requirements of supporting paragraph 4.41. Officers recognise that the proposal would result in a net loss of employment floorspace. However, the site has now been clear for almost eight years and the proposal will deliver much needed, high quality, flexible employment (Use Class B1) floorspace.
- 7.5 Policy 3.3 of the London Plan 2016 states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher densities. Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space. The National Planning Policy Framework 2012 and London Plan policies 3.3 & 3.5 promote sustainable development that encourages the development of additional dwellings at locations with good public transport accessibility.
- 7.6 The site is an underutilised brownfield site which is considered to present opportunities for a more intensive mixed use development (the site has a PTAL rating of part 4/ part 5 which is considered to be good/very good). It is further noted that the site has residential development on two sides with an extant consent for mixed use development on part of the application site. The proposals would meet NPPF and London Plan objectives by contributing towards London Plan housing targets and the redevelopment of brownfield sites.
- 7.7 Given the above, it is considered the proposal is acceptable in principle insofar as it provides both employment opportunities and delivers housing. Further analysis follows examining the proposals vis a vis relevant London Plan policies, Merton Local Development Framework Core Strategy, Merton Sites and Policies Plan and supplementary planning documents.
- Residential density
- 7.8 The area has a public transport accessibility level (PTAL) of 4/5 which is considered to be a good/very good level of accessibility. It is considered that the site is located within an area which may reasonably be characterised as urban having regard to the London Plan (terraced houses, a mix of different uses, medium building footprints, typically buildings of 2 to 4 storeys and within 800m of a district centre).
- 7.9 The resultant density is calculated to be as follows:
0.6 ha (site area) 275 (No. of habitable rooms) = 458 habitable rooms per hectare.
- 7.10 Table 3.2 of the London Plan 2016 advises that sites with a PTAL rating of 4 to 6 within an urban setting should provide for a density range of 200- 700 habitable rooms/ha.

- 7.11 The figures above illustrate that the proposed development would provide for a density that falls comfortably within the recommended density range provided in the London Plan.
- 7.12 Notwithstanding the above, while density is a material consideration, it is not the overriding factor as to whether a development is acceptable. The potential for additional residential and commercial development is better considered in the context of its bulk, scale, design, sustainability, amenity, including both neighbour and future occupier amenity, and the desirability of protecting and enhancing the character of the area and the relationship with neighbouring sites.

Unit mix and affordable housing

- 7.13 The development proposed 99 residential units with the following size mix: 2 x studio apartments, 25 x 1 bedroom apartments, 66 x 2 bedroom apartments, and 6 x 3 bedroom apartment. Policy DM H2 of the SPP seeks to create socially mixed communities by providing a range to dwelling sizes, the policy indicates a borough wide housing mix of 33% 1 beds, 32% 2 beds and 35% 3 beds to be appropriate.
- 7.14 2011 Census data for the Merton area identifies the following unit size mix - 7.1% 1 bed, 14.4% 2 bed and 78% 3 bed. There is a very high proportion of larger dwellings in Merton, thus the proposal would contribute to balancing the housing choice in Merton as a whole.
- 7.15 The applicant has submitted a 100% Build to Rent scheme. The Government's White Paper on Housing 'Fixing our broken housing market' highlights its commitment to the build to rent sector. This model of housing presents opportunities and new challenges in terms of quantifying and delivering affordable housing.
- 7.16 London Plan policy 3.12 requires that in making planning decisions a maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed-use schemes. Decision makers are required to have regard to factors including current and future requirements for affordable housing at local and regional levels and affordable housing targets adopted in line with policy.
- 7.17 The London Plan requires that negotiation on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of schemes prior to implementation and other scheme requirements. London Plan policy 3.8 (B a1) recognises that the planning system should take a positive approach to enabling this sector to contribute to the achievement of housing targets through accelerating housing delivery rates. The Mayor's Affordable Housing and Viability SPG (August 2017) provides

specific guidance on the delivery of Build to Rent developments and explains how the distinct economics should be taken into account when assessing applications.

- 7.18 Having regard to characteristics such as financial viability issues and other planning contributions Core Strategy policy CS 8 states that for developments providing 10 or more units 40% of the new units should meet this provision and be provided on site. The LDF notes that where a developer contests that it would not be appropriate to provide affordable housing on site or wishes to deviate from the affordable housing requirements set out in the policy, the onus is with the developer to demonstrate the maximum amount of affordable housing that could be achieved on the site viably.
- 7.19 The proposal was submitted with a Financial Viability Assessment (FVA) that has been independently assessed taking into consideration a number of matters including the specific characteristics of Build to Rent schemes. An independent assessment of the FVA found that the scheme as proposed could not delivery a policy compliant level of affordable housing.
- 7.20 However, notwithstanding the findings of the FVA, the developer has offered 7 x 1 bedroom (1B/2P) units and 20 x 2 bedroom (2B/4P) units at the equivalent of Social Rent levels plus service charge (an equivalent of 25% on a per unit basis). The affordable housing offer within the scheme has been developed in accordance with the Mayor of London's SPG on Build to Rent schemes.
- 7.21 The 27 units would be pepper-potted among the three residential cores, would be indistinguishable from the market units and would be affordable in perpetuity. The units would be managed and maintained by the applicant. They would be let to applicants in housing need referred to or nominated by the Council. Tenancies would normally be offered on a three year rolling and renewable basis, subject to the normal tenancy conditions. Rents would be significantly lower than London Living Rents, the Local Housing Allowance, and typical RP Affordable Rents for equivalent new build units. The rents offered are at social rent levels and therefore supply units that would be more affordable to Merton residents than if they were at 80% of market / Local Housing Allowance and therefore this represents a good 'affordable' offering.
- 7.22 A S106 agreement should ensure that measures are put in place for the affordable housing element to be delivered in perpetuity. The applicant is also amenable to a nominations agreement being entered into with the Council for these units which is welcomed.
- Design and impact upon the character and appearance of the area
- 7.23 The NPPF, London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policy DM D2 require well designed proposals which

make a positive contribution to the public realm, are of the highest quality materials and design and which are appropriate in their context, thus they must respect the appearance, materials, scale, bulk, proportions and character of their surroundings.

Massing and scale.

- 7.24 It is considered that a suitable approach to massing has been proposed which responds well to the surrounding context and has been informed by the planning history of the two combined sites and the scale and massing of the terraced properties opposite.
- 7.25 The development consists of two L-shaped blocks that surround an internal landscaped courtyard. Block A, with the majority of its massing along Kingston Road, introduces variety into the streetscene with differing heights on the site frontage reflecting the differing heights on Kingston Road. Similarly, the proposed roofscape on Kingston Road is distinctive and reflects the pattern of gable roofs in the immediate area. It is noted that there are no four storey buildings in the immediate vicinity of the site. However, planning permissions on the combined sites include part three/part four storey buildings on Kingston Road and the recently approved scheme on the adjoining site at 577 Kingston Road includes a building rising to 5 storeys fronting Kingston Road. It is considered therefore that a precedent has been established.
- 7.26 Furthermore, the introduction of Block A would result in a continuation of the existing street. Combined with the variation in height within the block and distinctive roof patterns, it is considered that the development in Block A would constitute a suitable and natural increase in height from the row of buildings to the west of the site. The massing of the block at its eastern end is more varied and responds to neighbouring properties with townhouses with pitched roofs inserted to animate the roofscape. It is considered that the maximum height of Block A would be acceptable in townscape terms.
- 7.27 In terms of Block B, where the majority of massing would be parallel with the existing railway, this has been the subject of detailed negotiation. The rear Block B would introduce a part four/five/six storey building with the main mass of the block focussed towards the middle portion of the rear of the site. This represents a reduction in height from the originally submitted seven storey high building and a reduction in the overall massing. This approach to the massing would result in six storeys in the middle of the block stepping down to five and four storeys at the corners and facing onto Kingston Road. Officers consider that the changes result in an approach to massing that is consistent with the open nature of this part of the site, responds to the planning history of the site and approval for five storeys as well as the surrounding context. It is noted that there are no six storey buildings in the immediate vicinity of the site. However, given the relatively isolated nature of this part of the site, being bordered by the railway to the

north, this part of the site is not considered to have the same constraints as adjoining sites.

Layout

- 7.28 The footprint is considered to make effective use of the site, taking a perimeter block approach, which provides considerable active frontage to Kingston Road. Positioning Block B parallel with the railway line allows for the creation of a private communal amenity space between the two blocks. The footprint takes cues from the surrounding development, aligning with the building lines established on Kingston Road.
- 7.29 The individual office (Use Class B1) units have frontages with individual entrances to Kingston Road, which is considered to be appropriate given the busy nature of the road and the presence of the opposite terrace that has active frontages at ground floor. The individual units provide the potential for a high level of connectivity between the public realm and the development. Block A would be set back from the existing ownership boundary thereby providing opportunities to improve the public realm on Kingston Road.
- 7.30 All of the residential units are accessed from within the private communal courtyard space beyond the gated entrance on Kingston Road. Recent changes to the scheme have seen improvements to the pedestrian access into the site and the provision of a dedicated pedestrian route from the street to the flats at the rear of the site in Block B. Communal entrances to each core within Blocks A and B, as well as direct access to the individual townhouses, is provided from within the private communal amenity space, beyond the gated entrance into the site set back from Kingston Road. This creates an important delineation between the public realm and private property.
- 7.29 The vehicular entrance into the site, via a new entrance on Kingston Road, provides access to the undercroft parking at the rear of the site, at the ground floor of Block B. The creation of undercroft parking reduces the amount of space required in the courtyard for parking and provides opportunities to create generous communal amenity space.
- 7.30 It is considered that the proposed layout is well thought out and based on sound urban design principles, the layout provides an inclusive design and promotes natural surveillance; when compared to the current extensive length of inactive frontage along Kingston Road, it is considered the approach will enhance the character and vitality of the area.

Design and appearance

- 7.31 As has been outlined, the applicant has made further amendments to the scheme. The external appearance to Kingston Road is considered appropriate in its scale and rhythm, the architecture being distinctive and of generally good quality. The approach taken to this elevation in

particular, includes the use of a pallet of materials influenced by the character of the wider area and the design and use of the previous building on site, is supported.

- 7.32 The proportions of the façade reduce incrementally as height increases, with setbacks at upper levels and variety in the roofscape, contributing to a more vertical emphasis. The ground floor office façade introduces direct overlooking of the street with large windows that provide a sense of openness. The horizontal separation with higher ceiling heights would help to delineate the commercial unit from the upper floor residential units, as well as to enhance the buildings street presence. The configuration of the ground floor commercial unit with flats above provides some continuity with the adjacent ground floor shops/offices on Kingston Road and residential above. While the visual distinction from the commercial and residential units is important, the horizontal and vertical alignment of fenestration and openings provides a degree of coherence across the buildings as a whole.
- 7.33 The design approach to the external appearance of the development, which includes the proposal to use a pallet of materials influenced by the character of the wider area is supported. The use of contrasting materials, recesses and horizontal separation between floors throughout the scheme successfully defines the individual façade elements. However, the success would be very much dependant on the exact materials used; therefore, a condition is recommended requiring facing materials to be approved prior to the commencement of the development.
- 7.34 While of a modern design, the proposals pick up important cues from the surrounding, more traditional, development in terms of scale and architecture. It is considered the development would successfully harmonise with, and enhance the character of, the surrounding area.

Design - Signage to non-residential units.

- 7.35 While any signs/advertisements would be subject to separate approval by way of advertisement consent, it is recommended that a signage strategy condition should be applied to ensure that any advertising is sympathetic to the proposed building.

Impact upon neighbouring amenity

- 7.36 London Plan policies 7.14 and 7.15 along with SPP policy DM D2 state that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of light spill/pollution, loss of light, quality of living conditions, privacy, visual intrusion and noise.

Light spill

- 7.37 Light spill from the proposal is not expected to be significant given the scheme is predominately residential and as the office units face Kingston Road. However, there is a large, private communal amenity

space in the middle of the development which would likely require lighting. This space is adjacent to the gardens of the three proposed townhouses to the east of the site and could impact upon their windows. As such, it is recommended to include a condition which would require details of external lighting to be submitted to, and approved prior to occupation.

Visual intrusion and loss of light

- 7.38 Given the buildings would be a maximum of six storeys in height (with setbacks on Kingston Road), visual intrusion and loss of light are of particular concern. To mitigate these affects, the proposal on Kingston Road has been designed to introduce setbacks at second and third floor level. On the rear block, the massing has positioned in the centre of the block, stepping down towards the sides.
- 7.39 The developer has provided a detailed daylight/sunlight and overshadowing report in support of the proposal which has been undertaken in accordance with BRE guidelines; the methodology used is the vertical sky component (VSC) and average daylight factor (ADF) for daylight and annual probable sunlight hours (APSH) for sunlight. In addition, a sun on the ground analysis has been undertaken in accordance with BRE guidelines. Habitable rooms from all immediately surrounding dwellings have been assessed, including 72- 86 Abbott Avenue and 506-560 Kingston Road (even numbers only).
- 7.40 The daylight and sunlight assessment is considered to be robust and reasonable, and, having regard to its findings, it is not considered the proposal would unduly impact upon neighbouring amenity in terms of loss of light.
- 7.41 In addition, the daylight and sunlight amenity provided within the proposed residential accommodation, at the lowest floor, has been assessed using the Average Daylight Factor (ADF) and Average Probable Sunlight Hours (APSH) tests following the methodology of the BRE guidance.
- 7.42 The daylight and sunlight assessment of proposed dwellings finds the following:

i) Daylight

The results of the ADF assessment have shown that 152 of the 154 worst case rooms (on first and second floors) would surpass the BRE and British Standard guidance criteria. This represents a compliance rate of around 99%. Daylight levels would be higher on the third and fourth floors of the scheme.

Of the remaining rooms, 1 is a bedroom (labelled R12 on the first floor) which receives an ADF of 0.9%. One living room on the first floor shows a marginal deviation of 0.1% ADF from the suggested target.

This isolated deviation from the BRE targets is driven by windows being situated behind an external amenity space. This room enjoys the use of a private amenity space leading directly off the living room.

The overall high compliance rate of approximately 99% to the most constrained rooms shows well-considered design with amenity levels being good for an urban environment. As a result, the proposed scheme is considered to be acceptable and in line with the intentions of the BRE guidance.

ii) Sunlight

Where possible, living rooms have been designed to have south facing windows. The results of the sunlight assessment has shown that 51 (96%) of the 53 living rooms with primarily south facing windows on the lowest level achieve the recommended level of 25% total and 5% winter sunlight.

The two living rooms are located beneath external balconies which offer amenity space. In addition, the living rooms are served by at least one window that either exceeds total APSH or winter APSH target levels.

- 7.43 In conclusion, the daylight and sunlight assessment is considered to be robust and reasonable; with the scheme recording very high levels of compliance. Where shortfalls from guidance are recorded, these are small, and not inappropriate within an urban environment. In addition, the shortfall is often caused by the provision of external amenity space (a balcony cropping daylight penetration to a unit below), which is of direct benefit to the amenity of future occupiers.

Privacy

- 7.44 It is not considered the proposal would unduly impact upon the privacy of neighbouring properties.
- 7.45 Concerns have been raised that the proposal would result in direct overlooking to neighbouring properties. The front elevation of block A is directed towards the northern and front elevation of properties on Kingston Road. There is a separation distance of approximately 21m between windows and balconies/terraces. This is considered to be an appropriate window to window distance in an urban setting and does not raise any concerns in respect of overlooking of neighbouring properties.
- 7.46 Private balconies and terraces are proposed in the southern and eastern elevations of Block B. A private communal amenity space is proposed centrally within the development. Overlooking from these areas is addressed by screening on each private balcony and terrace. It is possible to control the finer details by a condition which would require details of screening to be submitted to, approved and

implemented prior to first occupation. In addition, the western elevation of Block A includes secondary windows at first and second floor level. These windows should be suitably screened with obscure glass. A condition would be added requiring that these windows are permanently screened and non-opening due to close proximity of adjoining balconies and windows.

- 7.47 The closest separation distance between the proposed habitable windows on the southern elevation of Block B and the northern elevation of Block A would be between 16m and 20m. This is considered to be an appropriate window to window distance in an urban setting and does not raise concerns in respect of mutual overlooking.
- 7.48 On its western boundary with Nos. 591-593, the proposed development runs up to the boundary on the Kingston Road frontage, to create a continuous run of development, but then sets back behind. The set back away from the boundary allows for the future development of the site at No. 591 – 593 and does not, therefore, prejudice the development potential of the site, and will safeguard the amenity of future residents.

Noise

- 7.49 Noise and vibration from the railway line to the north has the potential to be a source of nuisance to future occupiers. It is considered that the impact of noise/vibration from the railway line can be suitably addressed by way of conditions. The employment use is within Class B1 and comprise those that can operate without harm to residential amenity in terms of noise. The operation of plant can also be conditioned. Given the remainder of the scheme is residential, the noise generated is expected to be comparable to the surrounding development. Noise generated from the use of the communal amenity space is unlikely to be great and any impact would be further mitigated by the setback from the boundaries and the presence of landscaping.

Construction phase

- 7.50 The development has the potential to adversely impact neighbouring residents during the construction phase in terms of noise, dust and other pollutants. As such, it is recommended to include conditions which would require a detailed method statement to be submitted to, and approved by the Council prior to the commencement of the development.

Standard of accommodation

- 7.51 Policies 3.5 and 3.8 of the London Plan 2016 state that housing developments are to be suitably accessible and should be of the highest quality internally and externally and should ensure that new development reflects the minimum internal space standards (specified as Gross Internal Areas) as set out in table 3.3 of the London Plan (amended March 2016) and reflecting those of the DCLG's Technical

Housing Standards. Policy DM D2 of the Adopted Sites and Policies Plan (2014) states that developments should provide for suitable levels of privacy, sunlight and daylight and quality of living conditions for future occupants.

- 7.52 All the units either meet or exceed London Plan standards. All habitable rooms are serviced by windows which are considered to offer suitable natural light, ventilation and outlook to prospective occupants.
- 7.53 Dual aspect units are encouraged given the higher standard of living they offer, which includes better ventilation, increased daylight, increased sunlight hours and the ability to choose which side of the unit to open windows (when noise, odour or other nuisance is being generated on a particular side). Of the 99 proposed dwellings, 12 (12%) are single aspect, all of which are south facing.
- 7.54 In accordance with the London Housing SPG, policy DMD2 of the SPP states that there should be a minimum 5sq.m of private external space provided for 1 and 2 person flats with an extra square metre provided for each additional occupant. All private external space either meets or exceeds the minimum standards.
- 7.55 The scheme would offer approximately 911m of communal amenity space. This space would be fully landscaped and would offer seating and play equipment.
- 7.56 It is noted that lifts serve all floors providing step free access and that 10% of units meet M4(3) of the building regulations in accordance with London Plan policy 3.8.

Standard of accommodation - Children's Playspace

- 7.57 Guidance on the requisite provision of children's playspace is provided in the Greater London Authority's Supplementary Planning Guidance Shaping Neighbourhoods: Play and Informal Recreation (September 2012). This SPG suggests that new residential development yielding more than 10 children (as determined by the application of GLA child occupancy estimates) should provide suitable playspace as part of the development scheme. It is recommended that the shortfall in overall outdoor amenity space identified should be mitigated by a financial contribution towards improvements to playspace in a local park.
- 7.58 In addition to the communal space and balconies, the ground floor plan shows three areas of children's play space in located within the courtyard. The expected amount of provision required would amount to 745sqm. This is significantly in excess of the GLA's SPG requirement of 238sqm and is welcomed by officers.
- 7.59 Should planning permission be granted officers recommend that detailed drawings of the play space (notwithstanding approved

application drawings), the boundary treatment and the type of equipment to be provided be secured by way of planning condition in order to ensure compliance with adopted Council policy.

Transport, highway network, parking and sustainable travel

- 7.60 London Plan policies 6.3 and 6.12, CS policies CS20 and CS18 and SPP policy DM T2 seek to reduce congestion of road networks, reduce conflict between walking and cycling, and other modes of transport, to increase safety and to not adversely effect on street parking or traffic management; in addition, there is a requirement to submit a Transport Assessment and associated Travel Plan for major developments. London Plan policies 6.9, 6.10 6.13, CS policy CS20 and SPP policies DM T1 and DM T3 seek to promote sustainable modes of transport including walking, cycling, electric charging points, the use of Travel Plans and by providing no more vehicle parking spaces than necessary for any development.
- 7.61 The London Borough of Merton Transport Planner has reviewed this application, their comments are integrated into the assessment below.

Vehicle parking provisions

- 7.62 The development would provide 34 vehicle parking spaces located at grade in an undercroft area beneath Block B at the north of the site. The provision includes 11 disabled car parking spaces, one of which would be available for office use. The remaining spaces would be for residential use, with electric charging facilities for 20% of the spaces plus a further 20% capable of upgrade which is in line with London Plan Standards. Census car ownership data for rented flats in the Dundonald ward suggests that for a development of the nature and scale proposed, a maximum of 46 vehicles would be associated with the development. It is noted that this is a conservative estimate given the census data is largely based off dwellings with a higher occupancy (3 bed dwellings), thus the scheme which proposes predominantly 1 and 2 bed units, would likely generate less vehicles than Census data would suggest.
- 7.63 As such, taking into account both expected (conservative) vehicle generation and onsite parking spaces, the development would result in 13 overspill vehicles. Furthermore, the developer has undertaken a parking survey during peak residential times which finds a 10% parking capacity on the surrounding network; the parking survey is considered to be robust and reasonable. Given the above, it is considered the impacts upon parking resulting from the development can be mitigated by CPZ permit exemptions for all new residents, the provision of high quality cycle parking facilities, five years car club membership and the provision of a new car club bay situated on Dupont Road, directly opposite the site and secured by legal agreement at the expense of the developer and the subject of consultation. The developer is amenable to these measures forming part of a planning agreement. Studies show

that the implementation of a car club bay and car can reduce vehicle ownership in the immediate area by up to 28 vehicles.

- 7.64 Given the above, it is considered that the surrounding network would be able to accommodate the vehicles associated with the development. It is not considered that the level of parking proposed would compromise sustainable travel objectives.

Sustainable Travel

- 7.65 The developer has provided a Travel Plan in support of the application which seeks to promote sustainable travel for employees, residents and visitors; it is considered that the Travel Plan is robust and reasonable; however, it is recommended to include a condition which would require details of separate Travel Plans for the residential component and the non-residential component of the development.
- 7.66 In accordance with London Plan policy 6.9 and table 6.3, 200 long term cycle storage spaces have been proposed for the residential component and 6 for visitors, 12 spaces for employees within the business units and 6 short term spaces for visitors to the business units, which exceed London Plan standards. The spaces are considered to be suitably secure and accessible.

Delivery, servicing and the highway network

- 7.67 The Transport Assessment suggests that in terms of service and refuse generation, there would be 10 vehicle movements associated with the residential component and 7 vehicle movements associated with the commercial component per day, these would be predominantly light goods vehicles with possibly one heavy goods vehicle per day. It is considered that the highway network can comfortably accommodate these vehicles. The planning application includes the provision of 2 x loading bays on Kingston Road and where possible deliveries for both elements of the scheme would take place within the loading bays. The residential and commercial components would both benefit from on site management throughout the day and evening; the management would oversee all deliveries made to the scheme, and all vehicles entering and leaving the site. The bays would also enable commercial refuse vehicles to access commercial refuse bins within approximately 10m of the bay.
- 7.68 The layout would entail the reconfiguration of the pavement and carriageway in front of the site in order to provide for a safe and continuous footpath and for loading/unloading. This would require the dedication of land as highway and for the applicant to cover the Council's costs of such works and any necessary road traffic orders. The applicant is amenable to this being covered under the terms of the S106 agreement.
- 7.69 Residential refuse vehicles would access refuse stores within the development itself, from within the communal courtyard. A route for a

refuse vehicle has been designed into the courtyard to allow for movement in and out of the site in a forward gear. The design of the courtyard, including the clear delineation of this route, will be subject to a condition, with details to be approved by officers.

- 7.70 Given the above, and subject to measures to be secured via S106 obligations it is considered the development would be acceptable in terms of its impact upon the highway network.

Refuse storage

- 7.71 Appropriate refuse storage must be provided for developments in accordance with policy 5.17 of the London Plan and policy CS 17 of the CS.
- 7.72 The location of the refuse storage for business units is considered to be appropriate and easily accessible by the Council (for collection). In terms of the refuse storage for residents, the developer has confirmed that the storage area proposed for refuse can accommodate the storage capacity requirements of Merton Council. As such, it is considered that a condition could reasonably be added requiring details of refuse storage to be submitted to, and approved by, Merton Council prior to occupation.

Sustainability

- 7.73 London Plan policy 5.3 and CS policy CS15 seek to ensure the highest standards of sustainability are achieved for developments which includes minimising carbon dioxide emissions, maximising recycling, sourcing materials with a low carbon footprint, ensuring urban greening and minimising the usage of resources such as water. London Plan policy 5.2 now sets a zero carbon target for residential development, whereas non-residential development remains at a 35% improvement on Part L of the Building Regulations 2013.
- 7.74 The developer has submitted an Energy and Sustainability Statement (dated October 2016) in support of the application following earlier concerns raised by the Council's Climate Change officer. The Climate Change officer has confirmed that they are satisfied that it is robust and demonstrates compliance with Merton's Core strategy CS15 and London Plan Policy 5.2, 5.3, 5.5, 5.6. The decisions to include Mechanical Ventilation with Heat Recovery is appropriate considering the proximity to the railway line and main road and the proposed air tightness of the development and demonstrates compliance with London Plan Policy 5.9.

The applicant has indicated within the energy strategy that the development will achieve internal water usage rates of 125 – this element of the plan will need to be addressed in order to achieve internal water usage rate of no more than 105 litres per person per day in line with local policy requirements.

- 7.75 It is recommended to include condition to address emissions reductions from domestic development, emissions reductions from non-domestic development; district heat networks and uploading energy data.
- 7.76 Subject to the above conditions, it is considered the proposal would be policy compliant in terms of sustainability.

Other matters

Flooding and sustainable urban drainage

- 7.78 London Plan policies 5.12 and 5.13, Core Strategy policy CS16 and Sites and Policies Plan policies DM.F1 and DM.F2 seek to minimise the impact of flooding on residents and the environment and promote the use of sustainable drainage systems to reduce the overall amount of rainfall being discharged into the drainage system and reduce the borough's susceptibility to surface water flooding.
- 7.79 The site is not considered to be at risk of flooding; and is at medium risk of surface water flooding. The scheme proposes to limit runoff rates to no more than 4.02l/s, which is acceptable.
- 7.80 It is recommended to include a condition which requires details of drainage, attenuation and management to be submitted to, and approved by the Council prior to the commencement of development.

Site contamination

- 7.81 London Plan Policy 5.21 and SPP policy DM EP4 state that developments should seek to minimise pollutants, reduce concentrations to levels that have minimal adverse effects on human or environment health and to ensure contamination is not spread.
- 7.82 In light of the former industrial use of the application site, there is a potential for the site to suffer from ground contamination. Planning conditions are recommended that seek further site investigation work and if contamination is found as a result of this investigation, the submission of details of measures to deal with this contamination.

Landscaping and impact on biodiversity and SINC

- 7.83 NPPF section 11, London Plan polices 7.5 and 7.21, CS policy CS13 and SPP policies DM D2 and DM O2 seek to ensure high quality landscaping to enhance the public realm, protect trees that significantly improve the public realm, to enhance biodiversity, encourage proposals to result in a net gain in biodiversity and to discourage proposal that result in harm to the environment, particularly on sites of recognised nature conservation.
- 7.84 The application site has been cleared for approximately 8 years and consists of hard-standing and loose material; as such the application site is considered to be of negligible intrinsic ecological and nature

conservation importance. There is however a SINC directly to the north of the site, which coincides with the railway land.

- 7.85 The developer has provided a robust landscaping scheme which is considered to significantly enhance biodiversity on the site. The majority of planting would be positioned at ground floor level within the communal amenity space, however, private terraces and balconies and the defensible space to the front on ground floor would also include space for street trees and planting. In addition, portions of the roof space would be planted as green roofs.
- 7.86 The developer has provided an Ecological Appraisal in support of the development; the methodology, findings and recommendations of the appraisal are considered to be reasonable. The appraisal includes recommendations to mitigate the impact on birds and of any light fall of the nearby SINC; in addition, the investigations carried out found no evidence of bats on site. It is therefore recommended to include a condition requiring the recommendations of the Ecological Appraisal to be implemented prior to occupation. Furthermore, details of external lighting and a bat survey (in the event buildings on site are not demolished within 12 months of the decision) should be required by condition.
- 7.87 The land to the front of the buildings onto Kingston Road is shown to be landscaped with street trees. While this is welcomed the final landscaping design and surfacing of this space would require agreement with the Council as highway authority in the event that the land is dedicated to the Council as highway. Such details may reasonably be integrated into both conditions and the terms of a planning agreement.

Crossrail 2

- 7.88 On 12 April 2017, officers attended a meeting with TfL, LUL and the applicant to discuss Crossrail 2. The application site does not fall within a Safeguarding Zone, but Crossrail 2 have objected to the application on the grounds that the site could become a worksite to support the delivery of Crossrail 2 if / when it is constructed. In this regard, Crossrail 2 have identified the cleared portion of the application site as being of interest, rather than the portion at 579 – 585, which is currently occupied by buildings.
- 7.89 The applicant has made clear that should they fail to secure approval for the current application, they would construct the approved (10/P1963) self-storage, office and light industrial scheme. On this basis, the site would no longer be cleared.
- 7.90 The site does not fall within a Safeguarded Zone and the application must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. Given the current lack of

Safeguarding, and the existence of the extant permission, officers consider that the application can be supported.

Developer contributions

- 7.91 The proposed development would be subject to payment of the Merton Community Infrastructure Levy and the Mayor of London's Community Infrastructure Levy (CIL).
- 7.92 Regulation 122(2) of the CIL Regulations 2010 (continued in the CIL Regulations 2011) introduced three tests for planning obligations into law, stating that obligations must be:
- necessary to make the development acceptable in planning terms;
 - directly related to the development;
 - fairly and reasonably related in scale and kind to the development.
- 7.93 If a planning obligation does not meet all of these tests it cannot legally be taken into account in granting planning permission and for the Local Planning Authority to take account of S106 in granting planning permission it needs to be convinced that, without the obligation, permission should be refused.
- 7.94 The delivery of affordable housing would be secured via a S106 agreement.
- 7.95 The proposals would be likely to increase footfall along this part of Kingston Road arising from those travelling to and from the site for business and those living in the flats. Adopted policy seeks to promote more sustainable modes of travel. and, given the proximity of the site to the bus stop on the opposite side of Kingston Road, it is considered that bus stop improvements may reasonably be required via a S106 obligation. The applicant is amenable to making a financial contribution for this purpose and this is welcomed.
- 7.96 A further measure to reduce levels of car ownership is to promote car club membership, again a measure consistent with adopted planning policies. This initiative has the support of the Council's Transport Planning officers who consider it an integral part of delivering a high density scheme with low levels of on-site car parking. To facilitate changes in travel habits car club membership is recommended for ideally a period of 5 and the applicant appears amenable to this forming a S106 undertaking. The delivery of a car club bay in close proximity to the site could be dealt with under condition requiring the applicant to enter into and complete an agreement under S278/S38 of the Highways Act with the Council as local highway authority to carry out the necessary consultation and to cover the costs of this and any associated road traffic orders and work to designate a bay.
- 7.97 Finally, with regards to the delivery of loading bays and the realignment of the footway, officers note that this may be covered by condition requiring that prior to occupation of the development the applicant shall

enter into and complete an agreement under S278/S38 of the Highways Act with the Council as local highway authority, to provide for a scheme of works to deliver loading laybys and footway/public realm improvements as shown indicatively on the approved plans. This aspect of the proposals would also entail dedication of land to the Council as highway which would not be covered by condition and to that end a dual set of requirement for both the highways works and the dedication of land could instead simply be consolidated into a S106 agreement.

- 7.98 The developer has agreed to meet the Council's reasonable costs of preparing and monitoring the Section 106 Obligations. S106 monitoring fees would be calculated on the basis of the advice in the Council's adopted Supplementary Planning Guidance (2006) and legal fees would need to be agreed at a later date.

8. CONCLUSION

- 8.1 The proposals have been developed over a period of almost two years reflecting both engagement by the applicant with local residents and from discussions between the applicant and Council officers. The application presents opportunities in the form of delivering employment opportunities, the delivery of much needed housing and affordable housing.
- 8.2 The long since cleared site presents an opportunity for a well-considered proposal. The scheme responds positively to the surrounding context in terms of massing, heights, layout, architectural cues and materials and is considered to make a positive contribution to the streetscene.
- 8.3 Notwithstanding that the financial viability appraisal determined that the development would generate a marginal deficit the developer has offered approximately 25% of units as affordable housing units and this is welcomed.
- 8.4 The proposal has been thoughtfully designed to ensure it would not unduly impact upon neighboring amenity. The proposal would offer an acceptable standard of accommodation both internally and externally for prospective occupants meeting adopted standards.
- 8.5 Suitably regulated via planning obligations and conditions, the proposal would not unduly impact upon the functioning of the highway network, would not impact on parking pressure locally and would promote and facilitate sustainable travel. The proposal would achieve suitable refuse provisions. It is considered that the proposal would achieve appropriate levels of sustainability.
- 8.6 The proposals would deliver a sustainable form of development with off site financial contributions towards reducing carbon emissions making

up for a shortfall in carbon reductions that can be delivered by the scheme on site.

- 8.7 The proposal would accord with the relevant National, Strategic and Local Planning policies and guidance and planning permission could reasonably be granted.
- 8.8 The application is therefore recommended for approval subject to the completion of S106 agreement and conditions.

RECOMMENDATION

Grant planning permission subject to the completion of a S106 agreement covering the following heads of terms:

1. The provision of 27 (20 x 2 bed and 7 x 1 bed) discounted market rent affordable housing units on site with rents equivalent to social rent plus service charge;
2. Financial contribution (£8554.94) to be used for bus stop improvements for the bus stop opposite the site;
3. Dedication of land as highway to the Kingston Road frontage;
4. The applicant entering into an agreement under the Highways Act to be consolidated into the planning agreement, to provide for a scheme of works to deliver loading laybys and footway/public realm improvements as shown indicatively on plan P1-201 P10;
5. Formation of car club bay including the costs of any necessary consultation, road traffic orders and works to the highway;
6. Financial commitment to provide for car club membership for 5 years for future occupiers from occupation of the dwellings;
7. The developer agreeing to meet the Council's costs of preparing [including legal fees] the Section 106 Obligations;
8. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations;.

And subject to the following conditions:

Pre-commencement/construction stage/environmental impacts.

- 1 A.1. The development to which this permission relates must be begun not later than the expiration of three years beginning from the date of this decision notice. Reason: To comply with the provisions of Section 91(1) (a) of the Town and Country Planning Act 1990 and Section 51 of the Town and Country Planning Compulsory Purchase Act 2004.
2. A.7. Development to be implemented in accordance with approved plans (insert schedule of plans and documents at start of report).
3. [Contamination investigations]: Notwithstanding any remediation measures that may have been undertaken following demolition of buildings on part of the application site, prior to the commencement of

development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A site investigation scheme, based on the PRA, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 2) The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: In order to protect controlled waters and the health of future occupiers of the site and adjoining areas in accordance with the following Development Plan policies for Merton: policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's Sites and Policies Plan 2014.

4. Non-standard condition [Contamination construction phase]: If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason: In order to protect controlled waters and the health of future occupiers of the site and adjoining areas in accordance with the following Development Plan policies for Merton: policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's Sites and Policies Plan 2014.

5. Non-standard condition [Contamination verification]: Prior to occupation of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term

monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the local planning authority. Any long-term monitoring and maintenance plan shall be implemented as approved.

Reason: In order to protect controlled waters and the health of future occupiers of the site and adjoining areas in accordance with the following Development Plan policies for Merton: policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's Sites and Policies Plan 2014.

7. Demolition and Construction Method Statement . No development shall take place until a Demolition and 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 demolition and construction period and shall follow the recommendations in Appendix A7 of the applicant's air quality report. The Statement shall provide for:

- hours of operation
- 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 and vibration during construction.
- measures to control the emission of dust and dirt during construction/demolition
- 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.

8. D.11 Construction times. No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2015 and policy DM EP2 of Merton's Sites and Policies Plan 2014.

9. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and

Demolition” dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To protect local amenity and air quality in accordance with [local policy] and London Plan policies 5.3 and 7.14

10. Standard condition [Construction logistic plan]: Prior to the commencement of the development hereby permitted, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented prior to the first occupation of the development hereby permitted and shall be so maintained for the duration of the use, unless the prior written approval of the Local Planning Authority is first obtained to any variation.

Reason: Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

11. Non-standard condition [Piling] Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: In order to protect controlled waters and the health of future occupiers of the site and adjoining areas in accordance with the following Development Plan policies for Merton: policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's Sites and Policies Plan 2014.

12. The development shall be implemented in accordance with the recommendations of the applicant's Ecological Appraisal. Reason. In the interest of safeguarding and promoting biodiversity and policy CS.13 of the Adopted Core Strategy [July 2011].
13. Bat Survey. In the event that evidence of bats being found on the site, prior to the commencement of development details of the provisions to be made for appropriate mitigation measures including potential for artificial bat roosting sites/boxes shall be submitted to and approved in writing by the Local Planning Authority. The approved works shall be

implemented in full before first occupation of any part of the development, unless otherwise agreed in writing by the LPA. Reason for condition To ensure that bat species are protected and their habitat enhanced, in accordance with the Wildlife and Countryside Act 1981 as amended, the Conservation (Natural Habitats, &c.) Regulations 1994 and policy CS 13 within the Adopted Core Strategy [July 2011].

14. [Local employment strategy] Prior to the commencement of development [including demolition] a local employment strategy shall have been submitted to and approved in writing by the Local Planning Authority setting out the measures taken to ensure that the development provides employment opportunities for residents and businesses in Merton during the construction phase. Reason for condition: To improve local employment opportunities in accordance with policy DM.E4 of the Sites and Policies Plan.

Design details.

15. Standard condition [materials to be approved]: No development shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

16. No development above ground shall take place until drawings to a scale of not less than 1:20 and samples and/or manufacturer's specifications of the design and construction details listed below have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out solely in accordance with the approved details.
- i) metal, glass and wood work including to private amenity spaces and balconies;
 - ii) all external window and door systems (including technical details, elevations, plans and cross sections showing cills and reveal depths);
 - iii) copings and soffits and junctions of external materials;
 - iv) rain water goods (including locations, fixings, material and colour)

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core

Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

17. The development shall be constructed in accordance with a business signage/ external advertising design code which shall inform the location and size of those areas designated for signage, such a design code having first been submitted to and agreed in writing by the local planning authority. Reason. To ensure the design of the Kingston Road frontage achieves a high quality of design in accordance with the Merton Core Strategy policy CS.14 and Sites and Policies Plan policy DM.D2.

18. Prior to the commencement of the development details of noise/vibration attenuation and noise management methods to mitigate against the likely impact of the existing noise/vibration environment on the development shall be submitted to and approved by the local planning authority. The approved methods shall be implemented in strict accordance with the approved details prior to the first occupation of the development

Reason: To safeguard the amenities of future occupiers and to ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2015, policy CS7 of Merton's Core Planning Strategy 2011 and policy DM EP2 of Merton's Sites and Policies Plan 2014.

19. Site and surface treatment. Surfacing of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, and footpaths shall be carried out in accordance with details that shall have first been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied / the use of the development hereby approved shall not commence until the works to which this condition relates have been carried out in accordance with the approved details. Reason: To ensure a satisfactory standard of development in accordance with the following Development Plan policies for Merton: policies 7.5 and 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.

20. F.1 Prior to occupation of the development a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority, with the approved landscaping in place either prior to first occupation of the development or the first planting season following the completion of the development whichever is the sooner. The scheme shall include details of the size, species, spacing, quantities and location of trees and landscaping. Reason for condition: To enhance the appearance of the development in the interest of the amenities of the area and to comply with policy CS13 of the Merton Core Planning Strategy 2011.

21. F.2 (Landscape Management Plan) Prior to occupation of the development a landscape management plan shall be submitted to and approved in writing by the Local Planning Authority with the approved landscape maintained for the lifetime of the development with the plan including long term design objectives, management responsibilities and maintenance schedules for the proposed trees and landscaping
Reason for condition: To enhance the appearance of the development in the interest of the amenities of the area and to comply with policy CS13 of the Adopted Merton Core Planning Strategy 2011.

22. Non-standard condition [Security measures]: Prior to first occupation of any part of the development details of the positioning and operational management of any associated on site security system shall be submitted to and approved in writing by the Local Planning Authority and be installed and operational and shall thereafter be retained and maintained.

Reason: To ensure a safe and secure layout in accordance with policy DM D2 of the Merton Adopted Sites and Policies Plan 2015.

23. Non-standard condition [Details of external lighting]: Prior to first occupation of the development details of external lighting shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed in accordance with the approved details and shall be permanently retained as such thereafter.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and to protect nature conservation in the area, in accordance with policies DM D2 and DM EP4 and DM O2 of Merton's Sites and Policies Plan 2014.

24. Amended standard condition [Screening]: Before the development hereby permitted is first occupied, details of screening of the balconies, terraces and walkways shall be submitted for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied unless the scheme has been approved and implemented in its approved form and those details shall thereafter be retained for use at all times from the date of first occupation.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

25. Amended standard condition [Obscure glazing]: Before the development hereby permitted is first occupied, the windows to be obscure glazed as shown on the approved plans shall be glazed with obscured glass and shall be maintained as such thereafter.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

Sustainable design and construction.

26. No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 35% improvement on Part L regulations 2013 in accordance with those outlined in the approved plans (151375 Rev – B, October 2016), and wholesome water consumption rates of no greater than 105 litres per person per day. Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: Policy 5.2 of the London Plan 2015 and Policy CS15 of Merton's Core Planning Strategy 2011.
27. Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby approved shall be used or occupied until a Post-Construction Review Certificate issued by the Building Research Establishment or other equivalent assessors confirming that the non-residential development has achieved a BREEAM rating of not less than the standards equivalent to 'Very Good', and evidence demonstrating that the development has achieved not less than a 35% improvement in CO2 emissions reduction compared to Part L 2013 regulations, has been submitted to and acknowledged in writing by the Local Planning Authority. Reason. To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply the following Development Plan policies for Merton: policy 5.2 of the London Plan 2011 and policy CS15 of Merton's Core Planning Strategy 2011.
28. No development shall commence until the applicant submits to, and has secured written approval from, the Local Planning Authority evidence demonstrating that the development has been designed to enable connection of the site to an existing or future district heating network, in accordance with the Technical Standards of the London Heat Network Manual (2014). Reason. To demonstrate that the site heat network has been designed to link all building uses on site (domestic and non-domestic), and to demonstrate that sufficient space has been allocated in the plant room for future connection to wider district heating, in accordance with London Plan policies 5.5 and 5.6.
29. Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby approved shall be used or occupied until evidence has been submitted to the council confirming that the developer has provided appropriate data and information pertaining to

the sites Combined Heat and Power (CHP) system to the Greater London Authority (GLA, environment@london.gov.uk) to allow the site to be uploaded to the London Heat Map (<https://www.london.gov.uk/what-we-do/environment/energy/london-heat-map>).’ Reason: To ensure that the development contributes to the London Plan targets for decentralised energy production and district heating planning. Development Plan policies for Merton: policy S13 of the London Plan [Date] and policy CS15 of Merton's Core Planning Strategy 2011

30. 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, the method employed to delay and control the rate of surface water discharged from the site to no more than 4.02l/s and 19m³ of attenuation. 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;
 - vi. All sewer diversions and any new connections are undertaken to the satisfaction of Thames Water.

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 Core Strategy policies CS16, Sites and Policies Plan policy DMF2 and the policy 5.13 of the London Plan.

31. Before development commences, the detailed design, specification and planting scheme for any green roof forming part of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The design and planting shall be carried out as approved, retained and maintained in perpetuity thereafter.

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.

Parking, servicing and accessibility pre-occupation.

32. Prior to occupation of the development the applicant shall enter into and complete an agreement under S278/S38 of the Highways Act with the Council as local highway authority, to provide for a scheme of works to deliver loading laybys and footway/public realm improvements as shown indicatively on plan P1-201 P10 (see also Heads of agreement above for alternative mechanism for the delivery of highways works).

Reason. In order to ensure that the implementation of the development does not give rise to additional parking pressure and a harmful impact on the operation of the surrounding highway and to ensure the safety of pedestrians, cyclists, vehicles and others using the highway and to comply with policy CS.20 of the Merton LDF Core Planning Strategy (2011) and policy DM.T2 of the Merton Sites and Policies Plan (2104).

33. H.12 [Delivery and Servicing Plan to be Submitted] Prior to the commencement of the use a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority with the approved measures outlined in the plan fully implemented and maintained for the lifetime of the development. Reason for condition: In the interests of the safety of pedestrians and vehicles and to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.

34. No development shall commence until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.

Reason: To ensure satisfactory facilities for cycle parking are provided and to safeguard the existing retained trees to comply with the following Development Plan policies for Merton: policies 6.13 and 7.21 of the London Plan 2015, policies CS18 and CS13 of Merton's Core Planning Strategy 2011 and policies DM T1 and DM O2 of Merton's Sites and Policies Plan 2014.

35. [Car parking spaces] Prior to occupation of the development the car parking spaces shall be provided and thereafter shall be kept free from obstruction and shall be retained for parking purposes for users of the development and for no other purpose for the lifetime of the development. Parking shall provide for disabled parking bays and electric vehicle charging facilities, both active and passive, in accordance with the provision of the London Plan. Reason for condition: To ensure the provision of an appropriate level of car parking and comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011, the Mayor of London's Electric Vehicle Delivery Plan and policy 6.13 of the adopted London Plan.

36. The development hereby permitted shall not be occupied until a Parking Management Strategy has been submitted in writing for approval to the Local Planning Authority. No works that is subject of this condition shall be carried out until this strategy has been approved, and the development shall not be occupied until this strategy has been approved and the measures as approved have been implemented. Those measures shall be maintained for the duration of the use unless the prior written approval of the Local Planning Authority is obtained to any variation. Reason for condition: To ensure the provision of an appropriate level of car parking and comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.
37. Notwithstanding the details provided, prior to the occupation of the relevant part of the development hereby permitted, a Travel Plan for the relevant part of the development (residential or non-residential) shall be submitted to and approved in writing by the Local Planning Authority. Each plan shall follow the current 'Travel Plan Development Control Guidance' issued by TfL and shall include:
- (i) Targets for sustainable travel arrangements;
 - (ii) Effective measures for the ongoing monitoring of the Plan;
 - (iii) A commitment to delivering the Plan objectives for a period of at least 5 years from the first occupation of the development;
 - (iv) Effective mechanisms to achieve the objectives of the Plan by both present and future occupiers of the development.
- The development shall be implemented only on accordance with the approved Travel Plan. Reason. To reduce vehicle movements on the surrounding highway network, to reduce congestion, improve air quality and to promote more sustainable modes of travel in accordance with adopted planning policies.
38. Amended standard condition [Details of refuse]: Prior to first occupation of the development a scheme for the storage of refuse and recycling shall be submitted for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the scheme has been approved, and the development shall not be occupied until the scheme has been approved and has been carried out in full. Those facilities and measures shall thereafter be retained for use at all times from the date of first occupation.
- Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with the following Development Plan policies for Merton: policy 5.17 of the London Plan 2015, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

Other on-going controls.

39. Noise levels, (expressed as the equivalent continuous sound level) LAeq (10 minutes), from any new plant/machinery from the non-residential use shall not exceed LA90-10dB at the boundary with the closest residential property.

INFORMATIVES.

1. No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).
2. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality
3. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
4. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover.

5. There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.
6. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
7. No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).
8. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
9. The applicant is advised to contact the Council's Highways team on 020 8545 3151 before undertaking any works within the Public Highway in order to obtain the necessary approvals and/or licences.
10. Carbon emissions evidence requirements for Post Construction stage assessments for residential development 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

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'.

11. Carbon emissions evidence requirements for Post Construction stage assessments for non-residential development must provide:

Detailed documentary evidence confirming the Target Emission Rate (TER), Building Emission Rate (BER) and percentage improvement of BER over TER based on 'As Built' BRUKL model outputs; **AND**

A copy of the Building Regulations Output Document from the approved software. The output documents must be based on the 'as built' stage of analysis and must account for any changes to the specification during construction.

A BREEAM post-construction certificate demonstrating that the development has achieved a BREEAM rating of not less than the standards equivalent to 'Very Good'

12. Impact on Network Rail Land.

The applicant's attention is drawn to the advice and requirements provided by Network Rail in the e-mail dated 12th May 2016 and copied to the applicant by the Council addressing the following matters: Future maintenance to be conducted without encroachment onto Network Rail land, drainage not to discharge onto Network Rail land or assets, all operations regarding the use of plant and materials in proximity to Network Rail land, scaffolding, piling, fencing, lighting, noise and vibration, landscaping, and vehicle incursion.

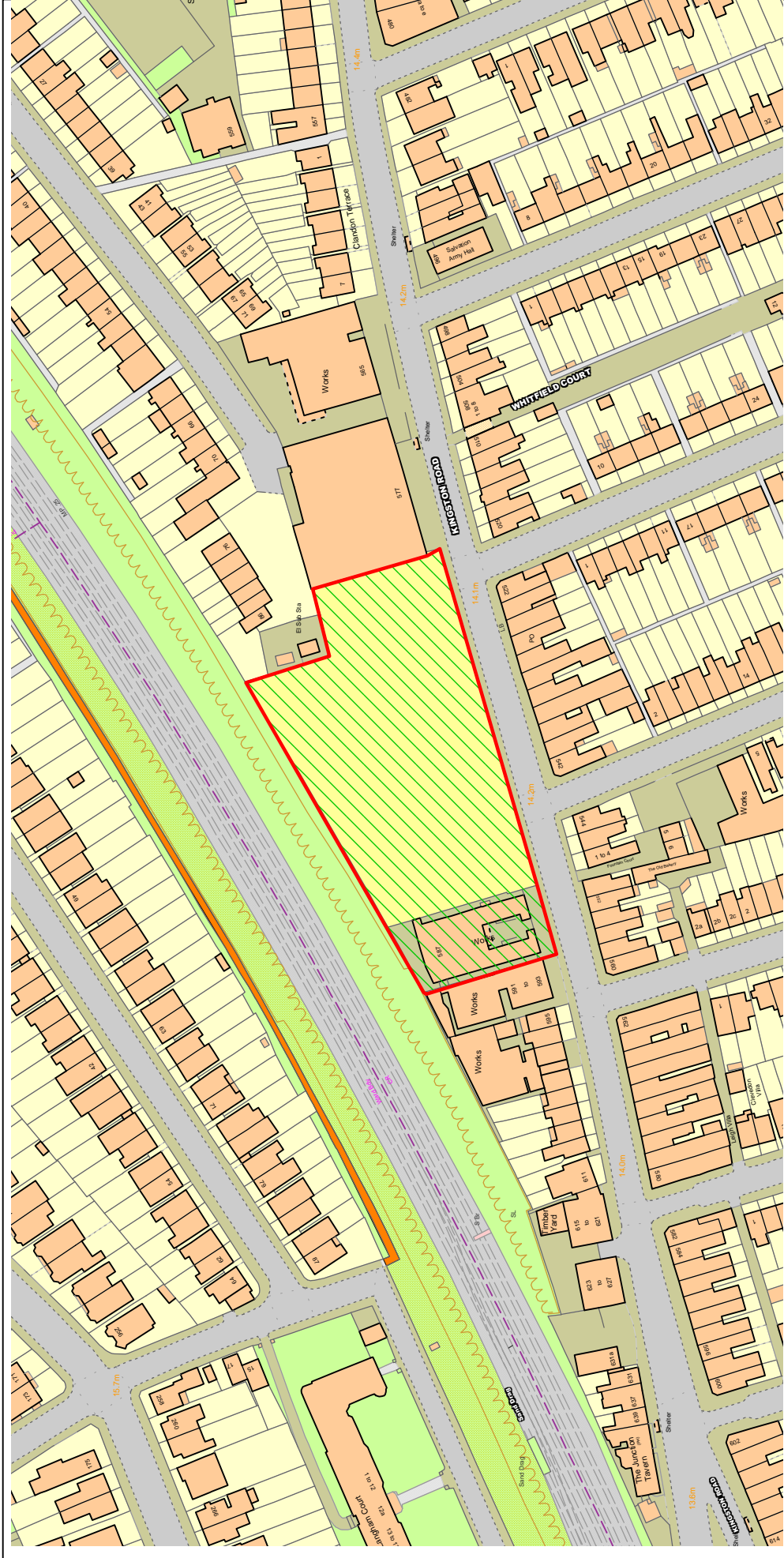
Network Rail strongly recommends the developer contacts Network Rail prior to any works commencing on site and enters into an Asset Protection Agreement to enable approval of detailed works. For further advice contact Adrian Toolan at Network Rail, 1 Eversholt Street London NW1 2DN

[Click here](#) for full plans and documents related to this application.

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PLANNING APPLICATIONS COMMITTEE 22 FEBRUARY 2018

APPLICATION NO. DATE VALID

17/P4158

09/11/2017

Address/Site 50 Marryat Road, Wimbledon, SW19 5BD

Ward **Village**

Proposal: Demolition of existing building and erection of a three storey dwelling house with additional accommodation at basement level together with associated car parking, landscaping and front boundary treatment.

Drawing Nos P01 C, P02 B, P03 B, Tree Protection Plan and Constraints Plan dated 9/25/2017, BS5837:2012 Tree Survey and Structural Feasibility Report and Basement Construction Method Statement

Contact Officer: Richard Allen (8545 3621)

RECOMMENDATION

GRANT Planning Permission subject to conditions

CHECKLIST INFORMATION

- Heads of agreement: No
- Is a screening opinion required: No
- Is an Environmental impact statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice- Yes
- Site notice-Yes
- Design Review Panel consulted-No
- Number neighbours consulted – 8
- External consultants: None
- Density: n/a
- Number of jobs created: n/a
- Archaeology Priority Zone: No

1. INTRODUCTION

1.1 This application has been brought to the Planning Applications Committee due to the number of objections received.

2. **SITE AND SURROUNDINGS**

- 2.1 The application site comprises a detached two storey dwelling house (with rooms within the roof space) situated on the south east side of Marryat Road. The property has been extended including the provision of a pitched roof garage within the front curtilage of the site. The application site is within (Sub-Area 6 Wimbledon House) of the Merton (Wimbledon North) Conservation area. The existing house is neither locally or statutory listed.

3. **CURRENT PROPOSAL**

- 3.1 The current proposal involves the demolition of the existing building and erection of a new three storey dwelling house with additional accommodation at basement level together with associated car parking, landscaping and front boundary treatment.
- 3.2 The proposed house would be 12 metres in width, 15 metres in length and have an eaves height of between 5 and 6 metres. The proposed house would have a hipped roof with a ridge height of 10 metres. The proposed house would be sited between 1 and 1.5 metres off each side boundary. The front elevation would incorporate a two storey front gable feature. One dormer window would be provided on the front elevation and two dormers to the south east elevation, two dormer windows would be provided on the rear roof elevation and one on the south-west elevation. Three chimney stacks would be provided and the design of the house has been influenced by the arts and Crafts style houses elsewhere in the conservation area.
- 3.3 Internally, the proposed house would provide habitable accommodation across ground, first and second floor. The propose basement would cover the full footprint of the dwelling and beyond under the ground floor terrace. The basement would have a mixture of habitable rooms (such as a play room) and non-habitable (such as a utility room and plant rooms).
- 3.4 On-site car parking would be provided at the front, along with some soft landscaping.

4. **PLANNING HISTORY**

- 4.1 In January 1993 planning permission and conservation area consent was granted for the demolition of the exiting boundary wall and railings and erection of a replacement boundary wall (LBM Refs.93/P0334 and 93/P0335).
- 4.2 In December 1998 planning permission was granted for the erection of a garage and alterations to kitchen roof (LBM Ref.98/P0872).
- 4.3 The application property has been subject of two pre-application meetings held on 14/3/2017 (for extensive alterations and extensions to the existing house) and a follow up meeting on 5/5/2017to discuss demolition and redevelopment by erection of a replacement dwelling (LBM Ref.17/P0366).

The latter report concluded that the principle of demolition and redevelopment of the site by the erection of a single detached dwelling house was acceptable taking into account the condition of the building and the extensive unsympathetic alterations that had been undertaken to the original building.

- 4.4 In May 2012 a planning application was submitted for the demolition of the existing front extension and garage and the erection of a two storey front extension to extend the whole house forward by 2.8 metres, erection of single storey rear extension and the formation of rear light wells to basement (LBM Ref.12/P1276). However the application was withdrawn on 27 June 2012.
- 4.5 In January 2013 planning permission was granted for the demolition of the existing front extension and garage and erection of replacement smaller extensions each side of a centre bay with gable roof. Erection of a single storey rear extension and the formation of rear light wells to basement (LBM Ref.12/P2406).

5. **CONSULTATION**

- 5.1 The application has been advertised by Conservation Area site and press notice procedure. In response 13 objections have been received. The grounds of objection are set out below:-
- The proposal constitutes a massive over development of the site.
 - The new house would totally overshadow and completely dominate the houses on each side.
 - The rear development and basement would have a terrible effect on the gardens and privacy of neighbours.
 - The spatial balance and symmetry of this portion of Marryat Road will adversely impacted.
 - The roof height will increase and will be inconsistent with the surrounding houses.
 - The proposal will result in the loss of mature trees.
 - The existing house has a garage and outside parking for two cars. The new house has no garage resulting in more cars being parked on an overcrowded road.
 - The proposed house would result in loss of light to side windows within number 48 Marryat Road.
 - The proposed house would result in a significant increase in bulk and massing compared to the existing building.
 - The proposed house would be closer to the front curtilage than the current building.
 - The proposal house would result in a reduction in light to neighbours ground floor windows.
 - The main façade of the existing house (excluding garage) is generally in line with the facades of the adjoining buildings on both sides and this imparts a desirable homogeneity to the street scape, which is in a conservation area. The proposed building comes further forward than the old building and thereby introducing discordance to the street scape.

- The proposed house would also extend a considerable distance into the rear garden.

6. **POLICY CONTEXT**

6.1 Adopted Merton Core Strategy (July 2011)

CS8 (Housing Choice), CS9 (Housing Provision), CS14 (Design), CS15 (Climate Change), CS18 (Active Transport) and CS20 (Parking).

6.2 Sites and Policies Plan (July 2014)

DM H2 (Housing Mix), DM H4 (Demolition and Redevelopment of a Single Dwelling House), DM D1 (Urban Design), D2 (Design Considerations in all Developments), DM D4 (Managing heritage Assets), DM T1 (Support for Sustainable Transport and Active Travel) and DM T3 (Car Parking).

6.3 The London Plan (2016)

The relevant policies within the London Plan are 3.3 (Increasing London's Housing Supply), 3.4 (Optimising Sites Potential), 3.5 (Quality and Design of Housing), 3.8 (Housing Choice), 5.2 (Climate Change Mitigation), 5.3 (Sustainable design and Construction), 5.7 (Renewable Energy), 6.9 (Cycling), 6.13 (Parking), 7.4 (Local Character) and 7.4 (Local Character).

7. **PLANNING CONSIDERATIONS**

7.1 The main planning considerations concern the principle of demolition, design/conservation issues, standard of accommodation, neighbour amenity, basement construction, trees, parking and sustainability issues.

7.2 Principle of Demolition

The principle of the demolition of the existing dwelling house was fully considered at the pre-application submission (LBM Ref.17/P0366). Officers undertook a detailed site inspection and the proposal were discussed in detail with the Council's Conservation Officer. The existing building is neither locally or statutory listed. The existing building is in poor condition and suffers from unsympathetic alterations that had been undertaken in recent years. It should also be noted that planning permission LBM Ref.12/P2406 involved alterations and extensions including the erection of smaller extensions either side of a central bay with gabled roof, rear extension and light wells to serve a basement. The current proposal involves the demolition of the existing building and the erection of a new house of similar design and materials. Therefore demolition of the existing dwelling house is considered to be acceptable in terms of policies DM H4 and DM D4 subject to the replacement building being of high quality design and preserving or enhancing the character and appearance of the Merton (Wimbledon North) Conservation Area.

7.3 Design/Conservation Issues

The proposed house has been designed to reflect the character and appearance of the existing house with pitched roofs and central entrance/bay with assymetric eaves and ridge line to either side as per the original design.

The bulk of the new accommodation will be provided within an extended basement which will not be visible from the street, but will have greater impact on the rear garden where an extended terrace and patios will provide a more useable interface between internal and external spaces. The proposed internal layout will also provide better proportioned rooms than the existing dwelling. A traditional design approach has been adopted (albeit with a contemporary approach to the garden elevation) and careful consideration has been given to the design and detailing of the proposed replacement house. The external materials would be traditional and commonly seen in the local area. Overall, and although the new dwelling would be larger than the existing, it would be of suitable design and appearance and scale that would preserve the character and appearance of the Conservation area. It is therefore considered that the adopted design approach is acceptable in terms of polices CS14, DM D2 and DM D4.

7.4 Standard of Accommodation

The proposed replacement house is a large detached six bedroom dwelling and all rooms exceed the minimum standards as set out in the London Plan. The large rear garden would be maintained and landscaping enhanced. The proposal is therefore acceptable in terms of London Plan policy 3.5 and policies DM D2 and DM H4 of Merton's Sites and Policies Plan.

7.5 Neighbour Amenity

The concerns of the neighbour regarding the potential impact of the development on 48 Marryat Road are noted. However, the windows within the side elevation of 48 Marryat Road are secondary windows with the main widows to the ground and first floor rooms being on the rear (garden) elevation of 48 Marryat Road. The concerns of the neighbour regarding potential loss of light to windows within the side elevation of 48 Marryat Road are noted. However, the applicant has commissioned a daylight and sunlight report that demonstrates that the proposed development complies with BRE guidelines. The side elevation of the proposed replacement dwelling would also be further from the side boundary than the existing house (1 metre to the boundary with number 48) and giving a clear 2.5 metres between the side elevation of the proposed house and 48 Marryat Road. The front elevation of the proposed house is also further back than existing due to the removal of the existing forward projection which improves the relationship of the proposed house with number 48 Marryat Road. Although the proposed building breaks the rear building line with number 52, this would not be harmful to this neighbouring properties amenities due to the combination of the separation distance an depth of the new dwelling. The rear most dormer window in the side elevation facing 52 Marryat Road would be obscure glazed to prevent any overlooking to the rear amenity space of 52. The proposed dwelling would not cause material harm upon 52 Marryat Road. Overall, the proposal would not cause material harm to any neighbouring occupiers. The proposal is therefore considered to be acceptable in terms of polices CS14 and DM D2.

7.6 Basement Construction

The application proposes the construction of a basement below the foot print of the existing dwelling house and extending beneath the patio area. The main part of the garden (which is at a lower level than the house) would be unaffected by the proposed basement construction. A number of objections have been received concerning proposed basement construction. However, the applicant has submitted a Basement Construction Method Statement that demonstrates that the basement can be constructed in a safe and efficient manner without significant impact upon the adjacent highway or neighbouring residential properties. Planning conditions can also be imposed on any grant of planning permission controlling the hours of construction and site working, together with details of sustainable drainage scheme. The construction works would also require approval under the Building Regulations process. Therefore subject to appropriate conditions being imposed on any grant of planning permission the provision of a basement is considered to be acceptable in terms of policy DM D2.

7.7 Trees

The proposal would not have any impact upon trees, however a planning condition regarding tree protection measures is considered to be appropriate in order to protect the mature retained trees within the rear garden of the application site in accordance with the requirements of policy DM O2.

7.8 Parking

Off street parking for two vehicles would be provided within the front curtilage accessed via the existing vehicle crossover. Secure cycle parking would also be provided within the front curtilage together with refuse and recycling storage. The proposal is therefore considered to be acceptable in terms of policies CS20 and DM T1.

7.9 Sustainability Issues

The Government removed the requirement for compliance with the Code for Sustainable Homes on 26 March 2015, as part of the Deregulation Act 2015. However, in the absence of any other replacement guidance, the Code for Sustainable Homes standard has been adopted for this development. Policy CS15 of the Code for Sustainable Homes Level 4 required all new developments to achieve Code level 4. Policy DM H4 of the Sites and Policies Plan states that a proposal to demolish and rebuild a single dwelling will be required to enhance the environmental performance of the new development beyond minimum requirements. The policy requires that Carbon Dioxide emissions to be limited in line with Code for sustainable Homes level 5. Notwithstanding that the Government removed the requirement of compliance with the Code for Sustainable Homes; the architect has stated that by using passive means for achieving energy efficiency will be the starting point with low U values for the external fabric of the building, improved air tightness, reduced thermal bridging and making effective use of resources and materials, minimizing water and CO2 emissions.

8. **SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS**

8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly there is no requirement for an EIA submission.

9. **CONCLUSION**

9.1 The existing building is neither a locally listed or listed building and planning permission has previously been granted for alterations and extensions (LBM Ref.12/P2406) to the front elevation. The current proposal has been subject to pre-application advice and there are no objections to the demolition of the existing dwelling house. The design of the proposed replacement house is considered to be acceptable and the proposal would not harm neighbour amenity. The proposal would also preserve the character and appearance of the Merton (Wimbledon North) Conservation Area. Accordingly it is recommended that planning permission be granted.

RECOMMENDATION

GRANT PLANNING PERMISSION

Subject to the following conditions:-

1. A.1 (Commencement of Development)
2. A.7 (Approved Drawings)
3. B.1 (Approval of Facing Materials)
4. B.4 (Site Surface Treatment)
5. B.5 (Boundary Treatment)
6. C.1 (No Permitted Development – Extensions)
7. C.2 (No Permitted Development –Door and Windows)
8. C.4 (Obscure Glazing-Dormer Window-North East Side Elevation)
9. C.6 (Refuse and Recycling)
10. D.11 (Hours of Construction)
11. F1 (Landscaping)
12. F2 (Landscaping-Implementation)
13. F5 (Tree Protection)

14. Prior to commencement of development a Basement Construction Method Statement shall be submitted to and be approved in writing by the Local Planning Authority. The basement shall be constructed in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason for condition: In the interest of neighbour amenity and to comply with policy DMN D2.

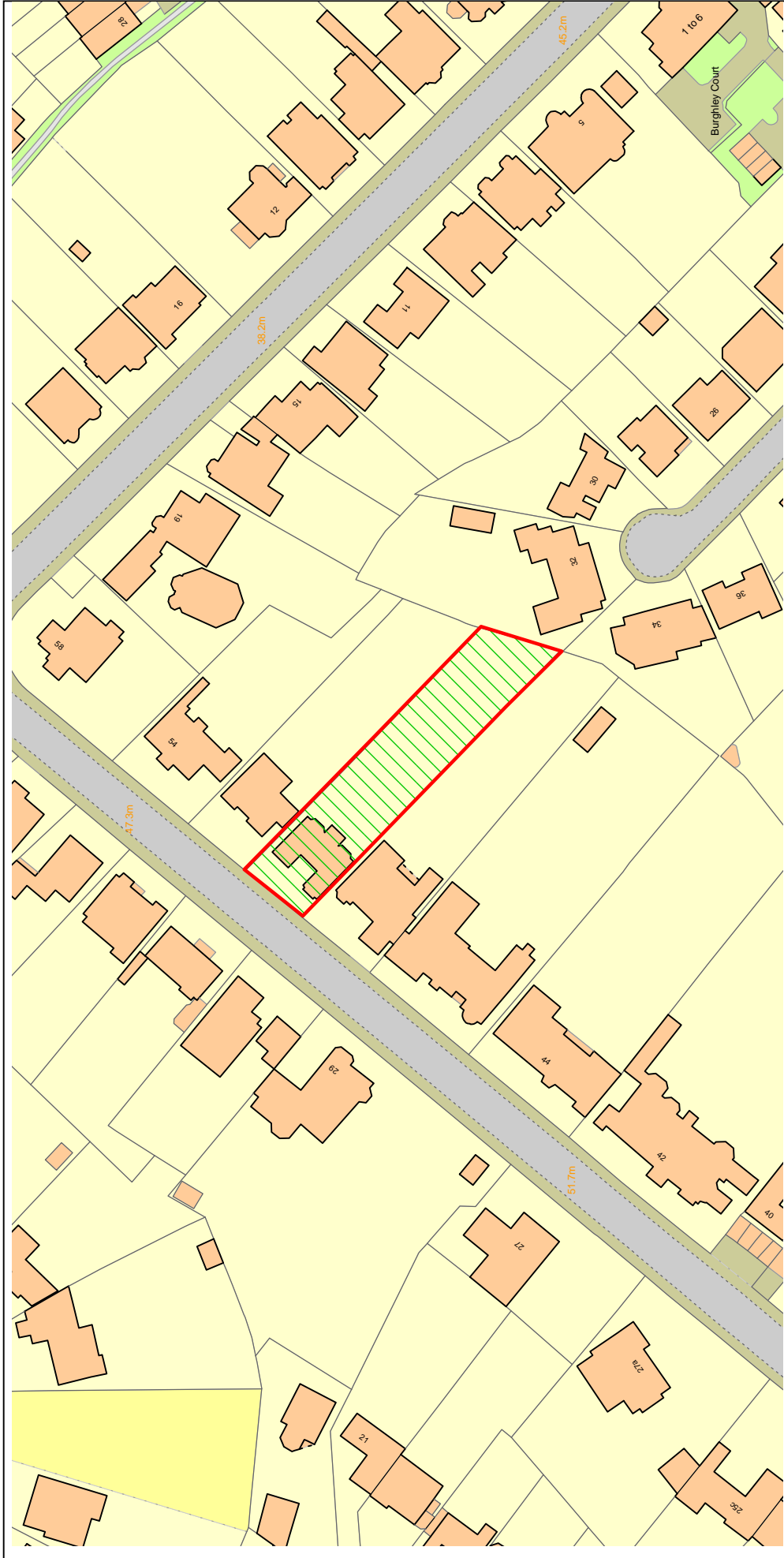
15. No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy 5.13 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, the method employed to delay (attenuation provision of no less than 15m³ of storage) and control the rate of surface water discharged from the site to no greater than 5l/s and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - ii. include a timetable for its implementation;
 - iii. include a CCTV survey of the existing surface water outfall and site wide drainage network to establish its condition is appropriate.

Reason: To ensure satisfactory means of surface water drainage, to reduce the risk of flooding and to comply with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F2 of Merton's Sites and Polices Plan 2014.

[Click here](#) for full plans and documents related to this application.

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**PLANNING APPLICATIONS COMMITTEE
22 FEBRUARY 2018**

APPLICATION NO. **DATE VALID**

17/P2820

28/07/2017

Address/Site **49 Murray Road, Wimbledon, SW19 4PF**

Ward **Village**

Proposal: Excavation of basement level extension, erection of single storey rear extension, a first floor rear extension and erection of new front porch.

Drawing Nos P_05, P_06, P_07, P_08P, 09, P_10, P_11, P_12, Design and Access Statement, Basement Construction Method Statement, Flood Risk Assessment, Site Investigation Report and Tree Survey

Contact Officer: Richard Allen (8545 3621)

RECOMMENDATION

GRANT Planning Permission subject to conditions

CHECKLIST INFORMATION

- Heads of agreement: No
- Is a screening opinion required: No
- Is an Environmental impact statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice-Yes
- Site notice-Yes
- Design Review Panel consulted-No
- Number neighbours consulted
- External consultants: None
- Density: n/a
- Number of jobs created: n/a
- Archaeology Priority Zone: Yes
- Controlled Parking Zone: Yes (Zone Vos)

1. **INTRODUCTION**

1.1 The application has been brought to the Planning Applications Committee due to the number of objections received.

2. **SITE AND SURROUNDINGS**

- 2.1 The application site comprises a large detached dwelling house situated on the west side of Murray Road. The surrounding area is residential in character comprising mainly of large detached houses on large plots. The application site is within the Merton (Wimbledon West) Conservation Area.

3. **CURRENT PROPOSAL**

- 3.1 The current proposal involves the erection of a front porch/bay window, a single storey rear extension, a first floor rear bay window, first floor rear infill and excavation of a basement beneath the existing dwelling house and part of rear garden. The proposal also includes a replacement window and new window on the east elevation.
- 3.2 The porch/bay window would project 1.3 metres from the existing recessed wing of the building and would be 3.2 metres in width and would be 3.6 metres in height and have a flat roof.
- 3.3 The proposed single storey rear extension would be 8.5 metre in width and be 5.8 metres in depth and be 3.5 metres in height and would have a flat roof. T
- 3.4 The first floor rear bay window to serve a bathroom would project from the rear wall and the first floor rear infill would bring the rear bedroom windows out by 0.8 m.
- 3.5 The proposed basement would be constructed beneath the existing house and under part of the rear garden. Front and rear light wells would provide light to the basement. The basement would include habitable space and a swimming pool within the rear section, together with a plant room and ancillary accommodation.

4. **PLANNING HISTORY**

- 4.1 In August 1995 a Certificate of Lawfulness was issued in respect of the erection of a single storey rear extension (LBM Ref.95/P0446).

5. **CONSULTATION**

- 5.1 The application has been advertised by Conservation Area site and press notice procedure and letters of notification to occupiers of neighbouring properties. In response, 14 objections have been received. The grounds of objection are set out below:-
- The basement construction would affect ground water and impede ground water flow and will affect neighbouring properties.
 - The planning application should not be considered until a full and detailed basement impact assessment has been made available. The impact upon neighbours basement and recent history of cellar flooding must be taken into account.

- Flooding has become more of a problem in recent years. Is this to do with the increase in basements?
- Building work is likely to cause inconvenience and cause parking problems in the vicinity of the site.
- The project is far too big. The existing house is large and whilst the current enthusiasm for basements must be accepted, and extension of the subterranean space beyond the existing footprint should be refused.
- The scale of the development should be dramatically reduced.
- The proposals would have an adverse impact upon the character and appearance of this Edwardian property.
- The proposed development would affect the amenities of 47, 51 and 52 Murray Road.

5.2 Tree Officer

No objections to the proposal subject to tree protection conditions being imposed on any grant of planning permission.

6. **POLICY CONTEXT**

6.1 The relevant planning policy contained within the Adopted Merton Core Strategy (July 2011) are CS.14 (Design) and CS15 (Climate Change).

6.2 The Relevant Policies contained within the Merton Site and Policies Plan (July 2014) DM O2 (Nature Conservation, Trees, Hedges and Landscape Features), DM D2 (Design Considerations in all Developments), DM D3 (Alterations to Existing Buildings), DM D4 (Managing Heritage Assets) and DM F2 (Sustainable Urban Drainage Systems and; Wastewater and Water Infrastructure).

6.3 The relevant policies contained within the London Plan (2016) are 7.4 (Local Character), 7.6 (Architecture) and 7.8 (Heritage Assets and Archaeology).

7. **PLANNING CONSIDERATIONS**

7.1 The main planning considerations concern the visual impact of the proposal on the character of the area and Conservation Area, neighbour amenity, basement construction, trees and parking issues.

7.2 Design and Conservation Issues

The ground floor alterations to the façade and first floor rear bay window and infill have been designed to reflect the character and appearance of the original building. Whilst a contemporary design has been adopted for the single storey rear extension, this would be single storey and of limited depth commensurate with the existing rear extension at number 47. The proposed basement would be constructed beneath both the original house and ground floor rear extension. The external features of the proposed basement would be the provision of front and rear light wells. The front light well would be set back from the public road and set into the ground. The front new bay window and porch would be of a design in-keeping with the dwelling. The rear light

well would be positioned just beyond the proposed rear extension and would have landscape features to its surround. The basement would extend into the rear garden, however, it would not include any external features in the garden. The surface finish above the basement in the garden would be laid to lawn.

- 7.3 Although the proposal includes a large basement extension, in visual terms the external appearance of the host dwelling would remain in keeping with its original character. The Wimbledon West Conservation Area's character lies in its wide variety of Edwardian and Victorian dwellings. It is therefore considered that the proposal would preserve the character and appearance of the Conservation Area. In design terms, the proposals are considered to be acceptable and would not cause a harmful impact on the streetscene or character of the area and accords with policies CS14, DM D2 and DM D4.

7.4 Neighbour Amenity

The proposal involves the erection of a ground floor rear extension that would extend 2 metres beyond the existing rear addition number 51 Murray Road and although the flank wall of the ground floor extension would be close to the boundary with 51 Murray Road, number 51 also has a rear extension and the proposed extension beyond the rear building line of this neighbouring property would not cause material harm to the amenities of number 51. Number 47 Murray Road also has a large rear extension and the proposed ground floor rear extension would be sited 1.5 metres away from the boundary with number 47. There is also an existing high boundary wall/fence between the properties. Therefore the ground floor extension would not cause material harm upon neighbour amenity.

- 7.5 The proposed first floor rear bay window would serve a bathroom and would not cause materially harmful overlooking impacts on either adjoining neighbouring occupiers. The first floor rear infill would bring the bedroom windows out further of 0.8 m and is not considered to cause any additional overlooking than already exists. The replacement window and new window in the side south-east elevation would not cause any material impact over that of the current situation. A condition is recommended to ensure that the flat roof element of the ground floor rear extension could not be used as a balcony or similar outdoor amenity space. The proposal is therefore considered to be acceptable in terms of policies DM D2 and D3 in this regard.

7.4 Basement Construction

The application proposes the construction of a basement below the foot print of the existing dwelling house and extending beneath part of the rear garden. Policy DM D2 (Design Considerations in all Developments) seeks to limit the extent of basement construction to no more than 50% of the garden area. The proposed basement would be 126.3m² in area (when measured from beyond the proposed ground floor rear building line) which equates to 48.1% of the existing rear garden area of 262.1m² and is therefore below the 50% threshold. A number of objections have however been received regarding the provision of accommodation at basement level. However, the applicant has submitted a Basement Construction Method Statement that demonstrates that the basement can be constructed in a safe and efficient manner without

significant impact upon the adjacent highway or neighbouring residential properties. Planning conditions can also be imposed on any grant of planning permission controlling the hours of construction and site working, together with details of a sustainable drainage scheme. The construction works would also require approval under the Building Regulations process. Therefore subject to appropriate conditions being imposed on any grant of planning permission the provision of a basement is considered to be acceptable in terms of policy DM D2.

7.5 Trees

There are no trees within the application site that would be affected by the proposed development. There are however, several trees in adjacent gardens close to the boundary with the application site. The applicant has submitted an Arboricultural Report that notes that the tree canopies do not extend over the boundary. The Council's Tree Officer has raised no objection to the proposal. Notwithstanding the conclusions of the Arboricultural Report it is recommended that tree protection conditions be imposed on any grant of planning permission in accordance with policy DM O1.

7.6 Parking

Off-street parking for two vehicles would be maintained within the front curtilage of the dwelling house. The proposal is therefore considered to be acceptable in terms of policy CS20.

8. **ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS**

- 8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly there is no requirement for an EIA submission.

9. **CONCLUSION**

The concerns of the objectors regarding the provision of basement accommodation have been assessed and considered. However, the applicant has submitted a Basement Construction Method Statement and Flood Risk Assessment that demonstrate that the basement can be constructed in a safe manner. Conditions can also be imposed to control the hours of construction and site working arrangements in order to protect neighbour amenity. The construction works are also subject to approval under the Building Regulations process. The proposed extensions and alterations to the existing building are considered to be acceptable in design terms and the proposal would preserve the character and appearance of the Merton (Wimbledon West) Conservation Area and would not cause material harm to neighbouring amenity. Accordingly, it is recommended that planning permission be granted.

RECOMMENDATION

GRANT PLANNING PERMISSION

And subject to the following conditions:-

1. A.1 Commencement of Development
2. A.7 Approved Plans
3. B.1 External Materials to be Approved
4. C.2 No Additional or Enlarged Window or Door Openings
5. C.8 No Use of Flat Roof)
6. D.11 Hours of Construction
7. F.1 Landscaping Scheme
8. F.5 Tree Protection
9. F.8 Site Supervision - Trees
10. H9P Construction Vehicles
11. Prior to commencement of development a Basement Construction Method Statement shall be submitted to and be approved in writing by the Local Planning Authority. The basement shall be constructed in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason for condition: In the interest of neighbour amenity and to comply with policy DMN D2.

12. No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy 5.13 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, the method employed to delay (attenuation provision of no less than 15m³ of storage) and control the rate of surface water discharged from the site to no greater than

5l/s and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

ii. include a timetable for its implementation;

iii. include a CCTV survey of the existing surface water outfall and site wide drainage network to establish its condition is appropriate.

Reason: To ensure satisfactory means of surface water drainage, to reduce the risk of flooding and to comply with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F2 of Merton's Sites and Polices Plan 2014.

INFORMATIVES:

13. It is the responsibility of the developer to make proper provision for drainage to ground, watercourses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).
14. INF1 Party Wall Act

[Click here](#) for full plans and documents related to this application.

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PLANNING APPLICATIONS COMMITTEE 22 FEBRUARY 2018

APPLICATION NO. **DATE VALID**
17/P3152 18.08.2017

Address/Site 37-39 Rookwood Avenue, New Malden, KT3 4LY

Ward West Barnes

Proposal: Demolition of office building and erection of a new 3x bedroom house

Drawing Nos; Site location plan and drawings 094-P-226 Rev D, 094-P-227 Rev D, 094-P-228 Rev D, 094-P-350 Rev D, 094-P-351 Rev D & 094-P-450 document 'BS 5837:2012 Arboricultural Report Impact Assessment & Method Statement' dated '17 August 2017' (Crown Ref: 09762) including the drawing titled: 'Tree Protection Plan' numbered 'CCL09762/TPP Rev.1' Flood Risk Assessment (FRA) Amended 12 December 2017/ 3257 v1.0 / Ambiantal Environmental Assessments Ltd, and correspondence from Daniel Cook 30th November 2017

Contact Officer: Leigh Harrington (020 8545 3836)

RECOMMENDATION

Grant planning permission subject to conditions.

CHECKLIST INFORMATION.

- Heads of agreement: No
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Design Review Panel consulted: No,
- Number of neighbours consulted: 12
- Press notice – No
- Site notice – Yes
- External consultations: Environment Agency, Metropolitan Police, LB Kingston
- Archaeological Priority Zone – No
- Controlled Parking Zone - No
- Number of jobs created: N/A

1 INTRODUCTION

1.1 The application has been brought before the Committee due to the level of public interest.

2. **SITE AND SURROUNDINGS**

- 2.1 The site is a roughly triangular plot of land located at the Cul-de-sac end of Rookwood Avenue in New Malden. The site adjoins existing residential housing on the southern boundary; the eastern rear end is adjacent to Beverley Brook. To the north of the site a Public Right of Way (No 48) allows pedestrian access along the side of the site to the Beverley Brook, this footpath is an identified Walking Route that leads to Blagdon and Onslow Roads in the Borough of Kingston. The land to the north of the site is a designated Open Space, Green Corridor and Green Chain in the Adopted Sites and Policies Plan 2014. The site does not fall within a Conservation Area, Archaeological Priority Zone or Controlled Parking Zone. It is located in a flood plain. The site has a low Public Transport Accessibility Level (PTAL) rating of 2.
- 2.2 The existing structure is a vacant single storey structure internally subdivided into a number of irregularly shaped rooms and currently has space for 2/3 vehicles to park on site. It was last in use by a printing company that went into liquidation in November 2016. The building is in relatively poor condition.

3. **CURRENT PROPOSAL**

- 3.1 The proposal involves demolition of the existing vacant former printing company premises and the erection of a new end of terrace three bedroom house with integral garage and off street parking.
- 3.2 The design currently before members has been amended following comments from officers and consultees. The new house would be attached to the side of the adjoining house by a set back section for the staircase with a 1m gap to the main front elevation of the house which would align with the front elevation of the adjoining terrace. The staircase element would feature a glazed roof that sloped up towards the rear running parallel to the stairs. The front door would open into a lobby with skylight above leading to a hallway from which a kitchen would be located to the front with protruding bay overlooking a parking bay. A ground floor WC and storage area would be accessed via the hallway which would lead to a lounge/dining room to the rear with doors out to the rear garden and to a patio area to the side, set behind a new attached garage.
- 3.3 The side staircase would lead up to the first floor where a double bedroom would be situated at the front a study space and ensuite bathroom above the front of the garage with an angled overhung front window, the main bathroom in the middle and a large single bedroom to the rear. The stairs would lead up to the roof where a purpose built dormer style roof provided a second double bedroom.
- 3.4 The ground floor would be finished in rendered walls and long format grey brick work. The first floor would be finished in vertically laid dark timber cladding. The front of the roof slope would feature a dark grey membrane finish whilst the gable end and dormer would continue the timber cladding. The windows would be 'pop out' style with light brown contrast colouring. The flat roof above

the single storey lounge element would be a sedum roof. The separating strip would be glass with light coloured timber strips.

4. PLANNING HISTORY

- 4.1 17/P1347 Pre app advice for Demolition of existing vacant printing unit and the erection of 2 x 3 bedroom houses with associated off street parking.
- 4.2 02/P2642 Planning permission granted for change of use of rear part of premises from office (Class B1) to dental practice surgery (Class D1)
- 4.3 MM6958B Planning permission granted use of premises for builders yard for grinding trade tools. Permission granted use of part of existing store as offices & alterations to front elevation

5. CONSULTATION

- 5.1 The application as originally submitted was advertised by means of a site notice and letters to neighbouring occupiers including reconsultation on the amended design. As a result two letters of objection were received from neighbouring residents who supported the residential use but raised concerns relating to;
 - The design is out of character with the road
 - It will look dark and dismal to the eye
 - It will stick out like a sore thumb
 - Party wall issues
 - Loss of boundary wall and associated planting needs to be replaced
 - Loss of light to upstairs window
 - Disturbance during construction
- 5.2 Following alterations to the design of the building the application was re-consulted upon and letters of objection were received from five neighbours raising concerns that;
 - None of our concerns raised previously have been addressed in the slightest
 - Impact of deep foundations on foundations
 - Impact of destruction of boundary wall and mature planting
 - Light to upstairs window may be affected
 - Design out of keeping with rest of the road and in contrast to new houses being built on the land at the end of the road
 - Lack of consultation with residents by the developer
 - New house should match the others
 - New house is over-bearing, out of scale and character in terms of appearance
 - Will have a negative effect on character of the neighbourhood
 - Disruption during construction
- 5.3 Councillor Mary Jane Jeanes objected to the appearance of the proposals and choice of materials

- 5.4 **Climate change officers** were satisfied the proposals would meet current policy requirements and raised no objection subject to conditions.
- 5.5 The **council's arboricultural officer** raised no arboricultural objections to the proposed development provided the existing trees are protected, and that their root systems will be protected through the use of the proposed foundation types specified on the drawing marked 'Proposed Site Plan' and in the arboricultural report.
- 5.6 **Environmental health** officers raised no objection but requested a construction methodology plan be conditioned in order to protect the Beverly Brook watercourse.
- 5.7 The council's **flood risk manager** was consulted and was satisfied that the proposals were in accordance with the NPPF and relevant London plan and SPP policies but requested relevant conditions be imposed.
- 5.8 The **Environment Agency** originally objected to the proposals because of a lack of information but withdrew their objection in light of the updated flood risk assessment.
- 5.9 The Police **Safer by Design Officer** was consulted and the design amended in response to her comments.
- 5.10 **London Borough of Kingston** were consulted and raised no objections

6 POLICY CONTEXT

- 6.1 Relevant policies in the London Plan 2015 are; 3.3 (Increasing housing supply), 3.4 (Optimising housing potential), 3.5 (Quality and design of housing developments), 3.8 (Housing choice), 5.1 (Climate change mitigation), 5.3 (Sustainable design and construction), 5.7 (Renewable energy), 5.13 (Sustainable drainage), 7.5 (Public realm), 7.6(Architecture) & 7.21 (Trees and woodlands).

DCLG Technical standards 2015

NPPF 2012 Key sections:

- 6. Delivering a wide choice of high quality homes.
- 7. Requiring good design.
- 10. Meeting the challenge of climate change and flooding.

- 6.2 Relevant policies in the Core Strategy 2011 are; CS8 (Housing choice), CS 11 Infrastructure, CS 12 Economic Development, CS 13 (Open Space, Nature conservation), CS 14 (Design), CS 15 (Climate change), CS 16 (Flood risk), CS 18 Transport & CS 20 Parking, Servicing & delivery
- 6.3 The relevant policies in the Sites and Policies Plan 2014 are; DM D1 (Urban Design and the public realm), DM D2 (Design considerations in all developments), DM E3 Protection of scattered employment sites, DM EP4 Pollutants, DM F1 (Flood risk management), DM F2 Sustainable urban drainage systems DM EP 2 (Reducing and mitigating noise), DM EP4

(Pollutants), DM H2 (Housing mix), DM 02 (Trees, hedges and landscape features), DM T2 (Transport impacts of development) & DM T3 (Car parking and servicing standards).

7. PLANNING CONSIDERATIONS

7.1 The principle of the loss of the commercial premises, the use of the site for the provision of dwellings, the standard of accommodation provided, the design of the building, the impact on local residents, parking and servicing and sustainable construction.

7.2 Loss of the scattered employment site

Sites and Policies Plan policy DM E3 Protection of scattered employment sites seeks to ensure that there is a diverse mix of size, type, tenure and location of employment facilities which can support a range of employment opportunities within the borough. For the purposes of this policy 'employment' and business refers to premises or land that operates within the B1 (a), B1 (b), B1 (c), B2 and B8 Use Classes.

7.3 Applications proposing a loss of a scattered employment site will have to show that full and proper marketing has been undertaken to demonstrate that employment uses are no longer viable on the site. Applicants should demonstrate that:

- the site has been marketed for 30 months unless otherwise agreed with the council;
- Site is in a predominantly residential area
- Size, configuration and access make it unsuitable and financially unviable for whole site employment use.
- the site has been marketed using new (on the internet) and traditional marketing tools available; and
- the site has been marketed at a price which is considered reasonable (based on recent and similar deals or transactions).

7.4 The applicant has provided information that the site has been marketed for a number of years but has only attracted one tenant who has subsequently gone out of business and the site has been empty for a number of months. The site is within a residential area and the combination of limited access for larger vehicles, the confined nature of the site and the age and condition of the existing building mean that officers are satisfied that a commercial or community use for the site is not viable and neighbours have welcomed redevelopment of the site.

7.5 Provision of housing.

Currently Policy CS. 9 within the Council's Adopted Core Strategy [July 2011] and policy 3.3 of the London Plan state that the Council will work with housing providers to provide a minimum of 4,107 additional homes [411 new dwellings annually] between 2015 and 2025. This proposal will provide an additional a new family house and is therefore considered to accord with these policies.

7.6 The National Planning Policy Framework 2012 and London Plan policies 3.3 & 3.5 promote sustainable development that encourages the development of additional dwellings in locations with good public transport accessibility although this proposal site would be relatively poorly provided for in terms of public transport as it has a ptal rating of 2.

7.7 Bulk/Massing/Design/Appearance/Layout.

Sites and Policies Plan policies DM D1 (Urban design), DM D2: (Design considerations) as well as LBM Core Strategy Policy CS14 are all policies designed to ensure that proposals are well designed and in keeping with the character of the local area.

7.8 The proposal would represent a modern house forming a continuation of the existing terrace of houses, although the design is such that a small visual rather than physical gap between the neighbouring and proposed house would be provided. The scale has been revised so that the width would appear to accord with that of the other houses in the terrace whilst the height has been designed to accord with the ridge height of the adjoining terrace. The design will be more contemporary than the surrounding houses to set it apart visually although given its end of Cul-de-sac location the impact on the wider street scene would be considered lessened. The materials have generated objections and been the subject of protracted discussions with the applicants. The site is not located in a conservation area

7.9 Standard of accommodation and the amenity of future occupiers.

SPP Policy DM D2, Core Strategy 2011 policies CS 9 Housing Provision and CS 14 Design and London Plan policies 3.3 Increasing Housing Supply, 3.4 Optimising Housing Potential, 3.5 Quality and Design of Housing Developments are all policies that seek to provide additional good quality residential accommodation.

7.10 The proposal is for a three bedroom 5 person unit over three floors with a floor area of 127sqm and as such it readily exceeds the minimum Gross Internal Area requirement of 99sqm as set by the London Plan and DCLG Technical Guidance. The proposals would also provide 147sqm of garden space which also exceeds the required 50sqm of garden space in a single usable area.

7.11 The design has been amended to reflect initial concerns regarding the security of the development in addition to improving the internal layout such that officers are now satisfied that the proposals will provide a good standard of accommodation for future occupiers.

7.12 Neighbour Amenity.

Any application would be assessed against adopted planning policies London Plan policy 7.6 and SPP policy DM D2 which require that proposals will not have a negative impact on neighbour amenity in terms of loss of light, privacy visual intrusion or noise and disturbance.

7.13 The proposals have been designed to mitigate against adverse amenity impacts on neighbours such that overlooking would be very limited. The property is located to the north of the only adjoining neighbour and therefore the direct impact on sunlight/daylight to neighbouring windows is minimal. The

adjoining neighbour raised concerns in relation to loss of light to the staircase window in their gable end but this window does not serve a habitable room and the glass section above the staircase is angled so as not to impact that window. Whilst the proposals include a first floor rear element that extends beyond the main rear elevation a combination of a 2m separation distance and its northerly position mean that it is not considered detrimental to neighbour amenity through loss of light.

7.14 Neighbour concerns regarding the loss of the wall can be addressed through conditions relating to details of boundary walls whilst a party wall agreement can deal with matters of replacement planting etc.

7.15 Flood risk

The site is located within a flood plain with the section closest to the Beverly Brook being in Flood Zone 3 and the front of the site falling within Flood Zone 2. Therefore, the application was subject to consideration by the council's flood risk manager and the Environment Agency to ensure that the proposals did not increase the risk of flooding, negatively impacted the operation of the Beverly Brook to the rear of the site or put future occupiers at risk from flooding. The Council's flood risk manager noted 'The flood risk assessment produced by Ambiental (ref: 3257 dated Aug 2017) and the report appears to be acceptable in accordance with the NPPF, the London Plan policies 5.12 and 5.13 and Merton's policies DM F1 and F2.

The site is located in Flood Zone 2 and 3a and is in close proximity to the Beverley Brook which is at the rear boundary and is designated a main river. Floor levels of the proposed dwelling are to be raised to 15.07m AOD, which is 300mm above the 1 in 100 year +35% climate change flood level. Topography of the existing site varies between 14.58m and 14.69m AOD.

No development shall be within 8m from top of the bank. Any development in this zone will require the prior written consent of the Environment Agency. It is recommended that a flood warning and evacuation plan is produced and the future occupants of the dwelling sign up to flood alerts. The FRA states that the scheme will comply with the London Plan policy 5.13, however, further details regarding SuDS and the attenuation of runoff will be required by way of planning condition. '

Following discussions between these parties and the applicants consultant the flood risk assessment was satisfactorily updated and clarified such that these matters are now resolved and the EA have withdrawn their initial objection and there are no longer any concerns relating to flooding.

7.16 Parking, servicing and deliveries.

Core Strategy Policy CS 20 requires proposals to have regard to pedestrian movement, safety, servicing and loading facilities for local businesses and manoeuvring for emergency vehicles as well as refuse storage and collection. The proposals will provide a garage and an off street parking space which is considered acceptable whilst the garage will provide space for secure cycle storage and there is room in front of the new house for refuse storage.

7.17 Sustainable design and construction.

The Council advise that any new building must comply with the Mayor's and Merton's objectives on carbon emissions, renewable energy, sustainable design and construction, green roofs, flood risk management and sustainable drainage (see policies in the London Plan (2016) – Chapter 5 and the Council's LDF Core Planning Strategy (2011) policies CS15 and CS16). Climate change officers were satisfied the design was policy compliant.

7.18 Trees

Although the site does not include any trees there are attractive mature trees on the park side boundary and in order to protect them and preserve their amenity value conditions to this effect are recommended.

8. SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS.

8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly there is no requirement for an EIA submission.

8.2 In order to ensure that the development is policy compliant a condition to that effect requiring CO2 reductions of not less than a 19% improvement on Part L regulations 2013, and internal water usage rates of not more than 105 litres per person per day is recommended.

9. CONCLUSION

9.1 The proposed new house will provide a new family home for which there is an identified need in the Borough. Although of a modern design the scale bulk and massing of the new house have been designed to blend in with the established pattern of development in the area. The size and dimensions of the house and gardens will ensure it exceeds the minimum required standards in terms of internal room sizes and external amenity space without having a negative impact on the amenity of neighbouring occupiers. Therefore, subject to suitable planning conditions, the proposal is considered to be acceptable and in compliance with relevant planning policy and is therefore recommended for approval.

10. RECOMMENDATION

Grant planning permission subject to planning conditions

Conditions

- 1 Commencement of works
- 2 In accordance with plans; Site location plan and drawings 094-P-226 Rev D, 094-P-227 Rev D, 094-P-228 Rev D, 094-P-350 Rev D, 094-P-351 Rev D & 094-P-450 document 'BS 5837:2012 Arboricultural Report Impact Assessment & Method Statement' dated '17 August 2017' (Crown Ref: 09762) including the drawing titled: 'Tree Protection Plan' numbered 'CCL09762/TPP Rev.1' Flood Risk Assessment (FRA) Amended 12 December 2017/ 3257 v1.0 / Ambiental

Environmental Assessments Ltd, and correspondence from Daniel Cook 30th November 2017

- 3 B1 External materials to be approved; No construction shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors, windows and tiles (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details. Reason; To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2015 and policies DM D2 and D3 of Merton's Sites and Polices Plan 2014
- 4 B5 Boundary treatments to be approved; No development shall take place until details of all boundary walls or fences including methods for the temporary security of the site during construction are submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details are approved and works to which this condition relates have been carried out in accordance with the approved details. The walls and fencing shall be permanently retained thereafter. Reason; To ensure a satisfactory and safe development in accordance with the following Development Plan policies for Merton: policies 7.5 and 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Polices Plan 2014.
- 5 D11 Construction Times No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays. Reason; To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2015 and policy DM EP2 of Merton's Sites and Polices Plan 2014.
- 6 H9 Construction Vehicles The development shall not commence until details of the provision to accommodate all site workers', visitors' and construction vehicles, loading /unloading and storage arrangements of construction plant and materials during the construction process have been submitted to and approved in writing by the Local Planning Authority. The approved details must be implemented and complied with for the duration of the construction process. Reason; To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Polices Plan 2014.

7. Tree Protection: The details and measures for the protection of the existing trees as specified in the approved document 'BS 5837:2012 Arboricultural Report Impact Assessment & Method Statement' dated '17 August 2017' (Crown Ref: 09762) including the drawing titled: 'Tree Protection Plan' numbered 'CCL09762/TPP Rev.1' shall be fully complied with. The methods for the protection of the existing trees shall fully accord with all of the measures specified in the report. The details and measures as approved shall be retained and maintained until the completion of site works. Reason: To protect and safeguard the existing retained trees and those trees located in the neighbouring amenity space in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policies DM D2 and 02 of Merton's Sites and Policies Plan 2014;

8. F8 Site supervision (trees)

9. Before development commences, the detailed design, specification and planting scheme for the sedum roof shall be submitted to and approved in writing by the Local Planning Authority. The design and planting shall be carried out as approved and retained in perpetuity thereafter.

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.

10. Construction Methodology Plan to be Submitted

Prior to the commencement of the development hereby permitted, a Construction Methodology Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan should include measures to protect the nearby Beverly Brook water course from pollution by waste materials and other pollutants. The approved measures shall be implemented prior to demolition and maintained for the duration of the construction unless the prior written approval of the Regulatory Authority is first obtained. In addition no water extraction from the said watercourse shall take place without prior authorisation from the relevant authority.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties from pollution and to safeguard the water course in accordance with the following Development Plan policies for Merton, DM EP4 and DM 02.

11 No permitted development (extensions) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no extension, enlargement or other alteration of the dwellinghouse other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority. Reason; The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties or to the

character of the area and for this reason would wish to control any future development to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Polices Plan 2014.

12. External lighting Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary. Reason; To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policies DM D2 and DM EP4 of Merton's Sites and Polices Plan 2014.
13. Hardstanding The hardstanding and vehicle accessway hereby permitted shall be made of porous materials, or provision made to direct surface water run-off to a permeable or porous area or surface within the application site before the development hereby permitted is first occupied or brought into use. Reason; To reduce surface water run-off and to reduce pressure on the surrounding drainage system in accordance with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2015, policy CS16 of Merton's Core Planning Strategy 2011 and policy F2 of Merton's Sites and Polices Plan 2014.
14. Provision of vehicle parking The vehicle parking area (including any garages hereby approved) shown on the approved plans shall be provided before the commencement of the buildings or use hereby permitted and shall be retained for parking purposes for occupiers and users of the development and for no other purpose. Reason; To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Polices Plan 2014.
15. The development hereby permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) Amended 12 December 2017/ 3257 v1.0 / Ambiental Environmental Assessments Ltd, and correspondence from Daniel Cook 30th November 2017 and the following mitigation measures detailed within the FRA:
 1. Finished floor levels for non-sleeping accommodation are set no lower than 15.07m above Ordnance Datum (AOD).
 2. Finished floor levels for sleeping accommodation are set no lower than 15.37m above Ordnance Datum (AOD).
 3. Post development footprint should be no greater than 90 sq m

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

To reduce the risk of flooding to the proposed development and increase floodplain capacity and decrease flood risk on and off site in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

16. Non-Standard Condition: The development hereby permitted shall not be occupied until such time as a Flood Warning and Evacuation plan and procedure is implemented and agreed in writing to the satisfaction of the Local Planning Authority. The Flood Warning and Evacuation Plan shall be implemented in accordance with the Flood Risk Assessment and the procedures contained within the plan shall be reviewed annually for the lifetime of the development. Consultation of the plan shall take place with the Local Planning Authority and Emergency Services.

Reason: To reduce the risk of flooding to the proposed development and future users in accordance with Merton's CS16 and policy DM F1 and the London Plan policy 5.12.

- 17 No development approved by this permission shall be commenced until a 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 LPA. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy 5.13 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, the method employed to delay (attenuation provision of no less than 13m³) and control the rate of surface water discharged from the site to greenfield runoff rates (no more than 5l/s), and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - ii. include a timetable for its implementation; and
 - iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption authority and any other arrangements.

Reason: To reduce the risk of surface and foul water flooding and to ensure the scheme is in accordance with the drainage hierarchy of London Plan policies 5.12 & 5.13 and the National SuDS standards and in accordance with policies CS16 of the Core Strategy and DMF2 of the Sites and Policies Plan.

18. 'No part of the development hereby approved shall be occupied until evidence has been submitted to, and approved in writing by, the Local Planning Authority confirming that the development has achieved CO₂ reductions of not less than a 19% improvement on Part L regulations 2013, and internal water usage rates of not more than 105 litres per person per day.'

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the

following Development Plan policies for Merton: Policy 5.2 of the London Plan 2015 and Policy CS15 of Merton's Core Planning Strategy 2011

Informatives:

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

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'

Informative:

No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

NPPF informative.

[Click here](#) for full plans and documents related to this application.

Please note these web pages may be slow to load

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NORTHGATE SE GIS Print Template



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Committee: Planning Applications

Date: 22 February 2018

Subject: Planning Appeal Decisions

Lead officer: Head of Sustainable Communities

Lead member: Chair, Planning Applications Committee

Recommendation:

That Members note the contents of the report.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 For Members' information recent decisions made by Inspectors appointed by the Secretary of State for Communities and Local Government in respect of recent Town Planning Appeals are set out below.
- 1.2 The relevant Inspectors decision letters are not attached to this report but can be viewed by following each individual link. Other agenda papers for this meeting can be viewed on the Committee Page of the Council Website via the following link:

[LINK TO COMMITTEE PAGE](#)

DETAILS

Application Numbers: **16/P0965**
Site: Wood Lodge, 8 Lake Road, Wimbledon SW19 7EL
Development: Demolition of 1-14 Wood Lodge and erection of 26 flats.
Recommendation: Refused (Delegated)
Appeal Decision: **DISMISSED**
Date of Appeal Decision: 10th January 2018

[Link to Appeal Decision Notice](#)

Application Numbers: **16/P3422**
Site: Wimbledon Close, The Downs, Wimbledon SW20 8HW
Development: Demolition of garages and erection of 4 storey residential block comprising 4x2-bed and 4x3-bed flats.
Recommendation: Refused (Delegated Decision)
Appeal Decision: **DISMISSED**
Date of Appeal Decision: 10th January 2018

[Link to Appeal Decision Notice](#)

Application Numbers: **17/P0486**
Site: Land at the Broadway, Wimbledon SW19 8RL
Development: Prior Approval for the installation of a 12.5m high telecom pole supporting 6 antennae with associated equipment cabinets
Recommendation: Refused (Delegated)
Appeal Decision: **ALLOWED**
Date of Appeal Decision: 6th February 2018

[Link to Appeal Decision Notice](#)

Application Numbers: **17/P1716**
Site: Garages at Heyford Avenue, Raynes Park SW20 9JT
Development: Demolition of 5 x garages and erection of 3 storey residential block comprising 3 x flats.
Recommendation: Refused (Delegated)
Appeal Decision: **DISMISSED**
Date of Appeal Decision: 19th January

[Link to Appeal Decision Notice](#)

Subject: Planning Enforcement Appeal Decisions

Application Numbers: **16/E0405**
Site: 12a Commonsides West, Mitcham CR4 4HA
Development: Unauthorised erection of a single storey rear detached outbuilding
Enforcement Notice: 6 March 2017.
Appeal Decision: **ALLOWED**
Date of Appeal Decision: 11th January 2018

Application Numbers: **N/A**
Site: 218 Morden Road, South Wimbledon SW19 3BY
Development: Unauthorised raising of the roof
Enforcement Notice: 1 February 2017
Appeal Decision: **DISMISSED**
Date of Appeal Decision: 1st February 2018

Application Numbers: **N/A**
Site: 18 Morton Road, Morden SM4 6EF
Development: Unauthorised change of use of outbuilding to residential.
Enforcement Notice: 3 October 2016
Appeal Decision: **DISMISSED**
Date of Appeal Decision: 1st February 2018

Appeal Costs Decision: **Refused**

Alternative options

- 3.1 The appeal decision is final unless it is successfully challenged in the Courts. If a challenge is successful, the appeal decision will be quashed and the case returned to the Secretary of State for re-determination. It does not follow necessarily that the original appeal decision will be reversed when it is re-determined.
- 3.2 The Council may wish to consider taking legal advice before embarking on a challenge. The following applies: Under the provision of Section 288 of the Town & Country Planning Act 1990, or Section 63 of the Planning (Listed Buildings and Conservation Areas) Act 1990, a person or an establishment who

is aggrieved by a decision may seek to have it quashed by making an application to the High Court on the following grounds: -

1. That the decision is not within the powers of the Act; or
2. That any of the relevant requirements have not been complied with; (relevant requirements means any requirements of the 1990 Act or of the Tribunal's Land Enquiries Act 1992, or of any Order, Regulation or Rule made under those Acts).

1 CONSULTATION UNDERTAKEN OR PROPOSED

- 1.1. None required for the purposes of this report.

2 TIMETABLE

- 2.1. N/A

3 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 3.1. There are financial implications for the Council in respect of appeal decisions where costs are awarded against the Council.

4 LEGAL AND STATUTORY IMPLICATIONS

- 4.1. An Inspector's decision may be challenged in the High Court, within 6 weeks of the date of the decision letter (see above).

5 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 5.1. None for the purposes of this report.

6 CRIME AND DISORDER IMPLICATIONS

- 6.1. None for the purposes of this report.

7 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 7.1. See 6.1 above.

8 BACKGROUND PAPERS

- 8.1. The papers used to compile this report are the Council's Development Control service's Town Planning files relating to the sites referred to above and the agendas and minutes of the Planning Applications Committee where relevant.