

Merton Council

Planning Applications Committee Agenda

Membership

Councillors:

Aidan Mundy (Chair)
Simon McGrath (Vice-Chair)
Sheri-Ann Bhim
Michael Butcher
Edward Foley
Susie Hicks
Dan Johnston
Gill Manly
Martin Whelton
Michael Paterson

Substitute Members:

Caroline Charles
Kirsten Galea
Nick McLean
Stephen Mercer
Stuart Neaverson
Matthew Willis

Date: Tuesday 17 January 2023

Time: 7.15 pm

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

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<https://www.youtube.com/user/MertonCouncil>

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Planning Applications Committee Agenda

17 January 2023

- | | | |
|---|--|--------------|
| 1 | Apologies for absence | |
| 2 | Declarations of Pecuniary Interest | |
| 3 | Minutes of the previous meeting | 1 - 4 |
| 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 | 81-83 Wimbledon Hill Road, Wimbledon, London, SW19 7QS | 5 - 50 |
| | Application No: 22/P0812 | |
| | Ward: Hillside | |
| | Recommendation: GRANT Planning permission subject to conditions and S106 Agreement | |
| 6 | 18 Whitfield Court, 508 Kingston Road, Raynes Park, SW20 8DT | 51 - 98 |
| | Application No: 22/P2120 | |
| | Ward: Raynes Park | |
| | Recommendation: GRANT Planning permission subject to conditions and S106 Agreement | |
| 7 | Planning Appeal Decisions | 99 - 102 |
| | Officer Recommendation:
That Members note the contents of the report. | |
| 8 | Planning Enforcement - Summary of Current Cases | 103 -
114 |
| | Officer Recommendation:
That Members note the contents of the report. | |
| 9 | Glossary of Terms | 115 -
120 |

Note on declarations of interest

Members are advised to declare any Disclosable Pecuniary Interest 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. For further advice please speak with the Managing Director, South London Legal Partnership.

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Agenda Item 3

All minutes are draft until agreed at the next meeting of the committee/panel. To find out the date of the next meeting please check the calendar of events at your local library or online at www.merton.gov.uk/committee.

PLANNING APPLICATIONS COMMITTEE

8 DECEMBER 2022
(7.15 pm - 8.34 pm)

PRESENT Councillors Councillor Aidan Mundy (in the Chair),
Councillor Michael Butcher, Councillor Edward Foley,
Councillor Susie Hicks, Councillor Dan Johnston,
Councillor Gill Manly, Councillor Martin Whelton and
Councillor Michael Paterson

1 APOLOGIES FOR ABSENCE (Agenda Item 1)

Apologies for absence were received from Councillor Bhim and Councillor McGrath. Councillor Matthew Willis attended as substitute.

2 DECLARATIONS OF PECUNIARY INTEREST (Agenda Item 2)

Councillor Susie Hicks declared that one of the applications was located within her ward.

Councillor Foley declared that in his professional capacity he knew Marcus Beale who represented the applicant for agenda item 6.

3 MINUTES OF THE PREVIOUS MEETING (Agenda Item 3)

RESOLVED: That the minutes of the meeting held on 23 November 2022 are agreed as an accurate record.

4 TOWN PLANNING APPLICATIONS (Agenda Item 4)

The Committee noted the amendments and modifications to the officer's report. The Chair advised that the agenda would be taken in the published agenda order.

5 BROGHILL HOUSE, QUEEN ALEXANDRAS COURT, ST MARY'S ROAD, WIMBLEDON, SW19 7DE (Agenda Item 5)

The Planning Officer presented the report.

There were no objectors registered to address the Committee on this item.

In response to questions raised by the committee, Planning Officers advised:

- Due to the size of the scheme and the amount of space around each property, there were no concerns about bin storage facilities.
- Conversations between the applicant and residents had taken place to discuss the provisions due to loss of garden space. If councillors continued to be concerned, an option would be that re-provision would need to be agreed between Councillors and Planning Officers.
- Concerns of the property later becoming a House in Multiple Occupation (HMO) could be met with a condition which ensured that any such application would need to be submitted to the committee.
- As detailed in the modification sheet, the construction method statement noted that the fire path, which was part of the access into the building, would not be blocked.
- The method statement provided further detail that addressed the concerns raised by the committees around resident safeguarding.
- Trees would be replanted to replace any loss of trees. As a result of the development, the existing TPO tree would remain unaffected.

The Chair invited the applicant to respond to clarify details raised within questions from the committee.

The representative of the applicant informed the committee of the following:

- Safety was of vital importance to the applicant. There were 2 separate access gates, one gate would be accessed by pedestrians and the other gate could only be accessed with an electrical fob.
- The applicant would be happy to support a condition whereby those visiting the property would only be permitted to turn left when leaving the access gate from Westhouse.
- Previously the stores on the premises were not well utilised. As part of the changes made many activities previously completed on site would now be contracted. This would result in there not being a need to replace any space that could be lost.

The Chair moved to the vote on the Officers' recommendation with the following additional conditions:

- Residents would be required to turn left when leaving the access gate from Westhouse. This would be demonstrated in the condition between the applicant and occupiers. This would need to be evidenced to the council.
- Permitted development rights to later convert the properties to an HMO would be removed. If the applicant wanted to convert the properties into an HMO they would be required to submit another application to the Council.
- That semi mature trees would be planted with the appropriate girth.
- Although it was recognised that a speed limit could not be enforced, it was agreed that signage for 5mph when leaving the property would be put in place and managed by the applicant.

RESOLVED: That the Committee GRANTED Planning Permission Subject to Conditions and S106 Agreement

6 30A RIDGWAY PLACE, WIMBLEDON, SW19 4EP (Agenda Item 6)

The Planning Technician presented the report.

There were no objectors registered to address the Committee on this item.

In response to questions from the committee, the Planning Officer advised:

- The 2018 application to extend the two middle houses 2.8 meters deeper was reviewed. There were no further requirements from the planning officer at the time which the existing planning officer agreed with.
- Conditions would not usually be added to single storey extensions but given the concerns raised by the committee a further review could be completed by the Flood Risk Officer on the post completion work of the final drainage.
- It would be recommended for the committee to review the submitted plans when making a judgement as it would be difficult to give weight to the images supplied by objectors.
- The overall height would be increased by 200mm, but the width and depth of the garden should be a considered factor.
- As detailed on page 9 of the submission, the single storage extension would be off the boundary which satisfied the planning officer that there would be no harm to light.
- The feature roof provided as 0.2 meter increase.

The Chair invited the applicant to provide clarification on queries raised by the committee who advised the following:

- To help with construction, the developer squared off the basement which they did not administer.
- The contract was a design and build contract which meant that their images were taken and acted upon.
- There were leaks in two of the four terraces which were associated with walk-on skylights and the way that they were waterproofed.
- They have found no evidence of leaks to the basement walls, flooding, saturation or underground streams.

The Chair moved to the vote on the Officers' recommendation with the following additional conditions:

- The committee would delegate observation power to Ward Councillors which would allow them to observe and report back any issues or concerns seen as part of the construction process and post build review.
- Delegated priority would be given to Ward Councillors and the Chair of the Planning Application Committee to further review raised concern of water ingress and flooding.
- The application would be approved via delegated powers.

RESOLVED: That the Committee GRANTED Planning Permission Subject to Conditions

7 PLANNING APPEAL DECISIONS (Agenda Item 7)

The report was noted.

8 PLANNING ENFORCEMENT - SUMMARY OF CURRENT CASES (Agenda Item 8)

The report was noted.

Members of the committee expressed gratitude for the work completed thus far by the Planning Team.

9 DECISION LOG (Agenda Item 9)

The report was noted.

The Chair of the committee noted that the Decision Log would be introduced to meetings going forward.

PLANNING APPLICATIONS COMMITTEE

17th January 2023

Item No:

UPRN

APPLICATION NO.

DATE VALID

22/P0812

22/02/2022

Address/Site:

81 – 83 Wimbledon Hill Road, Wimbledon, SW19 7QS

(Ward)

Hillside

Proposal:

Erection of a five-storey residential block comprising 17 x self-contained flats (2 x 3 bed, 13 x 2 bed & 2 x 1 bed) plus 1 x detached dwellinghouse arranged over 2 floors (ground floor and basement).

Drawing Nos:

SK002(B), SK-100(PL8), PL-001(PL1), PL-002A(PL13), PL-003(PL14), PL-004(PL13), PL-005(PL12), PL-006(PL12), PL-008(PL14), PL-009(PL10), PL-010(PL11), PL-011(PL10), PL-013A(PL10), PL-014(PL10), PL-016(PL10), PL-017(PL10), PL-019(PL9), PL-020(PL10), PL-021(PL12)

Contact Officer:

David Gardener (0208 545 3115)

RECOMMENDATION

GRANT Planning Permission Subject to Conditions and S106 Agreement

CHECKLIST INFORMATION

- Heads of agreement: Permit free, Carbon offset financial contribution
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice: Yes
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 168
- External consultations: None

1. INTRODUCTION

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

2. SITE AND SURROUNDINGS

- 2.1 The application site is currently occupied by a three storey (including basement) detached early 20th Century building, which is currently sub-divided into 5 self-contained flats. The site is located on the north side of Wimbledon Hill Road, and is not located in a conservation area, although the front boundary adjoins the Merton (Wimbledon Hill Road) Conservation Area.
- 2.2 The site currently provides off-street parking to the front and side of the existing building, including 3 garages, although it is not clear whether these are being currently used for parking.
- 2.3 The surrounding area is predominantly residential, comprising a mixture of purpose built blocks of flats and houses. The application site is bounded by Bluegates, a four-storey block of flats to the west, Harrowdene Court, a five-storey block of flats to the north, and Leeward Gardens, a development of 2 – 3 storey dwellings to the east. It should be noted that Nos. 26 – 30 Leeward Gardens are orientated so that the rear elevations of these dwellings face the side boundary of the application site.
- 2.4 The site has excellent public transport accessibility (PTAL 6a) and is also located in a controlled parking zone (zone W2).
- 2.5 The application site comprises a number of trees, with three trees, an Ash located at the front of the site, a Horse Chestnut located along the side boundary, and a Sycamore located to the rear of the site, subject to Tree Preservation Orders. Trees subject to TPO's are also located in the garden of No. 26 Leeward Gardens, close to the side boundary with the application site.

3. CURRENT PROPOSAL

- 3.1 Erection of a five-storey residential block plus basement comprising 17 flats (2 x 3 bed, 13 x 2 bed & 2 x 1 bed) and 1 x detached 3 bed dwelling arranged over 2 floors (ground floor and basement).
- 3.2 The proposed building would have a contemporary design, featuring a flat roof, and comprises red brickwork (including textured brickwork) and buff cement cladding facing materials, metal windows, and glass balustrades. The proposed house would feature a green roof.
- 3.3 All of the flats would have access to a private terrace, balcony or garden. A communal garden would also be located to the rear of the building.

Unit No.	Number of Bedrooms/Bed spaces	Unit Size (Sqm)	Minimum Space Size Required (Sqm)
1 (Duplex)	3 bed / 6 person	167.8	102

2 (Duplex)	3 bed / 6 person	166.1	102
3	2 bed / 4 person	83.0	70
4	2 bed / 4 person	81.8	70
5	2 bed / 4 person	81.5	70
6	2 bed / 4 person	80.4	70
7	2 bed / 4 person	84.6	70
8	2 bed / 4 person	78.2	70
9	2 bed / 4 person	81.5	70
10	2 bed / 4 person	84.6	70
11	2 bed / 4 person	84.6	70
12	2 bed / 4 person	78.2	70
13	2 bed / 4 person	81.5	70
14	2 bed / 4 person	84.6	70
15	2 bed / 4 person	121.1	70
16	1 bed / 2 person	55.8	50
17	1 bed / 2 person	58.9	50
Detached house	3 bed / 6 person	278.9	102

3.4 The proposed development would provide 4 car parking spaces, comprising 1 disabled space, 2 spaces dedicated for communal car club membership and 1 space allocated for the detached house. Secure cycle storage and bin storage is located at ground level.

3.5 Amended Plans:

The following amendments have been made to the application following its submission:

- The height of the building has been reduced by approx. 95cm, the width has been reduced by approx. 60cm with the west facing flank wall pulled further away from the west side boundary and the front of the building has been extended forwards by approx. 40cm.

- Reduction in number of units from 21 to 18, with the group of three terrace dwellinghouses replaced by a single dwellinghouse with private garden. The number of flats within the main block has been reduced from 18 to 17.
- The number of off-street car parking spaces remains the same however the parking arrangement has been amended with a reduction from 2 to 1 disabled spaces and the addition of a car parking space allocated to the detached house.
- Amendments to soft and hard landscaping including the retention of Ash Tree (Labelled T1 on Arboricultural Implications Assessment).

3.6 Please note that this application has been submitted following the refusal of a previous application (LBM Ref: 21/P0119). The key changes are as follows:

- Reduction in height by 2.05m
- The building will be sited approx. 1m further from the west boundary (the boundary the site shares with Bluegates)
- The building has been set back a further approx. 1.05m from the front boundary
- Basement parking/car lift removed.

4. PLANNING HISTORY

The following planning history is relevant:

4.1 MER847/65(D) - Erection of a range of five lock-up garages. Granted - 10/03/1966

4.2 89/P1216 - Erection of two pre-fabricated garages. Granted - 17/11/1989

4.3 00/P1873 - Erection of a single-storey timber chalet building in the back garden. Granted - 16/11/2000

4.4 21/P0119 - Demolition of buildings and erection of a five-storey residential block plus basement comprising 17 x self-contained flats (4 x 3 bed, 10 x 2 bed & 4 x 1 bed) plus detached dwellinghouse arranged over 2 floors (ground floor and basement). Basement to accommodate 9 car parking spaces. Refused - 22/12/2021, for the following reasons:

- 1) The proposed development could generate affordable housing provision, in the absence of a legal agreement securing on-site affordable housing and an early and late stage viability review within, the proposal would be contrary to Policy DM H3 (support for affordable housing) of Merton's Adopted Sites and Policies Plan (July 2014), Policy CS8 (Housing Choice) of Merton's Adopted Core Planning Strategy (July 2011), and Policies H4 (Delivering Affordable Housing) and H5 (Threshold approach to applications) of the London Plan (2021).
- 2) The proposed development by virtue of its height, massing, bulk and siting would be visually intrusive, overbearing and be an un-neighbourly form of development to the properties in Leeward Gardens and result in a loss of

daylight and sunlight and cause overlooking and overshadowing to the flats known as Bluegates. The proposal would therefore be contrary to Policy DM D2 (Design considerations in all developments) of Merton's Adopted Sites and Policies Plan (July 2014), Policy CS 14 (Design) of the LBM Core Strategy 2011 and Policy D3 (optimising site capacity through the designed approach) of the London Plan (2021).

- 3) The site lies within a Public Transport Accessibility Level (PTAL) area of 6A which is considered as having excellent access to public transport. The proposed development would provide a basement with on-site car parking in excess of the maximum parking standards set out in policy and would thereby fail to provide a car-free development, in conflict with Policies DM T1 (support for sustainable transport and active travel) and DM T3 (Car parking and servicing standards) of Merton's Adopted Sites and Policies Plan (July 2014), Policy CS20 (Parking, servicing and delivery) of Merton's Adopted Core Planning Strategy (July 2011), and Policies T6 (Car Parking) and T6.1 (Residential Parking) of the London Plan (2021).
- 4) In the absence of a legal agreement securing carbon offset contributions, the proposals would fail to achieve energy efficiency improvements such that they would make the fullest contribution towards minimising carbon dioxide emissions to the detriment of mitigating against the potential impact on climate change. The proposals would therefore fail to comply with Policy CS 15 (Climate change) of Merton's Adopted Core Planning strategy (July 2011), and Policies SI2 (Minimising greenhouse gas emissions) and SI4 (Managing heat risk) of the London Plan (2021).
- 5) The proposed development would generate additional pressure on parking in the area, and in the absence of a legal agreement securing a car free agreement, the proposal would be contrary to Policies DM T1 (support for sustainable transport and active travel) and DM T3 (Car parking and servicing standards) of Merton's Adopted Sites and Policies Plan (July 2014), Policy CS20 (Parking, servicing and delivery) of Merton's Adopted Core Planning Strategy (July 2011) and Policies T6 (Car Parking) and T6.1 (Residential Parking) of the London Plan (2021).

5. POLICY CONTEXT

- 5.1 Adopted Merton Sites and Policies Plan and Policies Maps (July 2014):
DM D1 (Urban design and the public realm), DM D2 (Design considerations in all developments), DM D3 (Alterations and extensions to existing buildings), DM EP2 (Reducing and mitigating noise), DM F1 (Support for flood risk management), DM F2 (Sustainable urban drainage systems SuDS, wastewater and water infrastructure), DM H2 (Housing Mix), DM H3 (Support for affordable housing), DM O2 (Nature Conservation, Trees, hedges and landscape features), DM T1 (Support for sustainable transport and active travel), DM T2 (Transport impacts of development), DM T3 (Car parking and servicing standards)
- 5.2 Adopted Core Strategy (July 2011):

CS.8 (Housing Choice), CS.9 (Housing Provision), CS.14 (Design), CS.15 (Climate Change), CS.18 (Active Transport), CS.19 (Public Transport), CS.20 (Parking, Servicing and Delivery)

- 5.3 The relevant policies in the London Plan (March 2021) are:
GG6 (Increasing efficiency and resilience), D2 (Infrastructure requirements for sustainable densities), D3 (Optimising site capacity through the design-led approach), D4 (Delivering good design), D5 (Inclusive design), D8 (Public realm), D10 (Basement development), D11 (Safety, security and resilience to emergency), D12 (Fire safety), G5 (Urban greening), D6 (Housing quality and standards), H1 (Increasing housing supply), H4 (Delivering affordable housing), H5 (Threshold approach to applications), H6 (Affordable housing tenure), H7 (Monitoring of affordable housing), H10 (Housing size Mix), SI 1 (Improving air quality), SI 2 (Minimising greenhouse gas emissions), SI 3 (Energy infrastructure), SI 4 (Managing heat risk), SI 5 (Water infrastructure), SI 13 (Sustainable drainage), T4 (Assessing and mitigating transport impacts), T5 (Cycling), T6 (Car parking), T7 (Deliveries, servicing and construction)
- 5.4 Mayor of London Housing Supplementary Planning Guidance (March 2016)
- 5.5 Merton Council Small Sites Toolkit SPD 2021
- 5.5 Department for Communities and Local Government 'Technical housing standards – nationally described space standard'
- 5.6 Affordable Housing and Viability Supplementary Planning Guidance 2017
- 5.7 National Planning Policy Framework 2021

6. CONSULTATION

- 6.1 The application was originally publicised by means of a site and press notice and individual letters to occupiers of neighbouring properties. In response, 29 letters of objection were received including objection letters from the Wimbledon Society. The letters of objection were on the following grounds:
- No provision of affordable housing
 - Excessive height, bulk, massing and footprint
 - Visually intrusive / overbearing
 - Application has not addressed concerns raised in previous application
 - Increase in parking pressure / traffic impact / parking provision is not policy compliant as development should be car free
 - Poor quality design / out of character with area / impact on adjoining conservation area / poor location of main entrance
 - Disruption caused by building works / subsidence / land stability
 - Inaccurate Ecological Appraisal is incorrect in stating that there is no evidence of badgers, which are a protected species / loss of garden space and trees / impact on fauna
 - Little difference between current and previous applications
 - Flood risk

- Loss of privacy and overlooking
- Daylight/sunlight loss / daylight/sunlight report is misleading / rights of light
- Little change between current and previous application regarding carbon offset contribution
- Inaccuracies in submitted documents / incomplete information
- Building extends further towards Harrowdene Court
- Loss of existing building
- Safety concerns during construction

6.2 Following the submission of the amended plans to the proposal, a further re-consultation was undertaken by the Council with neighbouring occupiers. In response a further 14 letters of objection were received on the following grounds:

- Lack of privacy for future occupants
- Little space for delivery vehicles
- Lack of visitor parking and this will create additional parking pressure on surrounding streets / too many parking spaces
- Tree loss / Loss of Ash tree which is protected by a TPO
- Excessive size, height, bulk and massing of proposed development / overdevelopment of site / overcrowding
- Noise and disturbance
- Little material change compared to previously submitted application
- Flood risk
- Excessive height, depth, size, bulk and massing
- Loss of daylight/sunlight and privacy / overshadowing / Daylight/sunlight loss / existing daylight levels have been lowered compared to previous application without justification
- Subsidence and structural stability of neighbouring buildings
- Visually intrusive and overbearing / unneighbourly for of development
- Impact on adjoining conservation area
- Lack of affordable / social housing
- Insufficient refuse provision
- Poor quality accommodation / lack of garden space / impact on fauna
- Loss of property value
- Security concerns
- Reduction in number of houses is a red herring as structure is similar sized
- No pre-planning consultation

6.3 The Wimbledon Society

There are a number of concerns raised including the loss of trees, loss of garden space and impact that this would have on biodiversity, unsatisfactory standard of accommodation, lack of refuse/recycling facilities, lack of affordable housing and potential impact on ground water.

6.4 Future Merton - Transport Planning

6.5 No objections.

6.6 Future Merton – Highways

- 6.7 No objections subject to conditions. The developer must contact highways to ensure all relevant highway licences are in place prior to any works starting.
- 6.8 Future Merton – Flood Risk Officer
- 6.9 The application is supported by a BIA and Drainage/SuDS strategy. It is likely that groundwater (perched) will be found on excavation and hence dewatering will be required. Furthermore, we would seek additional mitigation (above those stated in the BIA) in terms of passive drainage measures around the structure given the relative gradient of Wimbledon Hill Rd to allow the freeflow of perched groundwater around the structure.
- 6.10 The site is not shown to be at high risk of surface water flooding as shown on the surface water flood maps and it is not located in flood zone associated with river flooding.
- 6.11 In terms of SuDS and surface water drainage, the scheme proposes permeable surfaces in the paved areas, in combination with the bioretention of surface water run-off via the soft landscaped garden areas and raised raingarden planters. This is required to attenuate the surface water flows for all storms up to the 1 in 100 year + 40% climate change storm. The storage requirement/attenuation is between 26-40m³.
- 6.12 Conditions are recommended if the Committee is minded to approve the application.
- 6.13 Council's Tree Officer
- 6.14 The trees to be removed including the Ash (T1 in Arboricultural Implications Assessment) and Hornbeam (T10) are category 'B'. The Ash tree is a healthy tree that is free of Ash Dieback Disease. This disease is decimating Ash trees, and any healthy trees should be retained. That said, I am not convinced that the proposed replacement tree will fair any better in this location. The Ash tree has attained a height that fits in with the other canopies, whereas the proposed may become suppressed and misshapen as it settles into its new location. The proposed development offers little in terms of greening to the frontage, with no proposal to replace the Hornbeam (T10) or the Indian Bean tree - another 'B' category tree (T3). The photographs are taken from the road and therefore the argument is the tree is obscured from view by those trees. Whereas a person gets a different experience walking up/down the public footpath and the tree provides an appreciable benefit. I am inclined to retain this tree.
- 6.15 I note that green roofs are proposed and consider that we get a little better than sedum roofs. At the very least this should be the next step up and be a semi- extensive roof or an intensive roof to provide more wildlife benefits and to create a roof space that is visible to the public and therefore provides a level of amenity.

6.16 Council's Structural Engineer

6.17 No objections subject to conditions.

6.18 Designing Out Crime Officer

6.19 Has raised some security concerns, and as such has requested some conditions to deliver a safer development.

6.20 Future Merton – Climate Change Officer

6.21 No objections subject to appropriate conditions and S106 to secure carbon offset contribution.

7. PLANNING CONSIDERATIONS

7.1 Principle of Development

7.1.1 The proposal would result in a net increase of 13 self-contained residential units, which would help contribute to the council's housing target of providing 500 – 600 residential units in Wimbledon for the period 2011 – 2026 set out in policy CS 9 of the Core Planning Strategy 2011.

7.1.2 Policy H1 of the London Plan 2021 has set Merton a ten-year housing target of 9,180 new homes. By providing a net increase in 13 new units the proposals would make a contribution to meeting that target and providing much needed new housing.

7.1.3 Policy H2 of the London Plan 2021 outlines that Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to:

- 1) significantly increase the contribution of small sites to meeting London's housing needs
- 2) diversify the sources, locations, type and mix of housing supply
- 3) support small and medium-sized housebuilders
- 4) support those wishing to bring forward custom, self-build and community led housing
- 5) achieve the minimum targets for small sites

7.1.4 Historically small sites have been crucial to housing delivery in Merton and they continue to offer opportunities to grow Merton's housing stock. Over the last 15 years, small sites have provided over 60% of built homes borough-wide and account for over 95% of approved applications. The Council have recently adopted a Small Sites Toolkit SPD 2021 which outlines guidance on developing small sites.

7.1.5 The proposal to provide new residential units to this small site (0.2 ha in size) is considered to respond positively to London Plan and Core Strategy

planning policies to increase housing supply and optimise small sites and is supported by Officers.

7.2 Visual amenity

- 7.2.1 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be required to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings, whilst using appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting.
- 7.2.2 The proposed development is considered to be a high quality design that responds well to both the topography of Wimbledon Hill Road and the architectural styles of surrounding buildings. The massing, scale and height of the proposal are considered acceptable with the main building and house responding well to the gradient of the hill. Please note that the proposed building was reduced in height following a refusal of the previous application (LBM Ref: 21/P0119) and reduced further again following submission of the application on the advice of planning officers, which means that the maximum height of the building has now been reduced by 2.05m from the previous application. This means there is a material stepping down of building heights between Bluegates, the proposed block (the proposed block would be approx. 1.1m lower than the closest part of Bluegates), and Leeward Gardens.
- 7.2.3 In terms of the proposals impact on the wider setting, it should be noted that the surrounding area comprises a number of flatted blocks of similar heights, with Harrowdene Court to the rear also being five storeys and Hill Court (No.104 Wimbledon Hill Road) on the opposite side of Wimbledon Hill Road being six storeys in height. The shape and form of the building is not considered to be out of character with the area, with both Bluegates to the west and Harrowdene Court, as well as a number of other buildings nearby featuring flat roofs. The proposed building would also be sited more towards the west of the application site, so that there is a minimum 20m gap, and therefore breathing space, between the building and the two-storey houses on Leeward Gardens. The proposed house is low-rise with only a single storey above ground level, which means it would have very little impact when viewed from the street.
- 7.2.4 The proposed buildings are contemporary design, comprising predominantly red brick (including textured red brick soldier course), with the main building also featuring fibre cement cladding on parts of the side elevations, balconies floors, and top floor elevation to complement this. The balustrades to the balconies would be glass. This is considered acceptable and would relate well to surrounding buildings, which are also predominantly red brick.
- 7.2.5 The Wimbledon Hill Road Conservation Area boundary lies to the front of the site and captures the road, rather than the surrounding built form in this immediate area, apart from number 100 which is a two storey Grade II Listed Building known as the White House. The proposed design and scale of the flatted building and single dwelling house would be of an appropriate built form

which would be largely in keeping with the surrounding flatted development and takes into account the topography of the hill. The front building line would be similar to the existing and overall officers are satisfied that it would not cause harm to the setting of the Conservation Area. The proposal would remain of a large separation distance to the Grade II Listed Building opposite such that there would be no harm caused to its setting.

7.2.6 Overall, it is considered that the proposal would result in a high quality development and as such complies with all the relevant design planning policies.

7.3 Residential Amenity

7.3.1 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be required to ensure provision of appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy, to both proposed and adjoining buildings and gardens. Development should also protect new and existing development from visual intrusion.

7.3.2 The application site is bounded by Bluegates, a 4-storey block of flats to the west, Harrowdene Court, a 5-storey block of flats to the north (rear), and Leeward Gardens, a development of 2 – 3 storey dwellings to the east. It should be noted that Nos. 26 – 30 Leeward Gardens are orientated so that the rear boundary of these dwellings bounds the side boundary of the application site. Given the gradient of the road, which slopes downwards from west to east, the ground level at the application site is lower than at Bluegates but higher than at Leeward Gardens.

7.3.3 The previous application (LBM Ref: 21/P0119) was refused in part because by virtue of its height, massing, bulk and siting it would be visually intrusive, overbearing and be an un-neighbourly form of development when viewed in properties in Leeward Gardens, resulting in a loss of daylight and sunlight and causing overlooking and overshadowing to the flats known as Bluegates. In response to this refusal the block of flats was reduced in height and reduced further again following submission of the application on the advice of planning officers, which means that the maximum height of the building has now been reduced by 2.05m from the previous application. The shoulder of the building has also been reduced by approx. 2m. The block of flats would also be sited approx. 1m further away from the side boundary with Bluegates. The block would be located a minimum of approx. 4m from the side boundary with Bluegates, 7.2m from the nearest part of this building, and approx. 9.68m from the side wall featuring windows at Bluegates.

7.3.4 Nos. 26 – 31 Leeward Gardens

It is considered that the application has addressed concerns from the previous application with a significant reduction in both the roof and shoulder height of the block of flats materially reducing the impact of the building when viewed from Leeward Gardens. The redevelopment potential of the application site is severely constrained by properties on Leeward Gardens given these properties

feature shallow gardens with their rear elevations orientated to directly face the side boundary of the application site. To overcome this constraint the proposed block of flats is sited towards the western side of the application site, which creates an approx. 20.25m gap to the rear elevation of Nos. 26 – 30 Leeward gardens, which given the further reduction in height of the block of flats is considered acceptable. Please note that the top floor of the block of flats is also set back from the side of the building to reduce its impact further. In terms of privacy, the east facing side windows at first and second floor levels are angled and indented. The applicant has also submitted a daylight/sunlight report, which confirms, that Nos. 26 – 31 Leeward Gardens would not suffer an unacceptable level of daylight/sunlight loss or overshadowing as a result of the development.

7.3.5 The application proposes a single detached house, which would sit between the block of flats and the boundary with Leeward Gardens. It is considered that the proposed house would not be visually intrusive or overbearing when viewed from Leeward Gardens given the house would feature a flat roof of 3m in height when measured from the front, which is not considered excessive, whilst the bulk of the house would sit a minimum of approx. 2m from the boundary with Leeward Gardens.

7.3.6 Bluegates

It is considered that the significant reduction in height of the block of flats coupled with the block being moved further from the side boundary has addressed concerns regarding daylight/sunlight, overshadowing and outlook for occupiers of Bluegates.

7.3.7 The applicant has submitted a daylight and sunlight report which assesses the impact of the proposed development on its surroundings with regards to daylight and sunlight availability to habitable rooms. In this instance the Vertical Sky Component (VSC) and Annual/Winter Probable Sunlight Hours (APSH / WPSH) Tests have been applied. The VSC is a measure of the amount of diffuse daylight reaching a window. The BRE advises that where daylight and sunlight is reduced by less than 20% the impact would be negligible, where the reduction is between 20 – 35% the impact is considered to be minor, 35 – 50% the impact is considered to be moderate, and more than 50% the impact is considered to be major. The APSH / WPSH Test is a measure of the amount of potential direct sunlight that is available to a given surface. BRE Guidance states that windows should continue to receive in excess of 80% of their pre-development value, or 25% of available hours over a year / 5% of hours in winter to be considered well lit. The results of the VSC test demonstrate that the proposed development would have a negligible impact on daylight on all but 4 windows. This is considered acceptable as the reduction in daylight to these 4 windows is only minor with a 21 – 29% reduction. With regards to sunlight, all of the proposed windows pass the APSH / WPSH Test.

7.3.8 It is considered that when assessing the impacts on both outlook and daylight/sunlight a strong material consideration relates to the location of affected windows on neighbouring buildings and the rooms which the windows serve. It is considered that windows, which are located on side elevations should not be afforded the same level of protection as windows in the front and

rear elevations as this will severely prejudice the development potential of adjoining sites. Windows on side elevations are normally secondary windows to habitable rooms, bedroom windows, or windows to non-habitable rooms. In this instance the majority of the impacted windows are located on the side elevation of Bluegates, and these windows appear to serve kitchens and a second bedroom and not the living area or main bedrooms. The remaining windows, which are forward facing are recessed approx. 12m behind the front elevation of Bluegates and sit hard up against the flank wall of this block, which means the flank wall of Bluegates has significantly more impact on these windows than the proposed development, which sits a minimum of approx. 7.2m away.

7.3.9 The proposed building would also extend approx. 7.2m beyond the rear wall of Bluegates. This is also considered acceptable given the sizeable gap between both buildings, and the fact that the majority of the land to the rear of Bluegates is hard surfaced for car parking. It should be noted that part of the projection at the rear is from the rear balconies, which would further lessen the visual impact.

7.3.10 In terms of privacy, the west facing side windows of the flats located at the rear of the building would not directly face any windows located on the side elevation of Bluegates. The bedrooms to the flats located at the front of the building would face windows located on the side elevation of Bluegates. Although these windows would not be obscure glazed, it is considered that on balance the impact would be acceptable. There is a minimum distance of approx. 9.68m to the side windows at Bluegates whilst these windows appear to serve a kitchen and second bedroom. It is considered the impact on privacy for both existing and future occupiers would be acceptable given bedrooms are generally used for sleeping at night and are not heavily used during the day.

7.3.11 Harrowdene Court

Located to the rear of the site is Harrowdene Court, a 5-storey block of flats, which fronts Belvedere Drive. Please note that the previous application was not refused due to its impact on Harrowdene Court. Nevertheless, the current proposal given its reduction in height would further reduce the impact on this block of flats. The proposed development would still be located a minimum of approx. 12.6m from the rear boundary, and approx. 21m from the closest rear windows at Harrowdene Court, which is considered a sufficient distance to prevent an unacceptable level of privacy loss and visual intrusion. Harrowdene Court is also orientated so that it would not directly face the proposed development, which means from the bulk of rear windows, the proposed building would only be visible from an oblique angle. The submitted daylight/sunlight report has also confirmed that the proposed development would also not have an unacceptable impact on daylight/sunlight levels to rear windows of Harrowdene Court.

7.3.12 Overall, it is considered that the proposal would not have a detrimental impact on the levels of amenity currently enjoyed by occupiers of surrounding properties and would accord with policies DM D2 and DM D3 Adopted Merton Sites and Policies Plan and Policies Maps (July 2014).

7.4 Standard of Accommodation

- 7.4.1 The Department for Communities and Local Government 'Technical housing standards – nationally described space standard' and Policy D6 of the London Plan 2021, provides the most up to date and appropriate minimum space standards for Merton. In addition, adopted policy CS.14 of the Core Strategy and DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) encourages well designed housing in the borough by ensuring that all residential development complies with the most appropriate minimum space standards and provides functional internal spaces that are fit for purpose. New residential development should safeguard the amenities of occupiers by providing appropriate levels of sunlight & daylight and privacy for occupiers of adjacent properties and for future occupiers of proposed dwellings. The living conditions of existing and future residents should not be diminished by increased noise or disturbance.
- 7.4.2 The proposed residential units all exceed national and regional standards in terms of gross internal floor size and bedroom sizes. All the units are dual or triple aspect and all have adequate levels of light and outlook. The proposed flats and house all have private balconies, terraces and/or gardens, that comply with the minimum space standards set out in policy DM D2 of the Adopted Merton Sites and Policies Plan and Policies Maps (July 2014), which requires for flatted dwellings, a minimum of 5sqm of private outdoor space should be provided for 1-2 person flatted dwellings with an extra 1sqm provided for each additional occupant.

7.5 Housing Mix

- 7.5.1 Policy DM H2 of the Adopted Merton Sites and Policies Plan and Policies Maps (July 2014) states that residential proposals will be considered favourably where they contribute to meeting the needs of different households such as families with children, single person households and older people by providing a mix of swelling sizes, taking account of the borough level indicative proportions concerning housing mix. Therefore in assessing development proposals the council will take account of Merton's Housing Strategy (2011-2015) borough level indicative proportions which are set out as follows:

Number of bedrooms	Percentage of units
One	33%
Two	32%
Three +	35%

- 7.5.2 It is considered that the proposal provides a acceptable mix of properties with 2 x 1 bedroom units (11%), 13 x 2 bedroom units (72%) and 3 x 3 bedroom units/house (17%). Although there is a large number of 2 bedroom units in relation to the policy aim, it is noted that these units are 4 person units and comfortably exceed minimum space standards. Therefore it is considered that there is not an overconcentration of small units in the development.

7.6 **Parking and Traffic**

- 7.6.1 The application site has very good level of accessibility to public transport with a PTAL rating of 6a with the site located a short distance from a number of bus routes and Wimbledon Railway Station. The application site is also located in a Controlled Parking Zone (Zone W2) and as such is located in an area of the borough subject to high parking stress.
- 7.6.2 The previous application was refused in part because the development included nine basement level car parking spaces, which exceeded the maximum parking standards of the London Plan (2021), requiring the development of sites with a PTAL of 6a to be car free (not including disabled parking). The current application instead proposes 4 car parking spaces (including the disabled space) at ground level, with 2 spaces allocated for car club use and 1 space allocated to the proposed detached house. Although this still exceeds the London Plan maximum space standards this is considered acceptable. The proposed level of parking equates to just 0.17 spaces per unit, whilst the existing building provides 8 car parking spaces so there would be a net reduction of 4 spaces despite there being a net increase of 13 residential units.
- 7.6.3 Given the site is within a Controlled Parking Zone and has good access to public transport, the development will be required to be 'permit free', so that it complies with Policy CS.20 of the Core Planning Strategy, which states that the Council will support permit free developments in areas within CPZ's benefiting from good access to public transport (PTAL 4-6).
- 7.6.4 London Plan Policy T6.1 requires that for 3 per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset, whilst demonstrating how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. The proposed development would include one disabled bay at the front of the site which is considered to comply with this policy.
- 7.6.5 London Plan Policy T6.1 requires that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. The submitted Transport Statement has confirmed that all proposed spaces would have electric charge points (i.e. be active), and as such the proposal would exceed the requirements of this policy. This will be secured by condition.
- 7.6.6 In terms of cycle parking, London Plan Policy T5 requires 1 long stay space per 1 bedroom (1 person) dwelling, 1.5 spaces per 1 bedroom (2 person) dwellings, and 2 spaces for all other dwellings, which means a total of 35 spaces should be provided. It also requires 2 short stay spaces for between 5 and 40 dwellings. It is considered that the proposal would comply with this policy given 37 long stay cycle spaces would be provided in a secure covered cycle store on the

western boundary of the site, and 2 short stay spaces would be provided close to the communal entrance on the west side of the main building.

- 7.6.7 The proposed development will generate some level of demand for servicing such as food deliveries, couriers, post, and refuse and recycling collections. To facilitate off-street delivery servicing it is proposed to provide a loading area within the site for post vans and goods vans to use. A swept path diagram illustrating ingress and egress manoeuvres of a typical post/food delivery sized van accessing the loading bay is annotated on the proposed ground floor plan.
- 7.6.8 Overall, it is considered that the proposal would comply with relevant planning policy relating to traffic and parking.

7.7 Trees and Biodiversity

- 7.7.1 Policy DM O2 of the Adopted Merton Sites and Policies Plan and Policies Maps (July 2014) states that development will only be permitted if it will not damage or destroy any tree which is protected by a tree preservation order, is within a conservation area; or, has significant amenity value. Policy CS.13 in the Core Planning Strategy is similarly protective of trees with amenity value.
- 7.7.2 The application as originally submitted proposed the removal of 3 'B' category trees (1 x Ash, 1 x Indian Beam & 1 x Common Hornbeam) as well as some other less significant trees. The Ash tree, which is located at the front of the site is however considered to have significant amenity value, and on the advice of planning officers it is now proposed to retain this tree. Please note that this tree is now subject to a Tree Preservation Order. Given the other two trees are not protected by a Tree Preservation Order, there is no objection to their removal. The Horse Chestnut tree (Category U), which is subject to a TPO (labelled T9 on the tree survey) is to be removed. There is no objection to this given it is now heavily decayed. A condition will be attached securing replacement trees, with a requirement that some of these are planted close to the boundary with Harrowdene Court to provide some additional screening.
- 7.7.3 The applicant has submitted an Ecological Appraisal, which includes a Preliminary Ecological Assessment (PEA). This involved systematically walking over the site and classifying each parcel of land based on vegetation. Any habitats or features of interest and any sightings, signs or evidence of protected or notable fauna or any potential habitats suitable for such species were recorded including species such as badgers and roosting bats.
- 7.7.4 The PEA considered that there was no evidence of Bats and there was negligible roosting potential within the existing building. The assessment also found no evidence of badgers using the site. The Council has received objections stating that this incorrect and that there are badgers and bats present. It is accepted that there are limitations to this survey as it is only an initial site assessment and as such is only a 'snapshot' of any flora or fauna that is present at the time of the survey.

7.7.5 The PEA has however made a number of recommendations in terms of improving biodiversity on the site. This includes the installation of a minimum of six bird boxes and two bat boxes post development. The nest boxes should be suitable for a number of different species of bird (sparrow, tits, woodpecker/starling and wren), and can be placed on mature trees or the side of the new proposed building. The bat boxes should be positioned away from artificial light. It is recommended that new native shrubs and trees are planted as part of the landscaping within the proposed new development. Bird boxes (as well as integrated Swift Bricks), Bat boxes, and new native trees/shrubs will be secured by condition. A condition will also be attached requiring the green roof, which is located on the house to be a 'semi-intensive green roof', which increases biodiversity and enables some of the species of plants in the ecological assessment to be grown in an elevated position and be easier for bats to forage in.

7.8 Sustainability and Energy

7.8.1 London Plan Policies SI 2 and SI 5 expects a minimum on-site reduction of CO2 emissions at least 35 per cent beyond Building Regulations for major developments. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either: 1) through a cash in lieu contribution to the borough's carbon offset fund, or 2) off-site provided that an alternative proposal is identified and delivery is certain. Development proposals should also achieve mains water consumption of 105 litres or less per head per day.

7.8.2 The applicant has provided an updated energy statement which confirms that the development would achieve a 60% reduction in CO2 emissions, which exceeds the policy requirement. The remaining carbon shortfall will be offset at a rate of £95/tCO2, with a total carbon offset contribution of £30,400 which will be secured via a S106 legal agreement. The applicant has also provided design stage water calculations which indicate that the proposed development will achieve internal water usage rates of less than 105 litres per person per day in line with Merton's minimum requirements. The Council's Climate Change Officer has raised no objection to the proposed energy strategy, subject to conditions and S106 Agreement to secure the carbon-off set contribution.

7.9 Drainage and Flood Risk

7.9.1 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) requires proposals that incorporate basements and subterranean development to include a hydrology report which set out the impacts of the development on groundwater and surface water movements and how these will be addressed.

7.9.2 The site is not shown to be at high risk of surface water flooding as shown on the surface water flood maps and it is not located in flood zone associated with river flooding.

- 7.9.3 The application is supported by a Basement Impact Assessment (BIA) and Drainage/SuDS Strategy. The Council's Flood Engineer has assessed the proposal and considers it likely that groundwater (perched) will be found on excavation and hence dewatering will be required. Furthermore, the Council will seek additional mitigation (above those stated in the BIA) in terms of passive drainage measures around the structure given the relative gradient of Wimbledon Hill Rd to allow the free flow of perched groundwater around the structure. This will be secured by condition.
- 7.9.4 In terms of SuDS and surface water drainage, the scheme proposes permeable surfaces in the paved areas, in combination with the bioretention of surface water run-off via the soft landscaped garden areas and raised raingarden planters. This is required to attenuate the surface water flows for all storms up to the 1in 100 year + 40% climate change storm. The storage requirement/attenuation is between 26-40m³.
- 7.9.5 Further, the Council's Structural Engineer has assessed the proposal and outlines that the Basement Impact Assessment and supplementary information have demonstrated that the proposed development can be built safely without adversely affecting the surrounding natural and built environment.

7.10 Affordable Housing

- 7.10.1 Policy H4 of the London Plan 2021 has a strategic target of 50 per cent of all new homes delivered across London to be genuinely affordable. Planning policy CS 8 (Housing Choice) of Merton's Core Planning Strategy states that development proposals of 10 units or more require an on-site affordable housing target of 40% (60% social rented and 40% intermediate). In seeking affordable housing provision, the Council will have regard to site characteristics, such as its site size, its suitability and its economic of provision such as financial viability issues and other planning contributions. Affordable housing should be provided on site. Affordable housing must only be provided off-site or as a cash in lieu contribution in exceptional circumstances.
- 7.10.2 The Mayor's SPG on affordable housing and viability (Homes for Londoners) 2017 states that:

"Applications that meet or exceed 35 per cent affordable housing provision, by habitable room, without public subsidy, provide affordable housing on-site, meet the specified tenure mix, and meet other planning requirements and obligations to the satisfaction of the LPA and the Mayor where relevant, are not required to submit viability information. Such schemes will be subject to an early viability review, but this is only triggered if an agreed level of progress is not made within two years of planning permission being granted (or a timeframe agreed by the LPA and set out within the S106 agreement)...

... Schemes which do not meet the 35 per cent affordable housing threshold, or require public subsidy to do so, will be required to submit detailed viability

information (in the form set out in Part three) which will be scrutinised by the Local Planning Authority (LPA).”

- 7.10.3 The proposed development would comprise 18 self-contained residential units. The development will not provide any affordable housing and as such is not policy compliant. The applicant has provided a financial viability assessment, which states that the proposed development would generate an indicative deficit of £5.033m and as such would not be viable if any affordable housing was provided. The Council has commissioned two separate independent viability assessments in this instance, which both conclude that the development would be in deficit (one assessment calculated a deficit of £2.922m, whilst the other assessment calculated a deficit of £1.667m) and as such cannot provide any affordable housing. An early and late stage review mechanism would be applied in this instance to capture any uplift in value.

7.11 Air Quality

- 7.11.1 The whole of Merton is an Air Quality Management Area (AQMA). Officers note that only limited car parking has been provided, which is positive in terms of air quality. Further, officers have recommended a condition ensuring that all car parking spaces for the new dwellings would have electric charging facilities. Subject to suitable conditions to control the construction process (e.g. construction logistics plan and construction method statement) it is considered that the proposed development would be acceptable in terms of its impact on air quality.

7.12 Fire Strategy

- 7.12.1 The applicant has submitted a fire statement which sets out the overall approach to fire safety. This provides details of construction materials, means of warning and escape, fire safety features and means of access for fire service personnel.

8. ENVIRONMENTAL IMPACT ASSESSMENT

- 8.1 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms of EIA submission.

9. LOCAL FINANCIAL CONSIDERATIONS

- 9.1 The proposal would result in a net gain in gross floor space and as such will be liable to pay a Community Infrastructure Levy (CIL).

10. SECTION 106 LEGAL AGREEMENT

10.1 Permit Free

- 10.1.2 The development is to be ‘Permit Free’ in line with policy CS.20 of the Core Planning Strategy, which seek to reduce reliance on private motor vehicles in locations with good access to public transport facilities.

10.2 Carbon Offset Contribution

10.2.1 Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, policy SI 2 of the London Plan 2021, requires that any shortfall should be provided through a cash in lieu contribution to the borough's carbon offset fund. In this instance, there is a carbon shortfall of 10.7tCO₂/ year, which will be offset at a rate of £95/tCO₂, which equates to a total carbon offset contribution of £30,400.

10.3 Early and Late Stage Review (Affordable Housing)

10.3.1 In line with the Mayor's Housing SPG and the advice from the Council's viability consultants, early and late stage reviews are required to be included within the S106 Agreement in order to capture any uplift in value.

10.4 Car Club Membership

10.4.1 Free car club membership will be funded by the developer for a period of 3 years and secured by a S106. Policy DM T3 states that car club schemes facilitate lower levels of on-site parking provision thereby allowing developers to achieve a higher level of development on-site.

10.5 Further information in respect of the above, including details of supplementary research carried out in justification of the S106 requirements, can be viewed here:

<http://www.merton.gov.uk/environment/planning/s106-agreements.htm>

11. CONCLUSION

11.1 It is considered that the proposed development is a high quality contemporary design that responds well to both the topography of the site and architectural styles of surrounding buildings. It is also considered that the proposal would be acceptable in terms of its impact on residential amenity and standard of accommodation. In terms of parking and traffic impact it is considered that the application site has excellent access to public transport and is in a controlled parking zone, which means the residential units shall be 'permit free' in line with policy requirements. The proposal would provide an increase density on a small site, striking a balance between site optimisation and surrounding constraints to the site, which is supported. It has been adequately demonstrated in this application that the provision of affordable housing is not viable. Overall, it is considered that the proposal would comply with all relevant planning policies and as such planning permission should be granted.

RECOMMENDATION

GRANT PLANNING PERMISSION subject to the completion of a S106 agreement covering the following heads of terms:

- 1) Car park Permit Free
- 2) Carbon offset Financial Contribution (£30,400)
- 3) Incorporate early and late stage review for affordable housing
- 4) Free Car club membership for each residential unit for a period of 3 years
- 5) Paying the Council's legal and professional costs in drafting, completing and monitoring the legal agreement.

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. B.4 (Details of Site/Surface Treatment)
5. B.5 (Details of Walls/Fences)
6. C.6 (Refuse & Recycling (Details to be Submitted))
7. C.8 (No Use of Flat Roof)
8. C.9 (Balcony/Terrace (Screening))
9. D.11 (Construction Times)
10. F.1 (Landscaping/Planting Scheme, which shall include details of native shrub and tree planting)
11. F.2 (Landscaping (Implementation)) – This shall include details of planting of native shrubs and trees
12. F.5 (Tree Protection)
13. F.8 (Site Supervision)
14. F.9 (Hardstandings)
15. H.4 (Provision of Vehicle Parking)
16. Electric Charge Points to be implemented prior to occupation and retained permanently thereafter.
17. H.7 (Cycle Parking to be Implemented)

18. 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: 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 T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

19. Development shall not commence until a working method statement has been submitted to and approved in writing by the Local Planning Authority to accommodate:
- (i) Parking of vehicles of site workers and visitors;
 - (ii) Loading and unloading of plant and materials;
 - (iii) Storage of construction plant and materials;
 - (iv) Wheel cleaning facilities
 - (v) Control of dust, smell and other effluvia;
 - (vi) Control of surface water run-off.

No development shall be carried out except in full accordance with the approved method statement.

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 T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

20. The proposed green roof shall be a 'semi-intensive green roof'. Prior to commencement of development details (including: species, planting density, substrate, a section drawing at scale 1:20 demonstrating the adequate depth availability for a viable a 'semi-intensive green roof'; and a maintenance plan) shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in accordance with the approved details and be permanently retained as such.

Reason: In order to conserve and enhance biodiversity and wildlife habitats in accordance with the provisions of policy CS.13 of Merton's Core Planning Strategy 2011.

21. Prior to the commencement of development, 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 for both phases of the development. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) to include a green roof, rainwater harvesting and will discharge at the agreed run-off rate of no more than 5l/s

(and a volume of attenuation no less than 32m³), 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

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 SI 13

22. Prior to the commencement of development, the applicant shall submit a detailed proposal on how drainage and groundwater will be managed and mitigated during (dewatering) and post construction (permanent phase), for example through the implementation of passive drainage measures around the basement structure.

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 SI 13.

23. No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.

24. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.

25. The development hereby permitted shall incorporate security measures to minimise the risk of crime and to meet the specific security needs of the development in accordance with the principles and objectives of Secured by Design. Details of these measures shall be submitted to and approved in writing by the local planning authority prior to commencement of the development and

shall be implemented in accordance with the approved details prior to occupation.

Reason: In order to achieve the principles and objectives of Secured by Design to improve community safety and crime prevention in accordance with Policy CS.14 of Merton Core Strategy: Design, and Strategic Objectives 2 (b) and 5 (f); and Policy 7.3 Designing out Crime of the London Plan.

26. Prior to occupation a Secured by Design final certificate or its equivalent from the South West Designing Out Crime office shall be submitted to and approved by the Local Planning Authority.

Reason: In order to achieve the principles and objectives of Secured by Design to improve community safety and crime prevention in accordance with Policy CS.14 of Merton Core Strategy: Design, and Strategic Objectives 2 (b) and 5 (f); and Policy 7.3 Designing out Crime of the London Plan.

27. Prior to commencement of works, a preliminary risk assessment, and investigation shall be undertaken to consider the potential for contaminated land. If necessary, a detailed remediation scheme to bring the site to a suitable state for the intended use by removing unacceptable risks to health and the built environment, shall be submitted to and approved by the Local Planning Authority prior to commencement of works. The approved remediation works shall be completed in accordance with the approved details, and a verification report, demonstrating the then effectiveness of the remediation, shall be submitted and approved by the Local Planning Authority.

Reason: To protect the health of future users of the site in accordance with policy 5.21 of the London Plan 2016 and policy DM EP4 of Merton's sites and policies plan 2014.

28. No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the residential development has achieved CO2 reductions in accordance with those outlined in the energy statement (dated 6th October 2022) and wholesome water consumption rates of no greater than 105 litres per person per day.

Reason: In order to ensure that actual operational energy performance and water usage is minimised in compliance Policies SI 2 and SI 5 of the London Plan 2021.

29. In order to demonstrate compliance with the 'be seen' post-construction monitoring requirement of Policy SI 2 of the London Plan, the legal Owner shall at all times and all in all respects comply with the energy monitoring requirements set out in points a, b and c below. In the case of non-compliance the legal Owner shall upon written notice from the Local Planning Authority immediately take all steps reasonably required to remedy non-compliance.

a) Within four weeks of planning permission being issued by the Local Planning Authority, the Owner is required to submit to the GLA accurate and verified estimates of the 'be seen' energy performance indicators, as outlined in Chapter 3 'Planning stage' of the GLA 'Be seen' energy monitoring guidance document, for the consented development. This should be submitted to the GLA's monitoring portal in accordance with the 'Be seen' energy monitoring guidance.

b) Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the building(s) being occupied (or handed over to a new legal owner, if applicable), the legal Owner is required to provide updated accurate and verified estimates of the 'be seen' energy performance indicators for each reportable unit of the development, as per the methodology outlined in Chapter 4 'As-built stage' of the GLA 'Be seen' energy monitoring guidance. All data and supporting evidence should be uploaded to the GLA's monitoring portal. The owner should also confirm that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in Chapter 5 'In-use stage' of the GLA 'Be seen' energy monitoring guidance document.

c) Upon completion of the first year of occupation following the end of the defects liability period (DLP) and for the following four years, the legal Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each reportable unit of the development as per the methodology outlined in Chapter 5 'In-use stage' of the GLA 'Be seen' energy monitoring guidance document. All data and supporting evidence should be uploaded to the GLA's monitoring portal. This condition will be satisfied after the legal Owner has reported on all relevant indicators included in Chapter 5 'In-use stage' of the GLA 'Be Seen' energy monitoring guidance document for at least five years.

Reason: In order to ensure that actual operational energy performance is minimised and demonstrate compliance with the 'be seen' post-construction monitoring requirement of Policy SI 2 of the London Plan 2021.

30. Installation of bird (including Swift Bricks) and bat boxes

31. Prior to commencement of development, the following details shall be submitted and approved by the Local Planning Authority:

a) Ground Movement Analysis (Vertical and Horizontal) including any heave or settlement analysis, and Damage Category Assessment with detailed calculations.

b) Detailed Construction Method Statement produced by the respective Contractors responsible for the CFA piling, excavation and construction of the permanent retaining wall. This shall be reviewed and agreed by the Structural Engineer designing the basement.

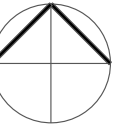
- c) Design calculations of the piles supporting the highway and adjoining properties to facilitate excavation.
- d) Detail design calculations of the permanent retaining wall retaining the highway has to be submitted. The calculations shall be carried out in accordance with Eurocodes. We recommend assuming full hydrostatic pressure to ground level and using a highway surcharge of 20 KN/m² for the design of the retaining wall supporting the highway.
- e) Drawings of the temporary piled retaining wall and the sections of the permanent basement retaining walls.
- f) Movement monitoring report produced by specialist surveyors appointed to install monitoring gauges to detect any movement of the highway/neighbouring properties from start to completion of the project works. The report should include the proposed locations of the horizontal and vertical movement monitoring, frequency of monitoring, trigger levels, and the actions required for different trigger alarms.

Reason: The details are considered to be material to the acceptability of the proposal and for safeguarding the amenity of neighbouring residential properties and to comply with policy DM D2 of the adopted Merton sites and Policies Plan 2014.

- 32. Prior to occupation, the proposed development shall fully comply with the details set out in the approved Fire Strategy. The approved details shall be permanently retained.

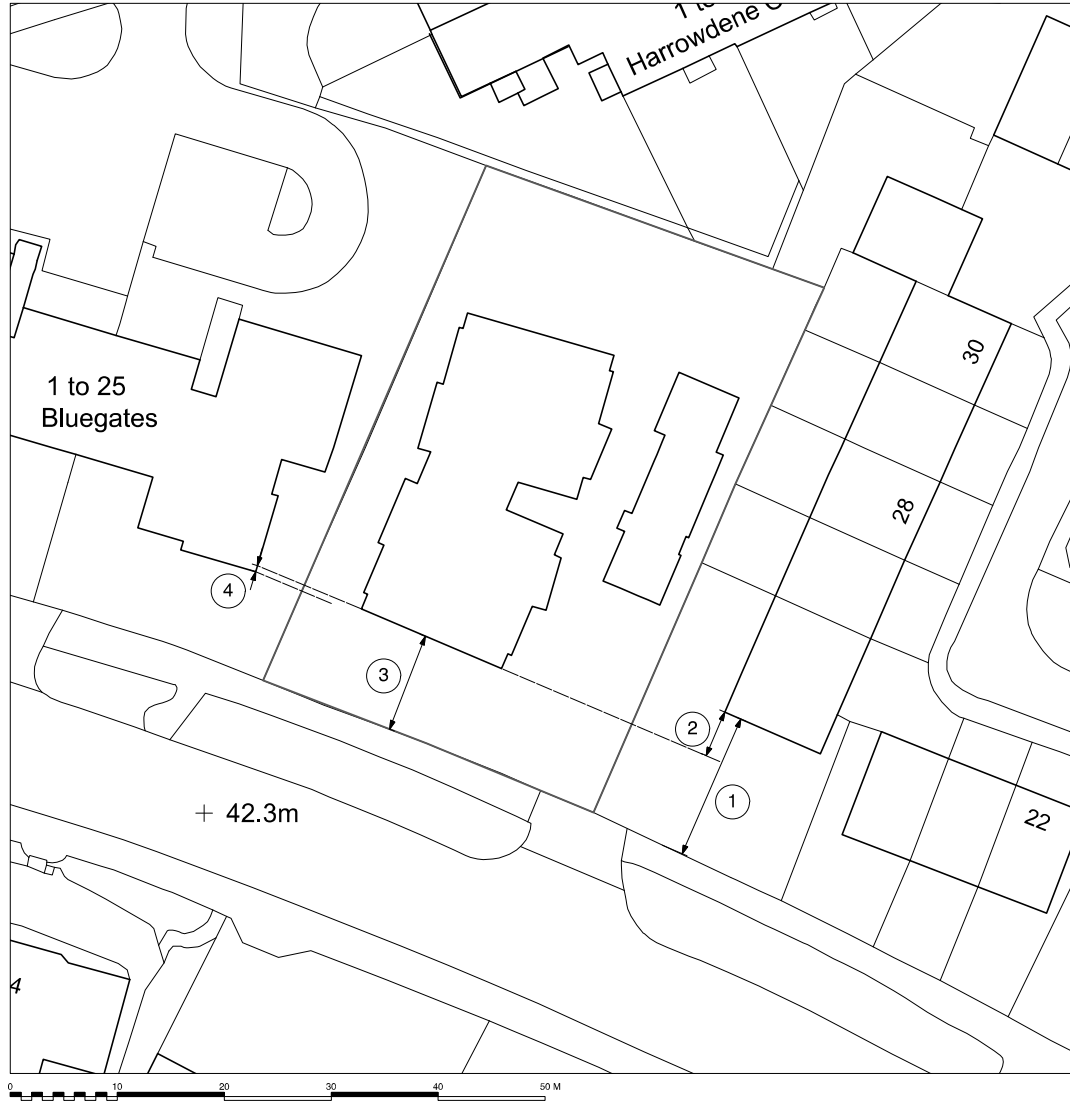
Reason: To safeguard future occupants and to comply with policies D5 and D12 of the London Plan 2021.

- 33. INFORMATIVE: Demolition of buildings should avoid the bird nesting and bat roosting season. This avoids disturbing birds and bats during a critical period and will assist in preventing possible contravention of the Wildlife and Countryside Act 1981, which seeks to protect nesting birds/bats and their nests/roosts. Buildings should also be inspected for bird nests and bat roosts prior to demolition. All species of bat in Britain and their roosts are afforded special protection under the Wildlife and Countryside act 1981. If bats are found, Natural England should be contacted for advice (tel: 020 7831 6922).
- 34. INFORMATIVE: The applicant should be aware that badgers are protected under the Protection of Badgers Act 1992. The applicant is advised to contact Natural England to see when a Badger Development Licence may be required. For more information, see the Natural England website: <https://www.gov.uk/government/organisations/natural-england>



LOCATION PLAN scale 1:1250 @ A3

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		REV	DESCRIPTION	DATE	NAME	NOTE																			
PL1	PLANNING issue	11/12/20	GV																						
<p>DRAWING STATUS</p> <p>A1</p>	<table border="1"> <tr> <td>DRAWN</td> <td>GV</td> <td>CHECKED</td> <td>AL</td> </tr> <tr> <td>DATE</td> <td>11.12.20</td> <td>SCALE</td> <td>1:100 @ A1 1:200 @ A3</td> </tr> </table>		DRAWN	GV	CHECKED	AL	DATE	11.12.20	SCALE	1:100 @ A1 1:200 @ A3	<p>JOB NO.</p> <p>2600</p>	<p>DRAWING NO.</p> <p>PL-001</p>	<p>REV.</p> <p>PL1</p>												
DRAWN	GV	CHECKED	AL																						
DATE	11.12.20	SCALE	1:100 @ A1 1:200 @ A3																						



DIMENSION KEY

	BLOCK PLAN	SITE PLAN (CURRENT SUBMISSION)
1	13733mm	13578mm
2	5484mm	3986mm [previous 5460mm]
3	8096mm	9730mm [previous 8082mm]
4	457mm	-1047mm [previous +469mm]mm

PROJECT
2600 81/83 WIMBLEDON HILL ROAD
TITLE
BLOCK PLAN / SITE PLAN DIMENSION COMPARISON

SCALE 1:500 @ A3 DRG No SK002 REV B DATE 23.09.2022

Powell Tuck Associates
Architecture 6 Stamford Brook Road, London, W6 0XH
Design Phone +44 (0)20 8749 7700
Fax +44 (0)20 8749 8737

Dashed line indicates outline of previous scheme



House Basement GIA -

Accommodation -
 Unit 18 House - GIA 178.3m² - 3bed 6person
 Accommodation - TOTAL - 178.3m² [1919ft²]

TOTAL Basement GIA 178.3m² [1919ft²]

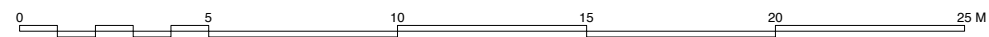
Flats Lower Ground GIA's-

Accommodation -
 Unit 1 Duplex - GIA 97.6m² - 3bed 6person
 Unit 2 Duplex - GIA 98.0m² - 3bed 6person
 Unit 3 Flat - GIA 83.0m² - 2bed 4person
 Unit 4 Flat - GIA 81.8m² - 2bed 4person
 Accommodation - TOTAL - 360.4m² [3879ft²]

Communal - 36.2m²
 Plant rooms - 28.4m²

TOTAL Communal - 64.6m² [695ft²]

TOTAL First GIA 425.0m² [4575ft²]



PLANNING

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REV	DESCRIPTION	DATE	NAME	NOTE
PL6	PLANNING INFO issue	13/01/22	AL	1no LG duplex changed to flat. Flat numbers changed
PL7	PLANNING INFO issue	16/01/22	AL	Single house changed to 3no 2bed houses, communal area reduced, stair omitted facing Leaward Gardens
PL8	PLANNING INFO issue	19/01/22	AL	3no houses changed to 3bed houses
PL9	PLANNING issue	21/01/22	AL	
PL10	PLANNING issue	01/02/22	AL	
PL11	PLANNING issue	02/07/22	AL	DRAFT issue for CLIENT info/comment
PL12	PLANNING issue	20/07/22	AL	Reverted to single house, duplex's recreation rm in lieu of bedroom moved to ground, front lightwell omitted.
PL13	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE

**81-83 WIMBLEDON HILL ROAD
 LONDON
 SW19 7QS**

DRAWING TITLE

**PROPOSED
 LOWER GROUND PLAN**

DRAWN	AL/HM/GV/GE	CHECKED	AL
DATE	11.12.20	SCALE	1:200 @ A3

Powell Tuck Associates

Architecture 6 Stamford Brook Road, London, W6 0XH
 Design Phone +44 (0)20 8749 7700
 Fax +44 (0)20 8749 8737

JOB NO.	DRAWING NO.	REV.
2600	PL-002A	PL13

DRAWING STATUS

A1



Ground GIA's -
 Accommodation -
 Unit 1 Duplex - 70.2m² - 3bed 6person
 Unit 2 Duplex - 68.1m² - 3bed 6person
 Unit 5 Flat - 81.5m² - 2bed 4person
 Unit 6 Flat - 80.4m² - 2bed 4person
 Unit 6 House - 100.6m²
 Accommodation - TOTAL - 400.8m² [4314ft²]
 Communal 53.6m²
TOTAL Ground GIA 454.4m² [4891ft²]

PLANNING

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REV	DESCRIPTION	DATE	NAME	NOTE
PL7	PLANNING INFO issue	13/01/22	AL	1no LG duplex changed to flat. Flat numbers changed
PL8	PLANNING INFO issue	16/01/22	AL	Single house changed to 3no 2bed houses, communal area reduced, stair omitted facing Leaward Gardens
PL9	PLANNING INFO issue	19/01/22	AL	3no houses changed to 3bed houses
PL10	PLANNING issue	21/01/22	AL	
PL11	PLANNING issue	01/02/22	AL	
PL12	PLANNING issue	02/07/22	AL	DRAFT issue for CLIENT info/comment
PL13	PLANNING issue	20/07/22	AL	Reverted to single house, duplex's recreation rm in lieu of bedroom moved to ground, front lightwell omitted.
PL14	PLANNING issue	23/09/22	AL	Bike storage reconfigured, planter walls to RPA removed, steps moved out off retained Ash tree RPA, 1no car space added

PROJECT TITLE
**81-83 WIMBLEDON HILL ROAD
 LONDON
 SW19 7QS**

DRAWING TITLE
**PROPOSED
 GROUND FLOOR PLAN**

Powell Tuck Associates
 Architecture 6 Stamford Brook Road, London, W6 0XH
 Design Phone +44 (0)20 8749 7700
 Fax +44 (0)20 8749 8737

DRAWING STATUS **A1**

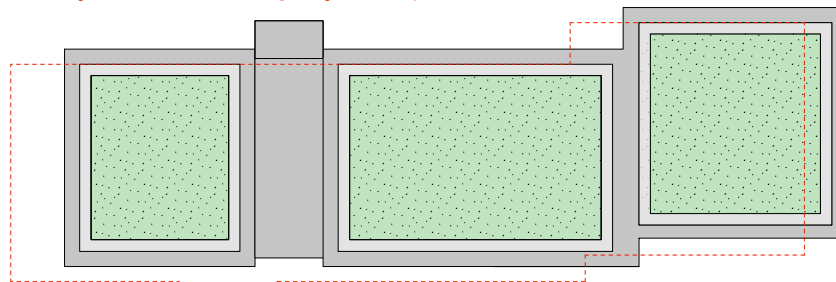
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 CHECKED AL
 DATE 11.12.20
 SCALE 1:200 @ A3

JOB NO. **2600**
 DRAWING NO. **PL-003**
 REV. **PL14**

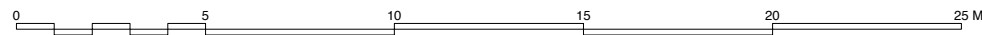
Dashed line indicates outline of previous scheme



Bay windows to corner bedrooms angled and indented to manage overlooking, central bedroom glazing moved to face front and rear, both design variation to submitted scheme (planning ref: 21/PO119)



Dashed line indicates outline of previous scheme



First GIA's -

Accommodation -
Unit 7 Flat - 84.5

m² - 2bed 4person
Unit 8 Flat - 78.2m² - 2bed 4person
Unit 9 Flat - 81.5m² - 2bed 4person
Unit 10 Flat - 84.6m² - 2bed 4person
Accommodation - TOTAL - 328.9m² [3540ft²]

Communal 38.8m²

TOTAL First GIA 367.7m² [3958ft²]

PLANNING

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REV	DESCRIPTION	DATE	NAME	NOTE
PL6	PLANNING INFO issue	13/01/22	AL	Flat numbers changed
PL7	PLANNING INFO issue	16/01/22	AL	Single house changed to 3no 2bed houses, communal area reduced, stair omitted facing Leaward Gardens
PL8	PLANNING INFO issue	19/01/22	AL	3no houses changed to 3bed houses
PL9	PLANNING issue	21/01/22	AL	
PL10	PLANNING issue	01/02/22	AL	
PL11	PLANNING issue	02/07/22	AL	DRAFT issue for CLIENT info/comment
PL12	PLANNING issue	20/07/22	AL	Reverted to single house
PL13	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE

81-83 WIMBLEDON HILL ROAD
LONDON
SW19 7QS

DRAWING TITLE

**PROPOSED
FIRST FLOOR PLAN**

Powell Tuck Associates

Architecture 6 Stamford Brook Road, London, W6 0XH
Design Phone +44 (0)20 8749 7700
Fax +44 (0)20 8749 8737

DRAWING STATUS

A1

DRAWN AL/HM/GV/GE

CHECKED AL

DATE 11.12.20

SCALE 1:200 @ A3

JOB NO.

2600

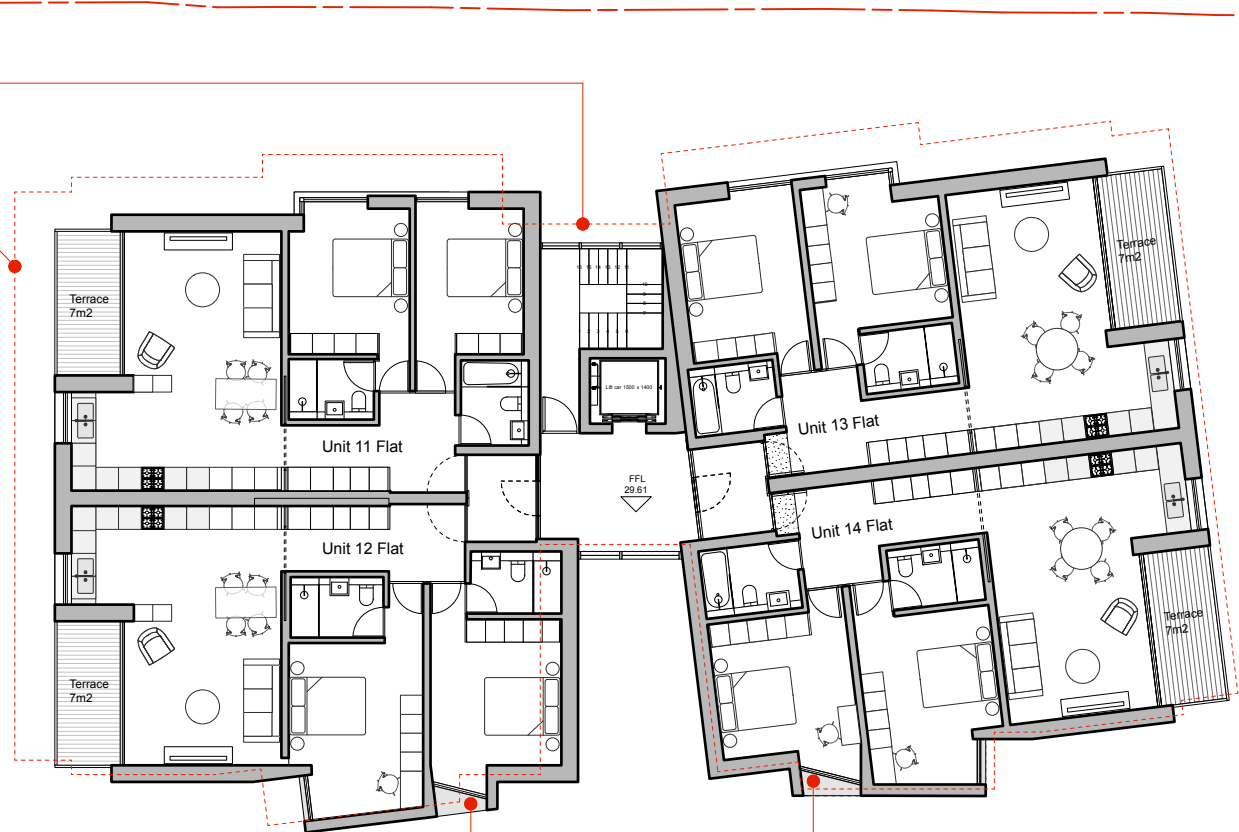
DRAWING NO.

PL-004

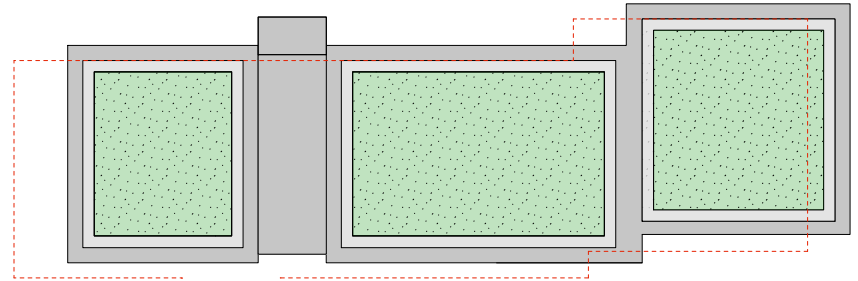
REV.

PL13

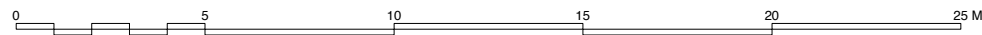
Dashed line indicates outline of previous scheme



Bay windows to corner bedrooms angled and indented to manage overlooking, central bedroom glazing moved to face front and rear, both design variation to submitted scheme (planning ref: 21/P0119)



Dashed line indicates outline of previous scheme



Second GIA's -

Accommodation -
 Unit 11 Flat - 84.6m² - 2bed 4person
 Unit 12 Flat - 78.2m² - 2bed 4person
 Unit 13 Flat - 81.5m² - 2bed 4person
 Unit 14 Flat - 84.6m² - 2bed 4person
Accommodation - TOTAL - 328.9m² [3540ft²]

Communal 38.8m²

TOTAL First GIA 367.7m² [3958ft²]

PLANNING

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REV	DESCRIPTION	DATE	NAME	NOTE
PL5	PLANNING INFO issue	13/01/22	AL	Flat numbers changed
PL6	PLANNING INFO issue	16/01/22	AL	Single house changed to 3no 2bed houses, communal area reduced, stair omitted facing Leaward Gardens
PL7	PLANNING INFO issue	19/01/22	AL	3no houses changed to 3bed houses
PL8	PLANNING issue	21/01/22	AL	
PL9	PLANNING issue	01/02/22	AL	
PL10	PLANNING issue	02/07/22	AL	DRAFT issue for CLIENT info/comment
PL11	PLANNING issue	20/07/22	AL	Reverted to single house
PL12	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE

**81-83 WIMBLEDON HILL ROAD
LONDON
SW19 7QS**

DRAWING TITLE

**PROPOSED
SECOND FLOOR PLAN**

DRAWN	AL/HM/GV/GE	CHECKED	AL
DATE	11.12.20	SCALE	1:200 @ A3

Powell Tuck Associates

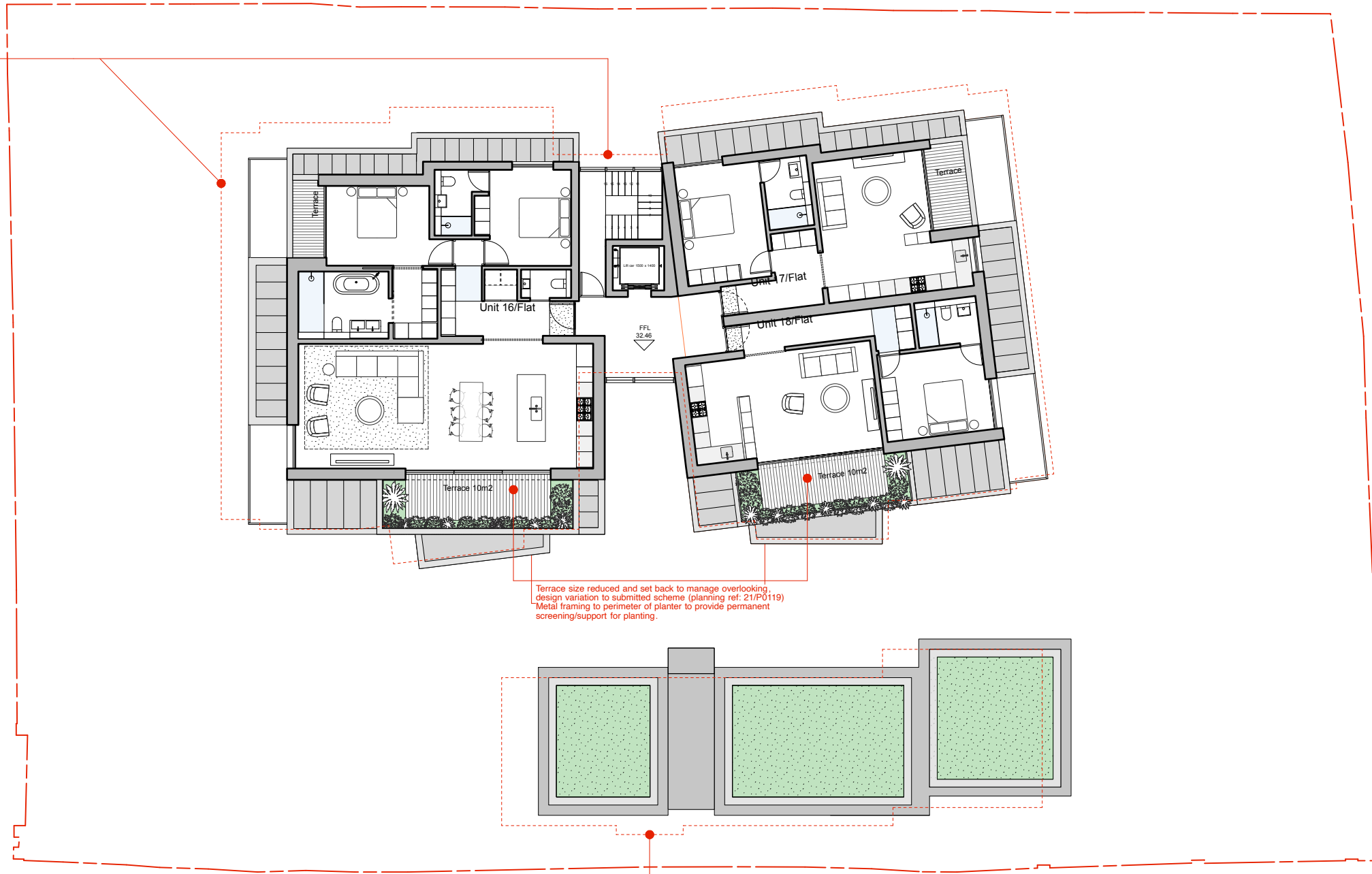
Architecture 6 Stamford Brook Road, London, W6 0XH
 Design Phone +44 (0)20 8749 7700
 Fax +44 (0)20 8749 8737

JOB NO.	DRAWING NO.	REV.
2600	PL-005	PL12

DRAWING STATUS

A1

Dashed line indicates outline of previous scheme



Terrace size reduced and set back to manage overlooking, design variation to submitted scheme (planning ref: 21/P0119) Metal framing to perimeter of planter to provide permanent screening/support for planting.

Dashed line indicates outline of previous scheme



Third GIA's-

Accommodation -
 Unit 15 Flat - 121.1m² - 2bed 4person
 Unit 16 Flat - 55.8m² - 1bed 2person
 Unit 17 Flat - 58.9m² - 1bed 2person
 Accommodation - TOTAL - 235.8m² [2538ft²]

Communal 32.2m²

TOTAL Second GIA 268m² [2885ft²]

PLANNING

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PL5	PLANNING INFO issue	13/01/22	AL	Flat numbers changed
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PL7	PLANNING INFO issue	19/01/22	AL	3no houses changed to 3bed houses
PL8	PLANNING issue	21/01/22	AL	
PL9	PLANNING issue	01/02/22	AL	
PL10	PLANNING issue	02/07/22	AL	DRAFT issue for CLIENT info/comment
PL11	PLANNING issue	20/07/22	AL	Reverted to single house
PL12	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE

81-83 WIMBLEDON HILL ROAD
 LONDON
 SW19 7QS

DRAWING TITLE

**PROPOSED
 THIRD FLOOR PLAN**

Powell Tuck Associates

Architecture 6 Stamford Brook Road, London, W6 0XH
 Design Phone +44 (0)20 8749 7700
 Fax +44 (0)20 8749 8737

DRAWING STATUS

A1

DRAWN AL/HM/GV/GE

CHECKED AL

DATE 11.12.20

SCALE 1:200 @ A3

JOB NO.

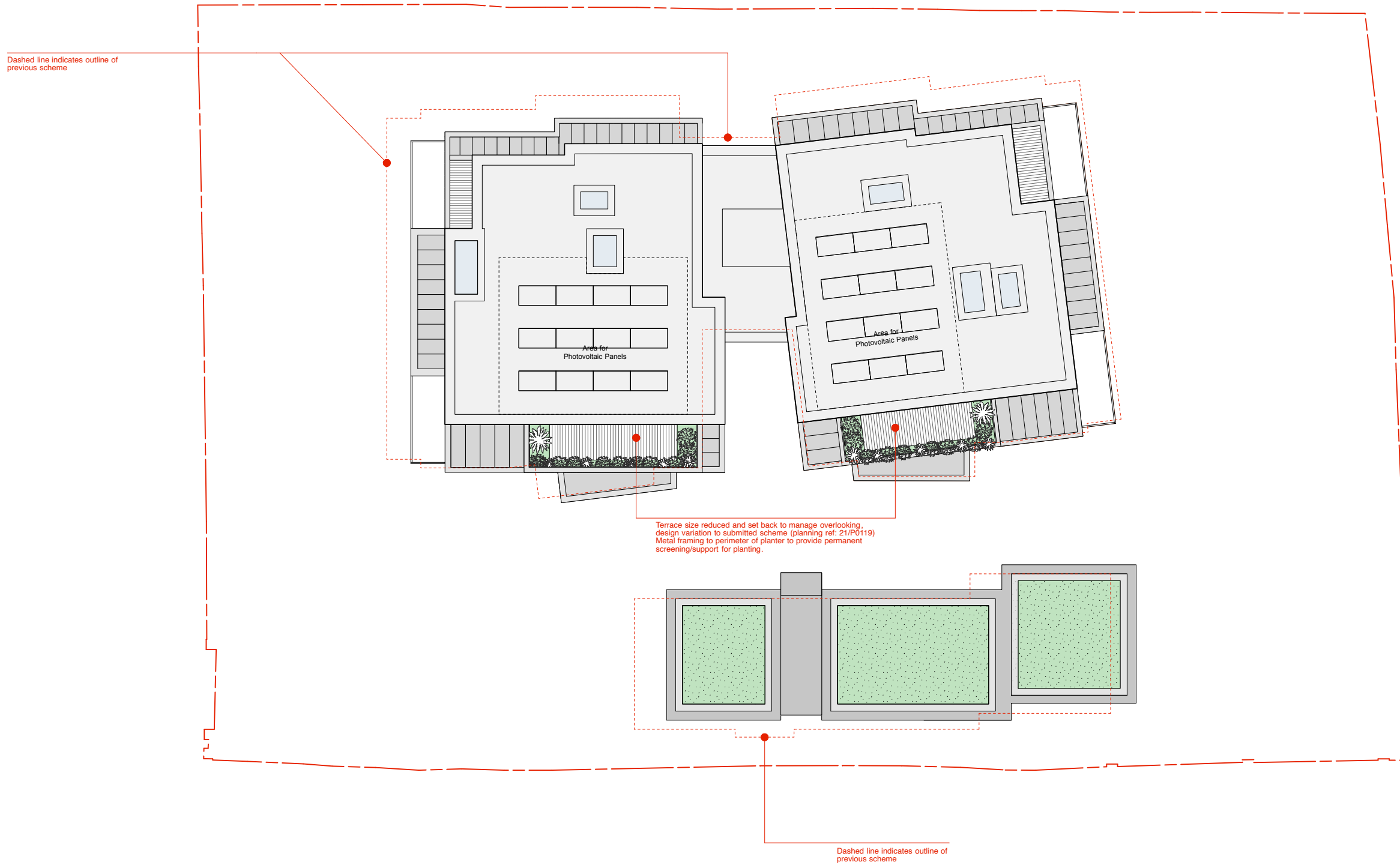
2600

DRAWING NO.

PL-006

REV.

PL12



Accommodation schedule & GIAs -

Third -

Accommodation -
 Unit 15 Flat - 121.1m² - 2bed 4person
 Unit 16 Flat - 55.8m² - 1bed 2person
 Unit 17 Flat - 58.9m² - 1bed 2person
Accommodation - TOTAL - 235.8m² [2538ft²]

Communal 32.2m²

TOTAL Second GIA 268m² [2885ft²]

Second -

Accommodation -
 Unit 11 Flat - 84.6m² - 2bed 4person
 Unit 12 Flat - 78.2m² - 2bed 4person
 Unit 13 Flat - 81.5m² - 2bed 4person
 Unit 14 Flat - 84.6m² - 2bed 4person
Accommodation - TOTAL - 328.9m² [3540ft²]

Communal 38.8m²

TOTAL First GIA 367.7m² [3958ft²]

First -

Accommodation -
 Unit 7 Flat - 84.6m² - 2bed 4person
 Unit 8 Flat - 78.2m² - 2bed 4person
 Unit 9 Flat - 81.5m² - 2bed 4person
 Unit 10 Flat - 84.6m² - 2bed 4person
Accommodation - TOTAL - 328.9m² [3540ft²]

Communal 38.8m²

TOTAL First GIA 367.7m² [3958ft²]

Ground -

Accommodation -
 Unit 1 Duplex - 70.2m² - 3bed 6person
 Unit 2 Duplex - 68.1m² - 3bed 6person
 Unit 5 Flat - 81.5m² - 2bed 4person
 Unit 6 Flat - 80.4m² - 2bed 4person
 Unit 6 House - 100.6m²
Accommodation - TOTAL - 400.8m² [4314ft²]

Communal 53.6m²

TOTAL Ground GIA 454.4m² [4891ft²]

Flats Lower Ground -

Accommodation -
 Unit 1 Duplex - GIA 97.6m² - 3bed 6person
 Unit 2 Duplex - GIA 98.0m² - 3bed 6person
 Unit 3 Flat - GIA 83.0m² - 2bed 4person
 Unit 4 Flat - GIA 81.8m² - 2bed 4person
Accommodation - TOTAL - 360.4m² [3879ft²]

Communal - 36.2m²

Plant rooms - 28.4m²

TOTAL Communal - 64.6m² [695ft²]

TOTAL First GIA 425.0m² [4575ft²]

House Basement -

Accommodation -
 Unit 18 House - GIA 59.3m² - 3bed 6person
Accommodation - TOTAL - 178.3m² [1919ft²]

TOTAL Basement GIA 178.3m² [1919ft²]

TOTAL Scheme GIA 2061.1m² [22.185ft²]

TOTAL Accommodation GIA 1833.9m² [19731ft²]
 TOTAL Communal [core] GIA 228.0m² [858ft²]

PLANNING

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PL9	PLANNING INFO issue	19/01/22	AL	3no houses changed to 3bed houses
PL10	PLANNING issue	21/01/22	AL	
PL11	PLANNING issue	01/02/22	AL	
PL12	PLANNING issue	02/07/22	AL	DRAFT issue for CLIENT info/comment
PL13	PLANNING issue	20/07/22	AL	Reverted to single house
PL14	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE
**81-83 WIMBLEDON HILL ROAD
 LONDON
 SW19 7QS**

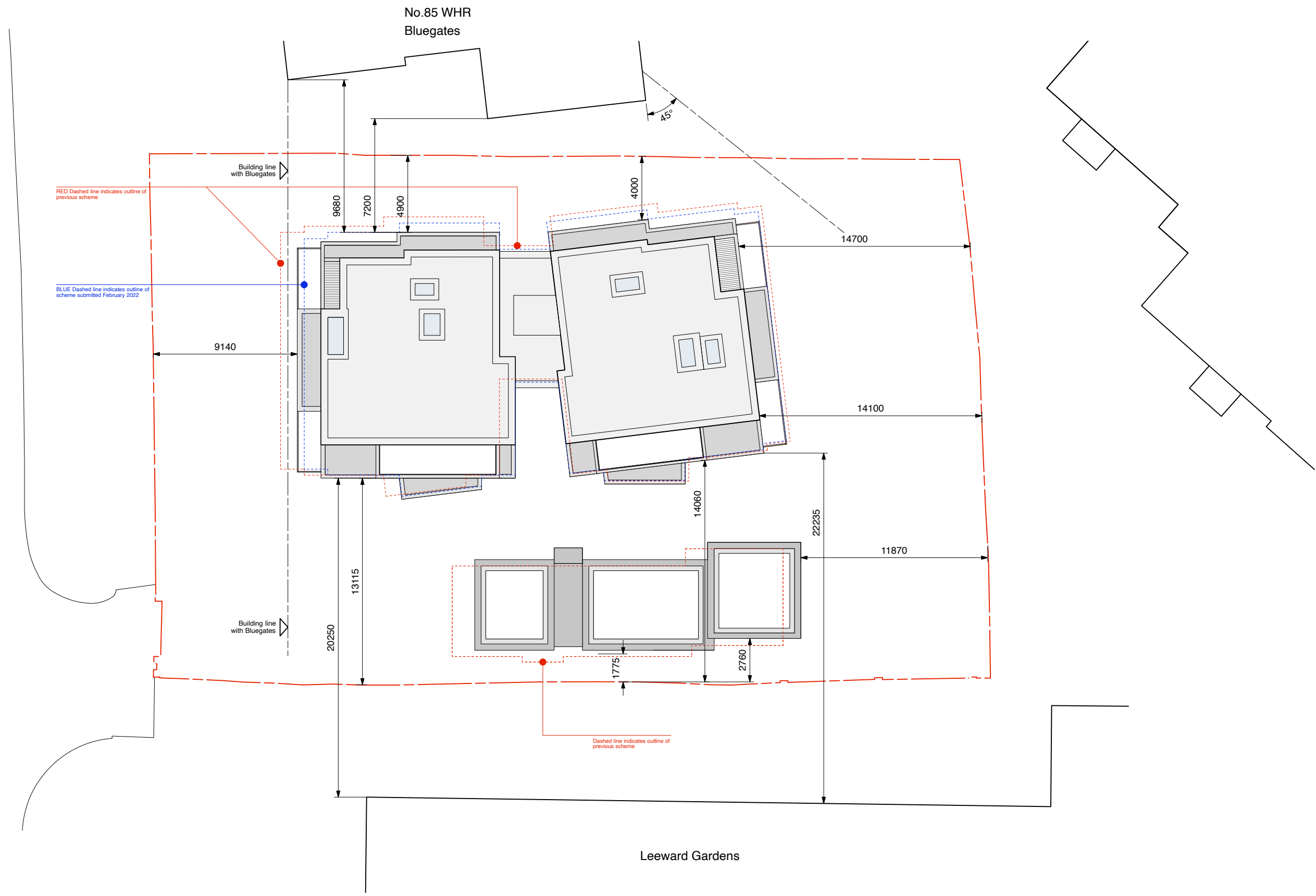
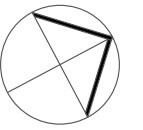
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**PROPOSED
 ROOF PLAN**

DRAWN AL/HM/GV/GE
 CHECKED AL
 DATE 11.12.20
 SCALE 1:200 @ A3

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 Architecture 6 Stamford Brook Road, London, W6 0XH
 Design Phone +44 (0)20 8749 7700
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JOB NO. 2600
 DRAWING NO. PL-008
 REV. PL14

DRAWING STATUS **A1**



PLANNING

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 5. Contractors, sub-contractors and suppliers must verify all dimensions on site prior to commencing any works or fabrication/shop drawings.

REV	DESCRIPTION	DATE	NAME	NOTE
PL5	PLANNING INFO issue	13/01/22	AL	Flat numbers changed
PL6	PLANNING INFO issue	16/01/22	AL	Single house changed to 3no 2bed houses, communal area reduced, stair omitted facing Leeward Gardens
PL7	PLANNING INFO issue	19/01/22	AL	3no houses changed to 3bed houses
PL8	PLANNING issue	21/01/22	AL	
PL9	PLANNING issue	01/02/22	AL	
PL10	PLANNING issue	02/07/22	AL	DRAFT issue for CLIENT info/comment
PL11	PLANNING issue	20/07/22	AL	Reverted to single house
PL12	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE
**81-83 WIMBLEDON HILL ROAD
 LONDON
 SW19 7QS**

DRAWING TITLE	
PROPOSED BLOCK PLAN	
DRAWN	HM / AL
CHECKED	AL
DATE	05.05.21
SCALE	1:250 @ A3

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JOB NO.	DRAWING NO.	REV.
2600	PL-021	PL12

DRAWING STATUS **A1**



PROPOSED CONTEXTURAL STREET ELEVATION (SOUTH)



PLANNING

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REV	DESCRIPTION	DATE	NAME	NOTE
PL3	PLANNING issue	06/05/21	HM	
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leaward Gardens elevation and house height reduction
PL6	PLANNING issue	12/01/22	AL	Elevation updates - Basement parking omitted, main entrance moved to building front & overall building reductions
PL7	PLANNING issue	21/01/22	AL	
PL8	PLANNING issue	05/07/22	AL	DRAFT issue for CLIENT info/comment
PL9	PLANNING issue	20/07/22	AL	Overall height of flat blocks dropped, reverted to single house
PL10	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE

81-83 WIMBLEDON HILL ROAD
LONDON
SW19 7QS

DRAWING TITLE

PROPOSED
CONTEXTURAL STREET ELEVATION

Powell Tuck Associates

Architecture 6 Stamford Brook Road, London, W6 0XH
Design Phone +44 (0)20 8749 7700
Fax +44 (0)20 8749 8737

DRAWING STATUS

A1

DRAWN GE/HM/AL

DATE 13.11.20

CHECKED AL

SCALE 1:200 @ A3

JOB NO.

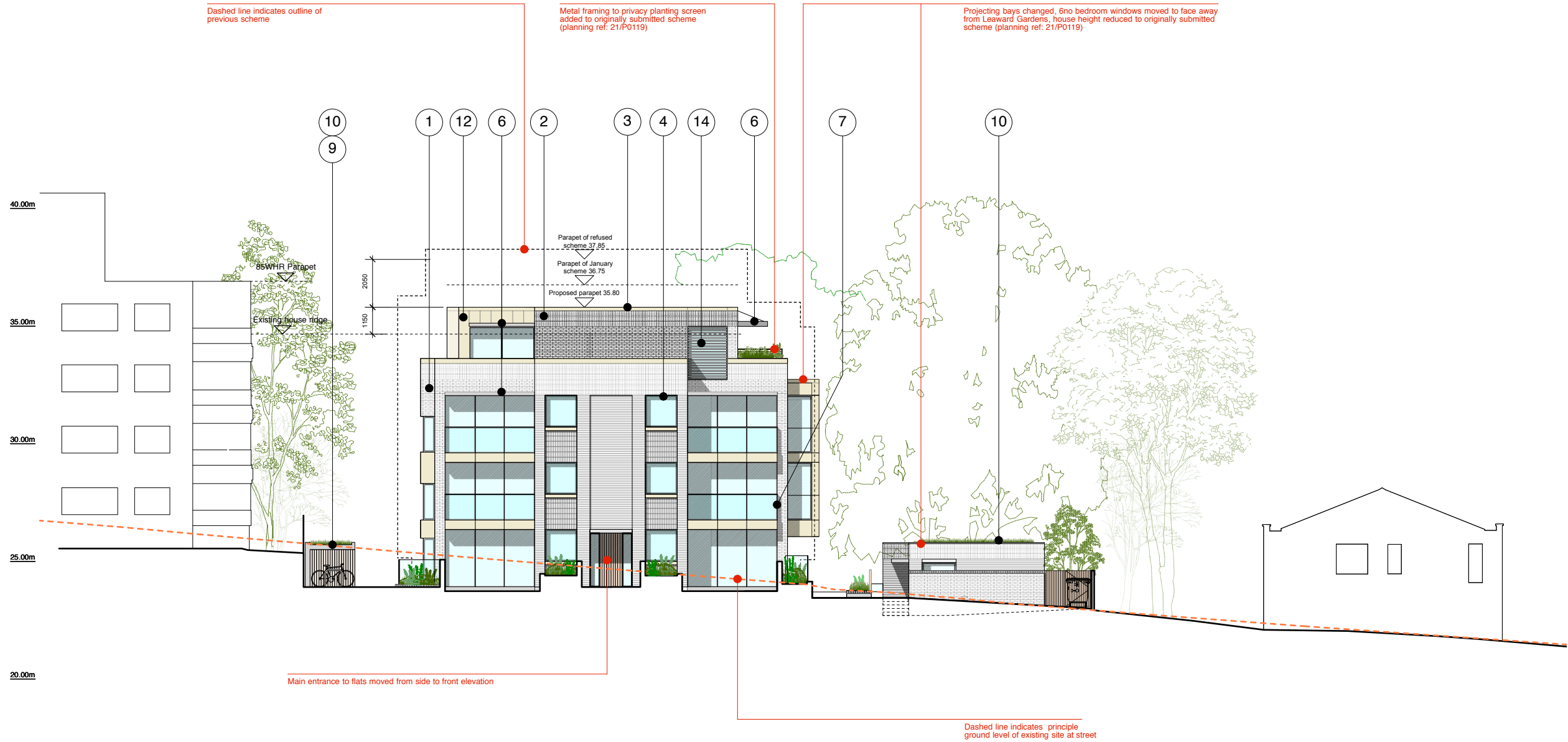
2600

DRAWING NO.

PL-009

REV.

PL10



PROPOSED SOUTH ELEVATION



External Materials Key

1. Brickwork - (Red London Stock)
2. Soldier Course - (Textured Red Brick)
3. Copings & Cills - (Reconstituted Stone natural finish)
4. Metal framed windows - (Dark grey frames/flushing panels)
5. Glazed curtain walling with vertical shading fins - (Colour to match window frames)
6. Bris Soleil - Metal screens with metal fixings (Colour as window frames)
7. Glazed balustrade
8. Timber Entrance Door
9. Modified timber bin & bike store
10. Green Roof
11. Metal panel - (Colour to match window frames)
12. Cladding Panel - Fibre Cement (Buff)
13. Metal framed angled windows - (Dark grey frames/flushing panels)
14. Metal louvred panel fixed to window - (Dark grey/finished to match window frames)

PLANNING

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 5. Contractors, sub-contractors and suppliers must verify all dimensions on site prior to commencing any works or fabrication/shop drawings.

REV	DESCRIPTION	DATE	NAME	NOTE
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leaward Gardens elevation and house height reduction
PL6	PLANNING issue	21/10/21	HM	Updated to indicate additional bris soleil over Unit 12, 13 & 16 Terraces/balconies and louvred panel to unit 16 living room window
PL7	PLANNING issue	12/01/22	AL	Elevation updates - Basement parking omitted, main entrance moved to building front & overall building reductions
PL8	PLANNING issue	21/01/22	AL	
PL9	PLANNING issue	05/07/22	AL	DRAFT issue for CLIENT info/comment
PL10	PLANNING issue	20/07/22	AL	Overall height of flat blocks dropped, reverted to single house
PL11	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE
**81-83 WIMBLEDON HILL ROAD
 LONDON
 SW19 7QS**

DRAWING TITLE
**PROPOSED
 SOUTH ELEVATION**

DRAWN: GV/HM/AL
 CHECKED: AL
 DATE: 13.11.20
 SCALE: 1:200 @ A3

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 Architecture Design
 6 Stamford Brook Road, London, W6 0XH
 Phone +44 (0)20 8749 7700
 Fax +44 (0)20 8749 8737

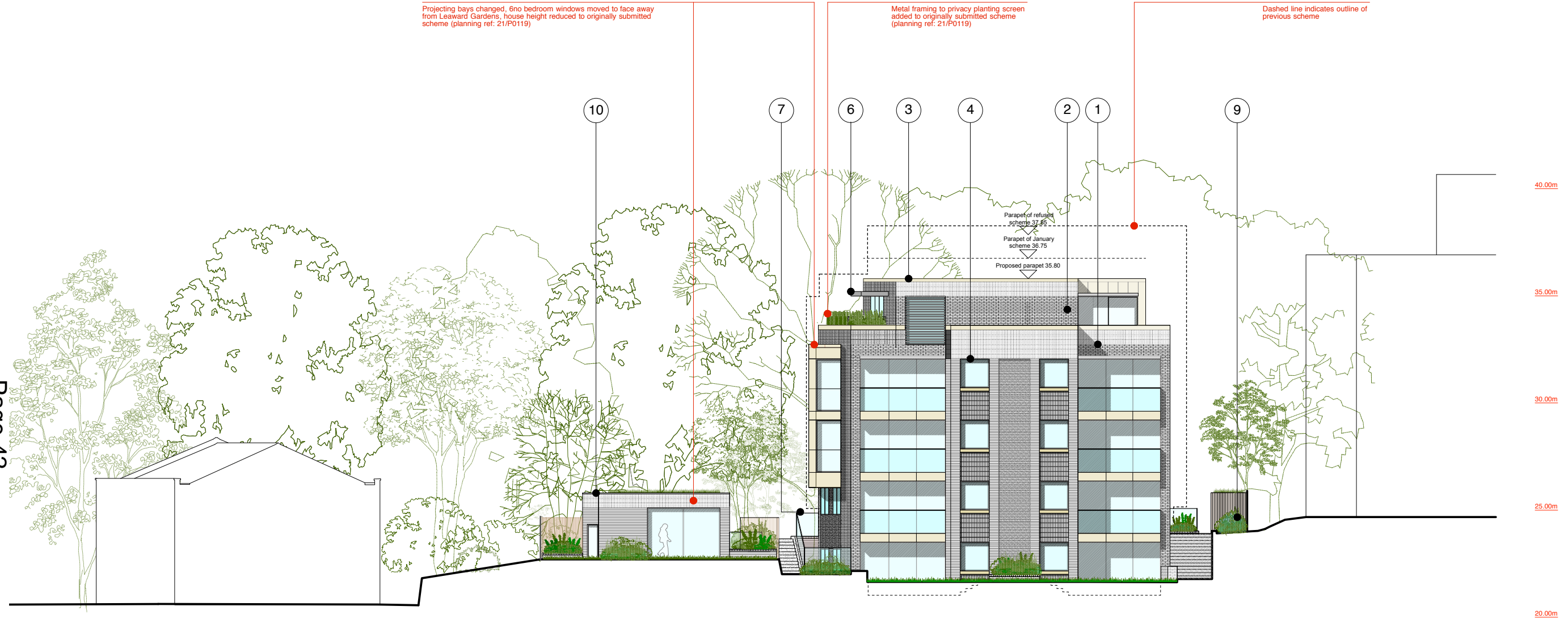
JOB NO. **2600**
 DRAWING NO. **PL-010**
 REV. **PL11**

DRAWING STATUS **A1**

Projecting bays changed, 6no bedroom windows moved to face away from Leaward Gardens, house height reduced to originally submitted scheme (planning ref: 21/P0119)

Metal framing to privacy planting screen added to originally submitted scheme (planning ref: 21/P0119)

Dashed line indicates outline of previous scheme



PROPOSED NORTH ELEVATION



External Materials Key

1. Brickwork - (Red London Stock)
2. Soldier Course - (Textured Red Brick)
3. Copings & Cills - (Reconstituted Stone natural finish)
4. Metal framed windows - (Dark grey frames/flashing panels)
5. Glazed curtain walling with vertical shading fins - (Colour to match window frames)
6. Bris Soliel - Metal screens with metal fixings (Colour as window frames)
7. Glazed balustrade
8. Timber Entrance Door
9. Modified timber bin & bike store
10. Green Roof
11. Metal panel - (Colour to match window frames)
12. Cladding Panel - Fibre Cement (Buff)
13. Metal framed angled windows - (Dark grey frames/flashing panels)
14. Metal louvred panel fixed to window - (Dark grey/finished to match window frames)

PLANNING

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REV	DESCRIPTION	DATE	NAME	NOTE
PL3	PLANNING issue	06/05/21	GV	
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leaward Gardens elevation and house height reduction
PL6	PLANNING issue	12/01/22	AL	Elevation updates - Basement parking omitted, flat blocks lowered, overall building reductions
PL7	PLANNING issue	21/01/22	AL	
PL8	PLANNING issue	07/07/22	AL	DRAFT issue for CLIENT info/comment
PL9	PLANNING issue	20/07/22	AL	Overall height of flat blocks dropped, revert to single house from three
PL10	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE

81-83 WIMBLEDON HILL ROAD
LONDON
SW19 7QS

DRAWING TITLE

PROPOSED
NORTH ELEVATION

Powell Tuck Associates

Architecture 6 Stamford Brook Road, London, W6 0XH
Design Phone +44 (0)20 8749 7700
Fax +44 (0)20 8749 8737

DRAWING STATUS

A1

DRAWN GV/AL

DATE 13.11.20

CHECKED AL

SCALE 1:200 @ A3

JOB NO.

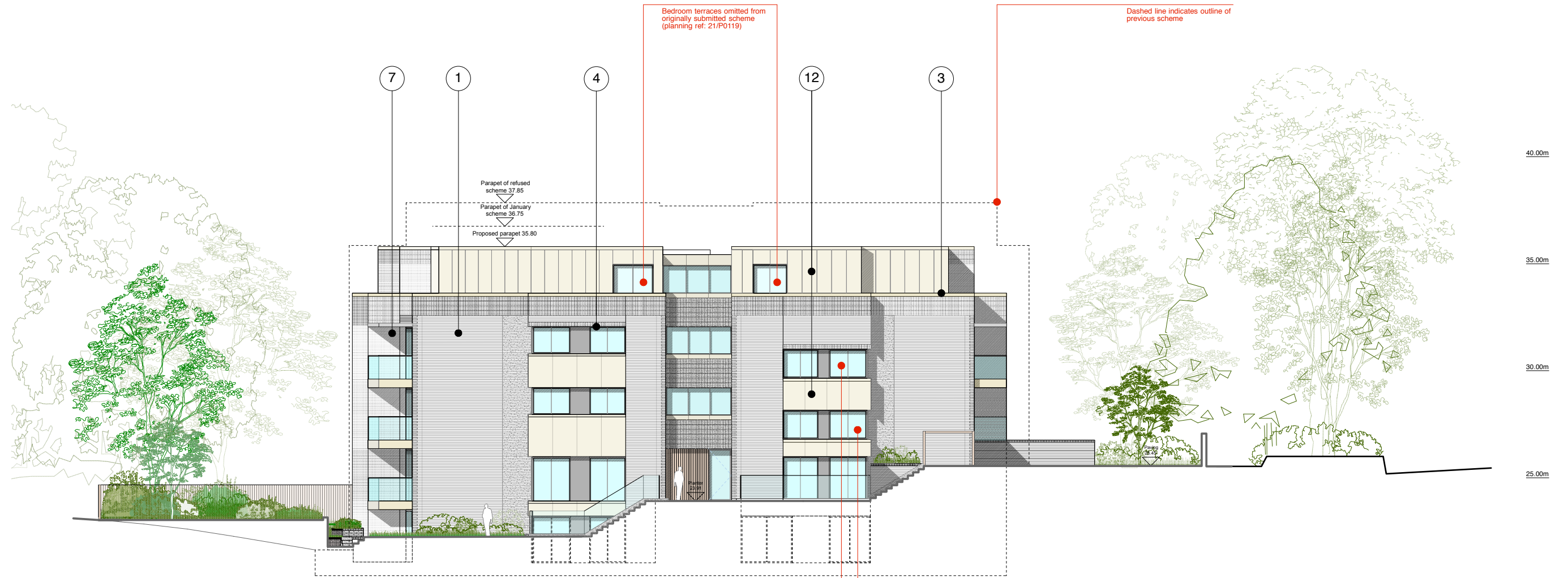
2600

DRAWING NO.

PL-011

REV.

PL10



PROPOSED WEST ELEVATION



External Materials Key

1. Brickwork - (Red London Stock)
2. Soldier Course - (Textured Red Brick)
3. Copings & Cills - (Reconstituted Stone natural finish)
4. Metal framed windows - (Dark grey frames/flashing panels)
5. Glazed curtain walling with vertical shading fins - (Colour to match window frames)
6. Bris Soleil - Metal screens with metal fixings (Colour as window frames)
7. Glazed balustrade
8. Timber Entrance Door
9. Modified timber bin & bike store
10. Green Roof
11. Metal panel - (Colour to match window frames)
12. Cladding Panel - Fibre Cement (Buff)
13. Metal framed angled windows - (Dark grey frames/flashing panels)
14. Metal loured panel fixed to window - (Dark grey/finished to match window frames)

PLANNING

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5. Contractors, sub-contractors and suppliers must verify all dimensions on site prior to commencing any works or fabrication/shop drawings.

REV	DESCRIPTION	DATE	NAME	NOTE
PL3	PLANNING issue	06/05/21	HM	
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Obscured glass to dining windows to flats 9 & 13, refer to plans for flat location, terraces to rear penthouse bedrooms omitted
PL6	PLANNING issue	12/01/22	AL	Elevation updates - Basement parking omitted, flat blocks lowered, overall building reductions
PL7	PLANNING issue	21/01/22	AL	
PL8	PLANNING issue	08/07/22	AL	DRAFT issue for CLIENT info/comment
PL9	PLANNING issue	20/07/22	AL	Overall height of flat blocks dropped
PL10	PLANNING issue	23/09/22	AL	Adjustment of path levels altered and step locations o allow retention of existing ash tree to front.

PROJECT TITLE
**81-83 WIMBLEDON HILL ROAD
 LONDON
 SW19 7QS**

DRAWING TITLE
**PROPOSED
 EAST ELEVATION**

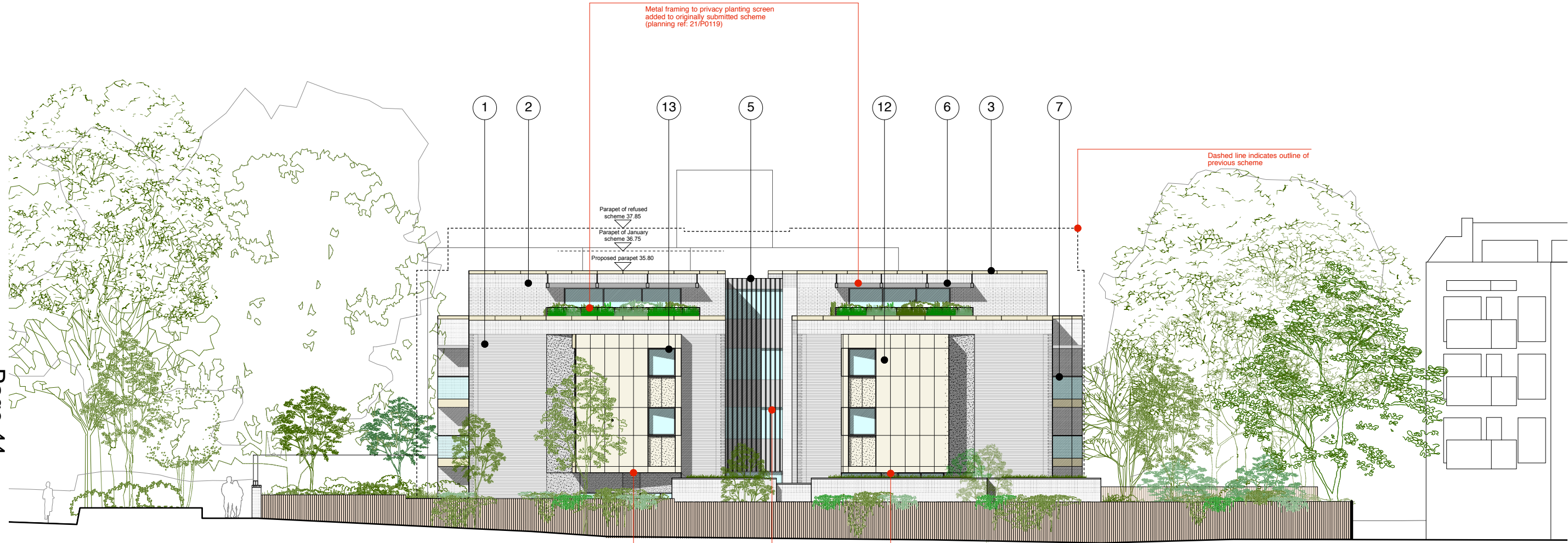
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 Design Phone +44 (0)20 8749 7700
 Fax +44 (0)20 8749 8737

DRAWING STATUS

A1

DRAWN GV/AL CHECKED AL
 DATE 13.11.20 SCALE 1:200 @ A3

JOB NO. 2600 DRAWING NO. PL-013A REV. PL10



PROPOSED SOUTH ELEVATION INCLUDING LEAWARD GARDENS BOUNDARY



External Materials Key

1. Brickwork - (Red London Stock)
2. Soldier Course - (Textured Red Brick)
3. Copings & Cills - (Reconstituted Stone natural finish)
4. Metal framed windows - (Dark grey frames/flushing panels)
5. Glazed curtain walling with vertical shading fins - (Colour to match window frames)
6. Bris Soleil - Metal screens with metal fixings (Colour as window frames)
7. Glazed balustrade
8. Timber Entrance Door
9. Modified timber bin & bike store
10. Green Roof
11. Metal panel - (Colour to match window frames)
12. Cladding Panel - Fibre Cement (Buff)
13. Metal framed angled windows - (Dark grey frames/flushing panels)
14. Metal louvred panel fixed to window - (Dark grey/finished to match window frames)

PLANNING

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REV	DESCRIPTION	DATE	NAME	NOTE
PL3	PLANNING issue	06/05/21	HM	
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leaward Gardens elevation and house height reduction
PL6	PLANNING issue	12/01/22	AL	Elevation updates - Basement parking omitted, flat blocks lowered, overall building reductions
PL7	PLANNING issue	21/01/22	AL	
PL8	PLANNING issue	14/07/22	AL	DRAFT issue for CLIENT info/comment
PL9	PLANNING issue	20/07/22	AL	Overall height of flat blocks dropped
PL10	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE
**81-83 WIMBLEDON HILL ROAD
 LONDON
 SW19 7QS**

DRAWING TITLE
**PROPOSED
 EAST ELEVATION INCLUDING
 LEAWARD GARDENS BOUNDARY**

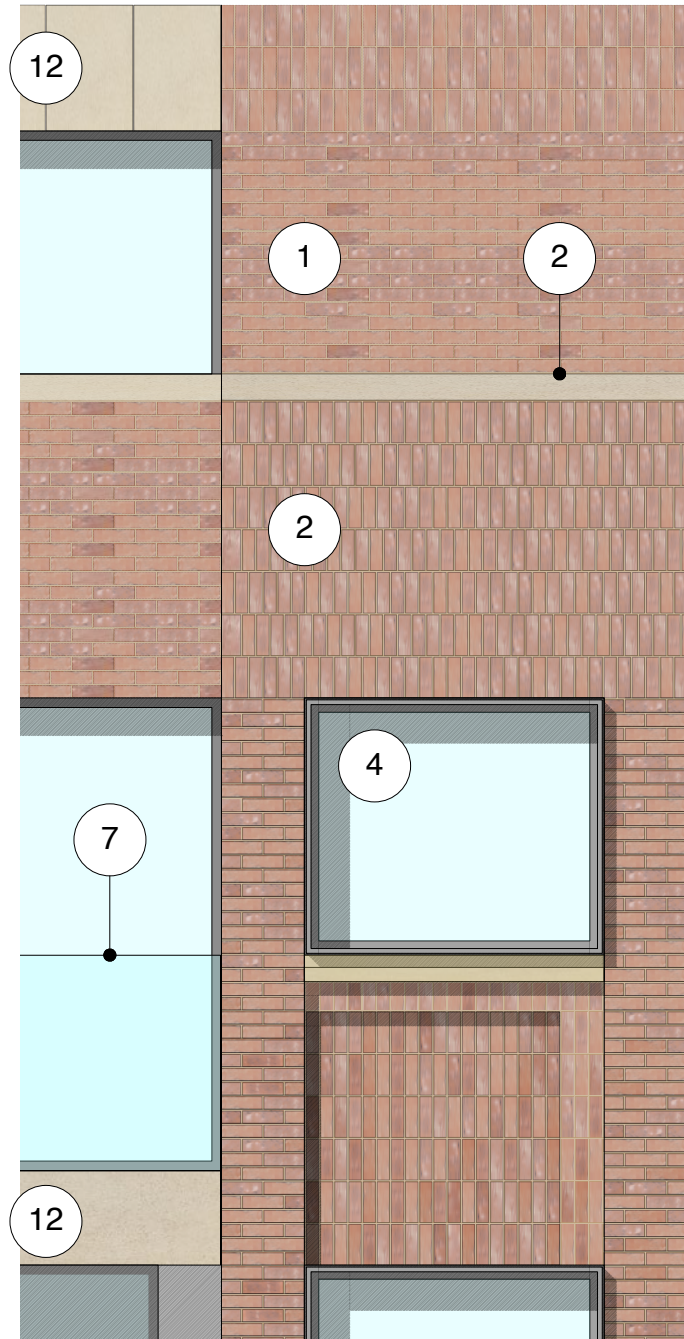
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DRAWING STATUS

A1

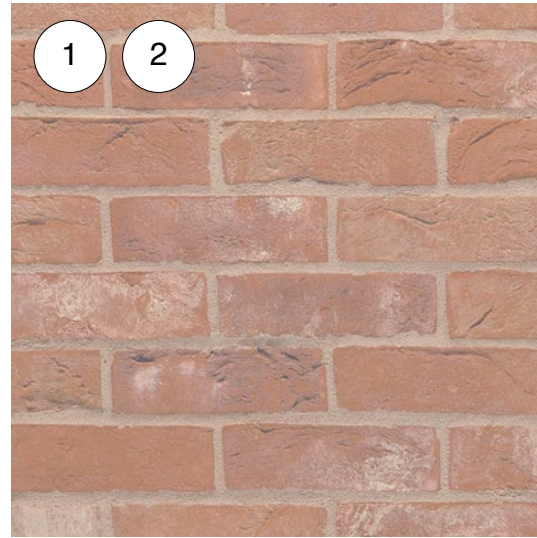
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JOB NO. 2600 DRAWING NO. PL-020 REV. PL10



External Materials Key

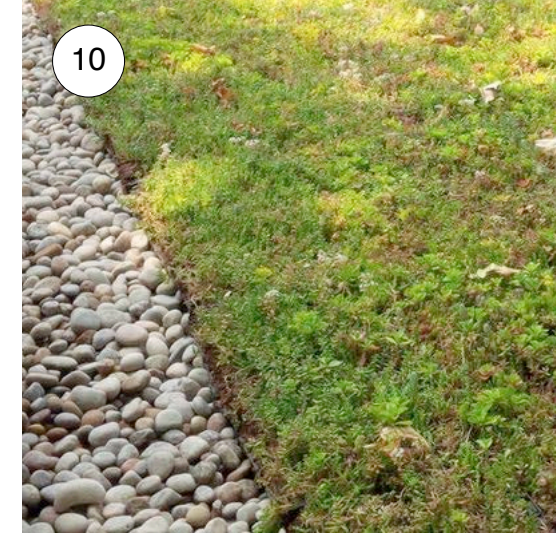
- 1. Brickwork - (Red London Stock)
- 2. Soldier Course - (Textured Red Brick)
- 3. Copings & Cills - (Reconstituted Stone natural finish)
- 4. Metal framed windows - (Dark grey frames/flashing panels)
- 5. Glazed curtain walling with vertical shading fins - (Colour to match window frames)
- 6. Bris Soliel - Metal screens with metal fixings (Colour as window frames)
- 7. Glazed balustrade
- 8. Timber Entrance Door
- 9. Modified timber bin & bike store
- 10. Green Roof
- 11. Metal panel - (Colour to match window frames)
- 12. Cladding Panel - Fibre Cement (Buff)
- 13. Metal framed angled windows - (Dark grey frames/flashing panels)
- 14. Metal framed panel fixed to window - (Dark grey finished to match window frames)



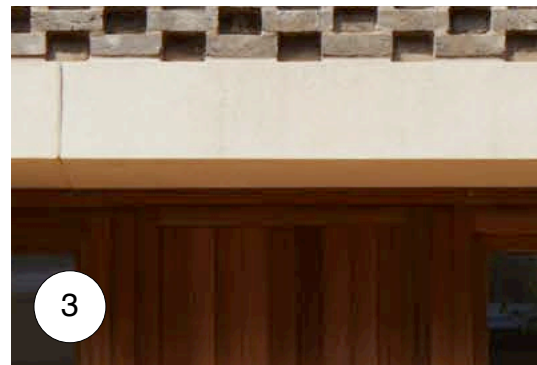
1. Brickwork - (Red London Stock)
2. Soldier Course - (Textured Red Brick)



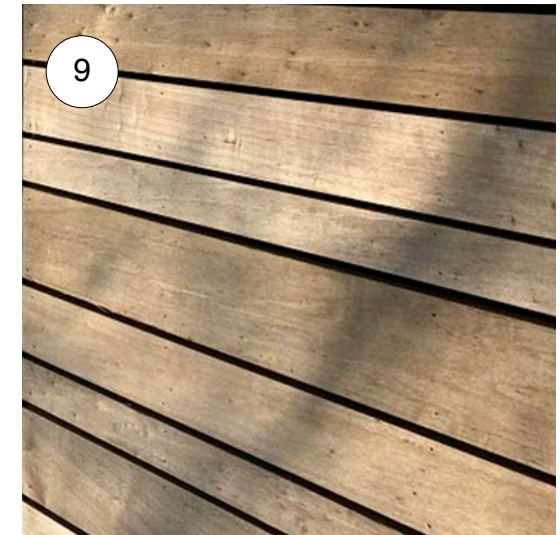
4. Metal framed windows - (Dark grey frames/flashing panels)



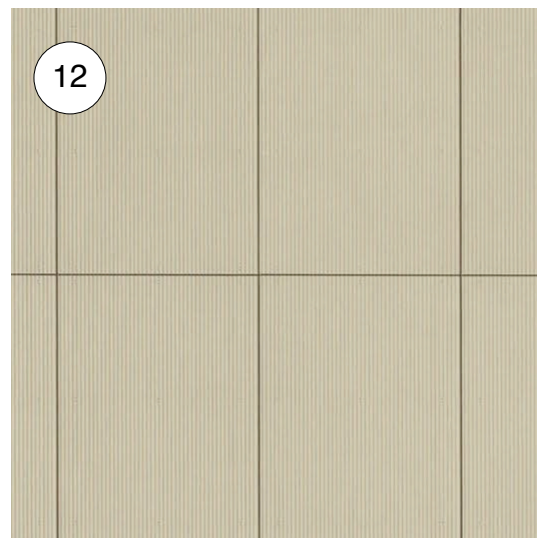
10. Green Roof



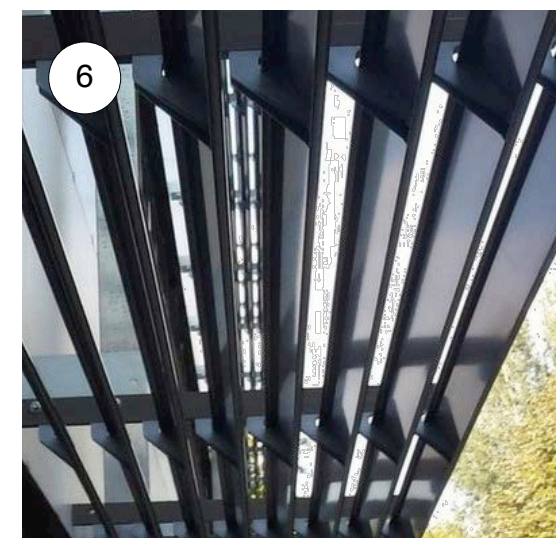
3. Copings & Cills - (Reconstituted Stone natural finish)



9. Modified timber bin & bike store



12. Cladding Panel - Fibre Cement (Buff)



6. Bris Soliel - Metal screens with metal fixings (Colour as window frames)

PLANNING

DRAWING STATUS

A1

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- 5. Contractors, sub-contractors and suppliers must verify all dimensions on site prior to commencing any works or fabrication/shop drawings.

REV	DESCRIPTION	DATE	NAME	NOTE
PL1	PLANNING issue	06/05/21	HM	
PL2	PLANNING issue	21/01/22	HM	
PL3	PLANNING issue	01/02/22	AL	
PL4	PLANNING issue	20/07/22	AL	
PL5	PLANNING issue	23/09/22	AL	

PROJECT TITLE

81-83 WIMBLEDON HILL ROAD
LONDON
SW19 7QS

DRAWING TITLE

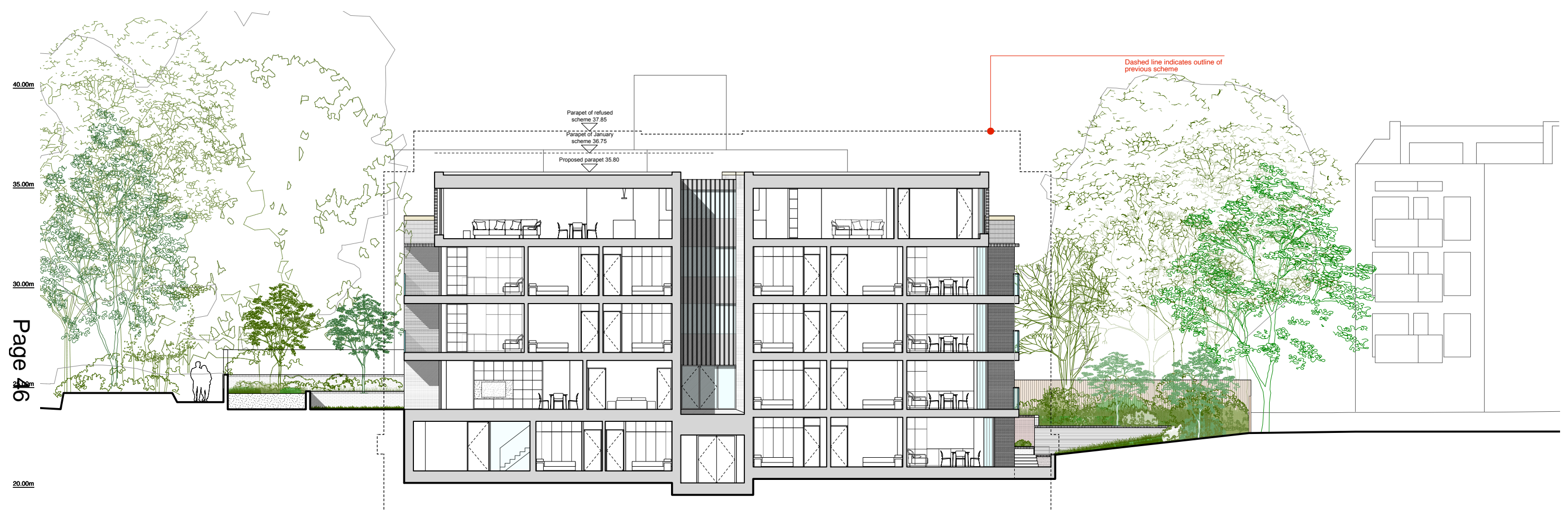
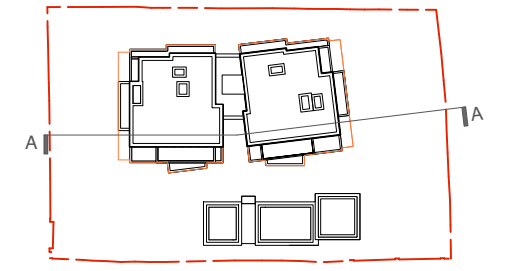
PROPOSED
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DRAWN	HM	CHECKED	AL
DATE	06.05.21	SCALE	1:200 @ A3

Powell Tuck Associates

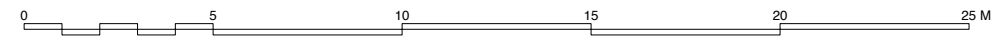
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JOB NO.	DRAWING NO.	REV.
2600	PL-022	PL5



Page 46

PROPOSED SECTION A



PLANNING

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REV	DESCRIPTION	DATE	NAME	NOTE
PL3	PLANNING issue	06/05/21	HM	
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leaward Gardens elevation and house height reduction
PL6	PLANNING issue	12/01/22	AL	Elevation updates - Basement parking omitted, flat blocks lowered, overall building reductions
PL7	PLANNING issue	21/01/22	AL	
PL8	PLANNING issue	15/07/22	AL	DRAFT issue for CLIENT info/comment
PL9	PLANNING issue	20/07/22	AL	Overall height of flat blocks dropped
PL10	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

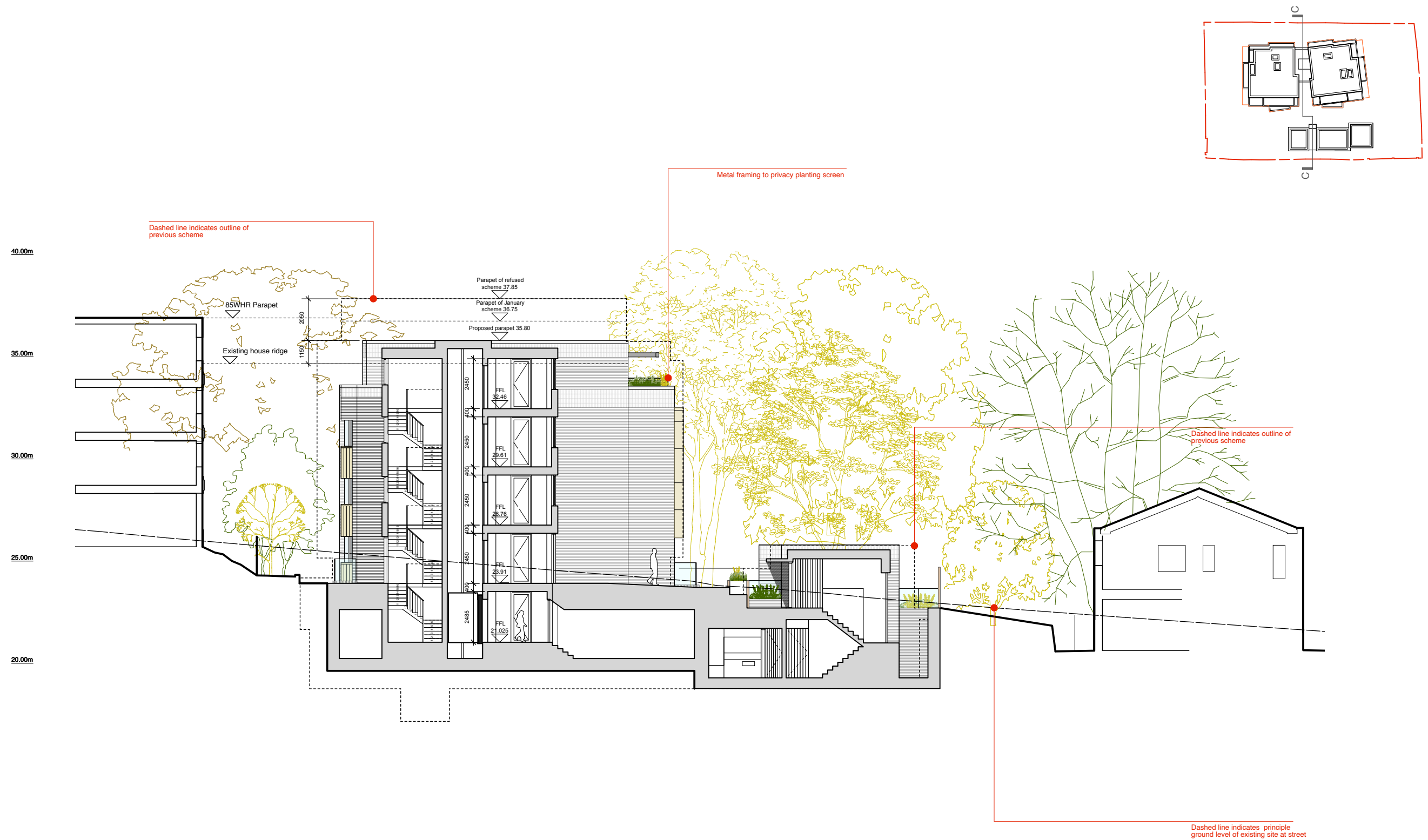
PROJECT TITLE
**81-83 WIMBLEDON HILL ROAD
 LONDON
 SW19 7QS**

DRAWING TITLE	
PROPOSED SECTION AA	
DRAWN	GV/HM/AL
CHECKED	AL
DATE	11.12.20
SCALE	1:200 @ A3

Powell Tuck Associates
 Architecture 6 Stamford Brook Road, London, W6 0XH
 Design Phone +44 (0)20 8749 7700
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JOB NO.	DRAWING NO.	REV.
2600	PL-014	PL10

DRAWING STATUS **A1**



PROPOSED SECTION C



PLANNING

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REV	DESCRIPTION	DATE	NAME	NOTE
PL3	PLANNING issue	06/05/21	GV	
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leaward Gardens elevation and house height reduction
PL6	PLANNING issue	12/01/22	AL	Section update to reflect omission of basement parking, overall building reductions
PL7	PLANNING issue	21/01/22	AL	
PL8	PLANNING issue	04/07/22	AL	DRAFT issue for CLIENT info/comment
PL9	PLANNING issue	20/07/22	AL	Overall height of flat blocks dropped, reverted to single house
PL10	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

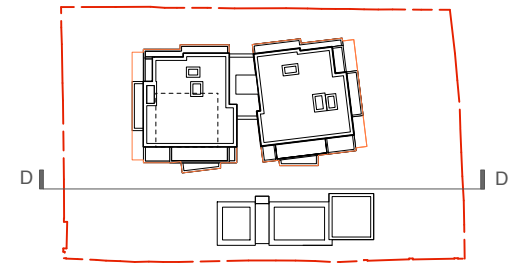
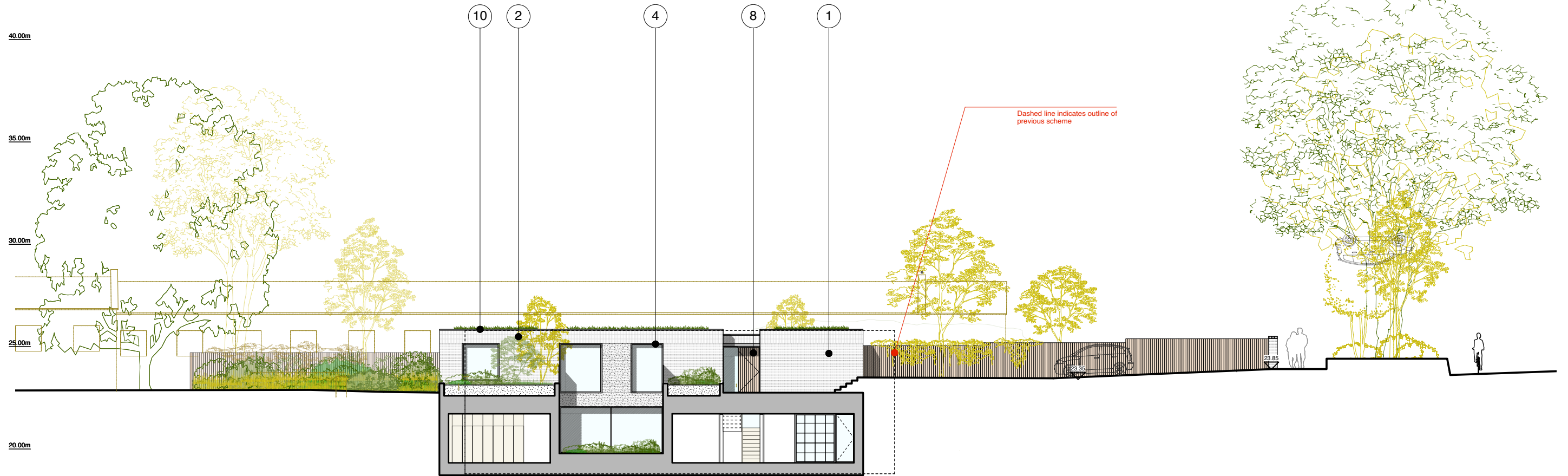
PROJECT TITLE
**81-83 WIMBLEDON HILL ROAD
 LONDON
 SW19 7QS**

DRAWING TITLE
**PROPOSED
 SECTION CC**

DRAWN AL/HM/GV/GE
 CHECKED AL
 DATE 11.12.20
 SCALE 1:200 @ A3

Powell Tuck Associates
 Architecture 6 Stamford Brook Road, London, W6 0XH
 Design Phone +44 (0)20 8749 7700
 Fax +44 (0)20 8749 8737

JOB NO. 2600
 DRAWING NO. PL-016
 REV. PL10



PROPOSED SECTION D



- External Materials Key
1. Brickwork - (Red London Stock)
 2. Soldier Course - (Textured Red Brick)
 3. Copings & Cills - (Reconstituted Stone natural finish)
 4. Metal framed windows - (Dark grey frames/flushing panels)
 5. Glazed curtain walling with vertical shading fins - (Colour to match window frames)
 6. Bris Soliel - Metal screens with metal fixings (Colour as window frames)
 7. Glazed balustrade
 8. Timber Entrance Door
 9. Modified timber bin & bike store
 10. Green Roof
 11. Metal panel - (Colour to match window frames)
 12. Cladding Panel - Fibre Cement (Buff)
 13. Metal framed angled windows - (Dark grey frames/flushing panels)

PLANNING	
DRAWING STATUS	A1

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REV	DESCRIPTION	DATE	NAME	NOTE
PL3	PLANNING issue	06/05/21	GV	
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leaward Gardens elevation and house height reduction
PL6	PLANNING issue	12/01/22	AL	Elevation updates - Basement parking omitted, flat blocks lowered, overall building reductions
PL7	PLANNING issue	21/01/22	AL	
PL8	PLANNING issue	14/07/22	AL	DRAFT issue for CLIENT info/comment
PL9	PLANNING issue	20/07/22	AL	House reverted to single house
PL10	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE

**81-83 WIMBLEDON HILL ROAD
LONDON
SW19 7QS**

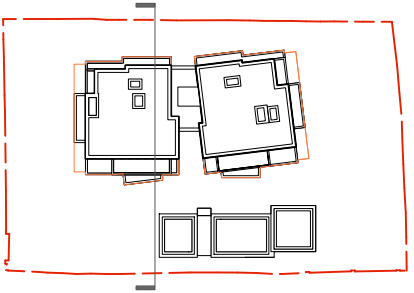
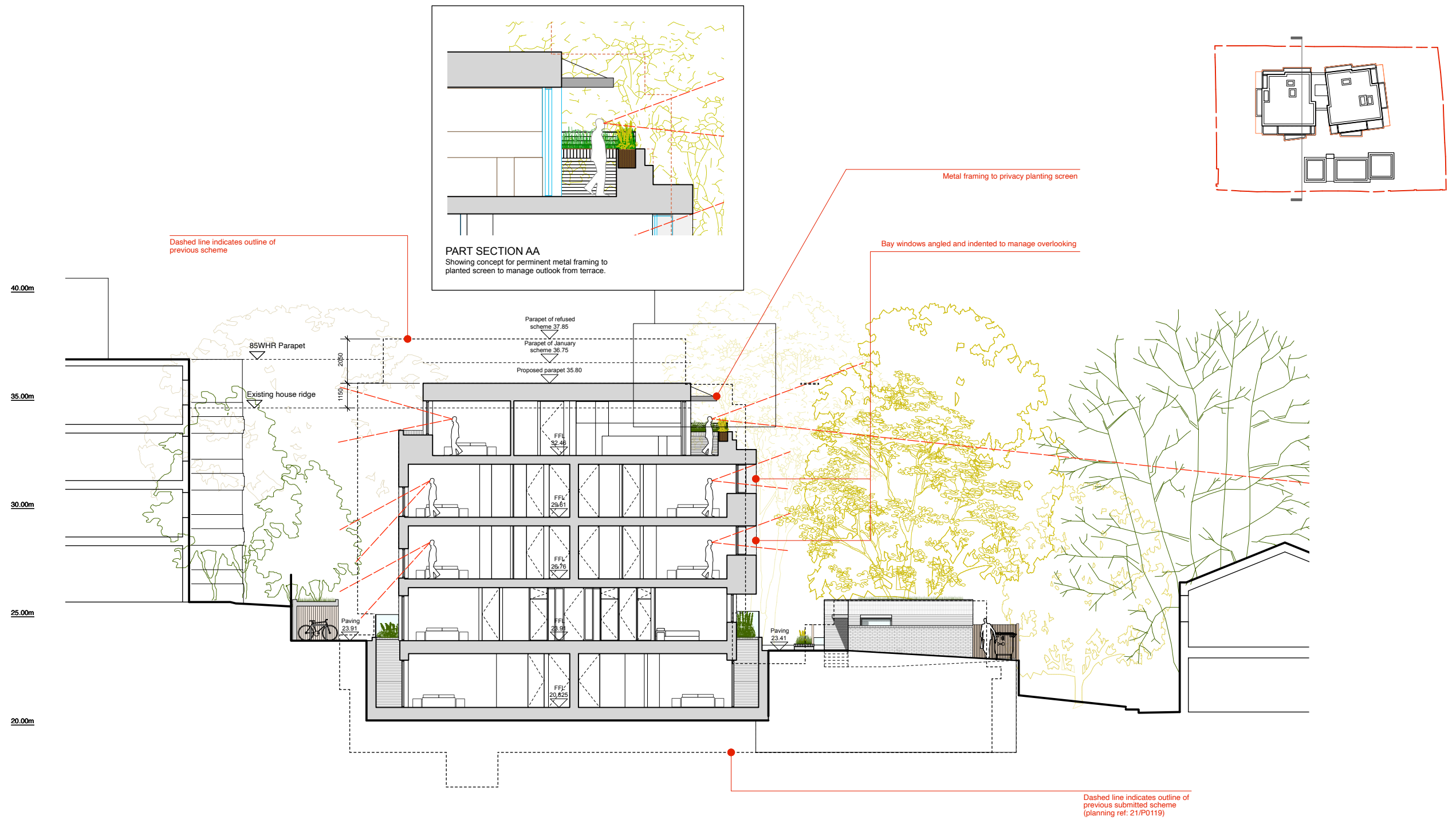
DRAWING TITLE

**PROPOSED
SECTION DD**

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DATE	11.12.20	SCALE	1:200 @ A3

Powell Tuck Associates
Architecture 6 Stamford Brook Road, London, W6 0XH
Design Phone +44 (0)20 8749 7700
Fax +44 (0)20 8749 8737

JOB NO.	DRAWING NO.	REV.
2600	PL-017	PL10



PLANNING

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REV	DESCRIPTION	DATE	NAME	NOTE
PL2	PLANNING issue	01/04/21	GV	
PL3	PLANNING issue	06/05/21	GV	
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leaward Gardens elevation, house height reduction, penthouse terrace balustrade detail added
PL6	PLANNING issue	12/01/22	AL	Section update to reflect omission of basement parking, overall building reductions
PL7	PLANNING issue	21/01/22	AL	DRAFT issue for CLIENT info/comment
PL8	PLANNING issue	20/07/22	AL	Overall height of flat blocks dropped and house reverted to single house
PL9	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE
**81-83 WIMBLEDON HILL ROAD
 LONDON
 SW19 7QS**

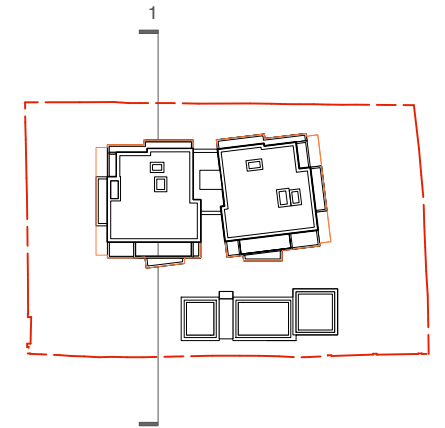
**PROPOSED
 Sight Lines Diagram**

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DATE	11.12.20	SCALE	1:200 @ A3

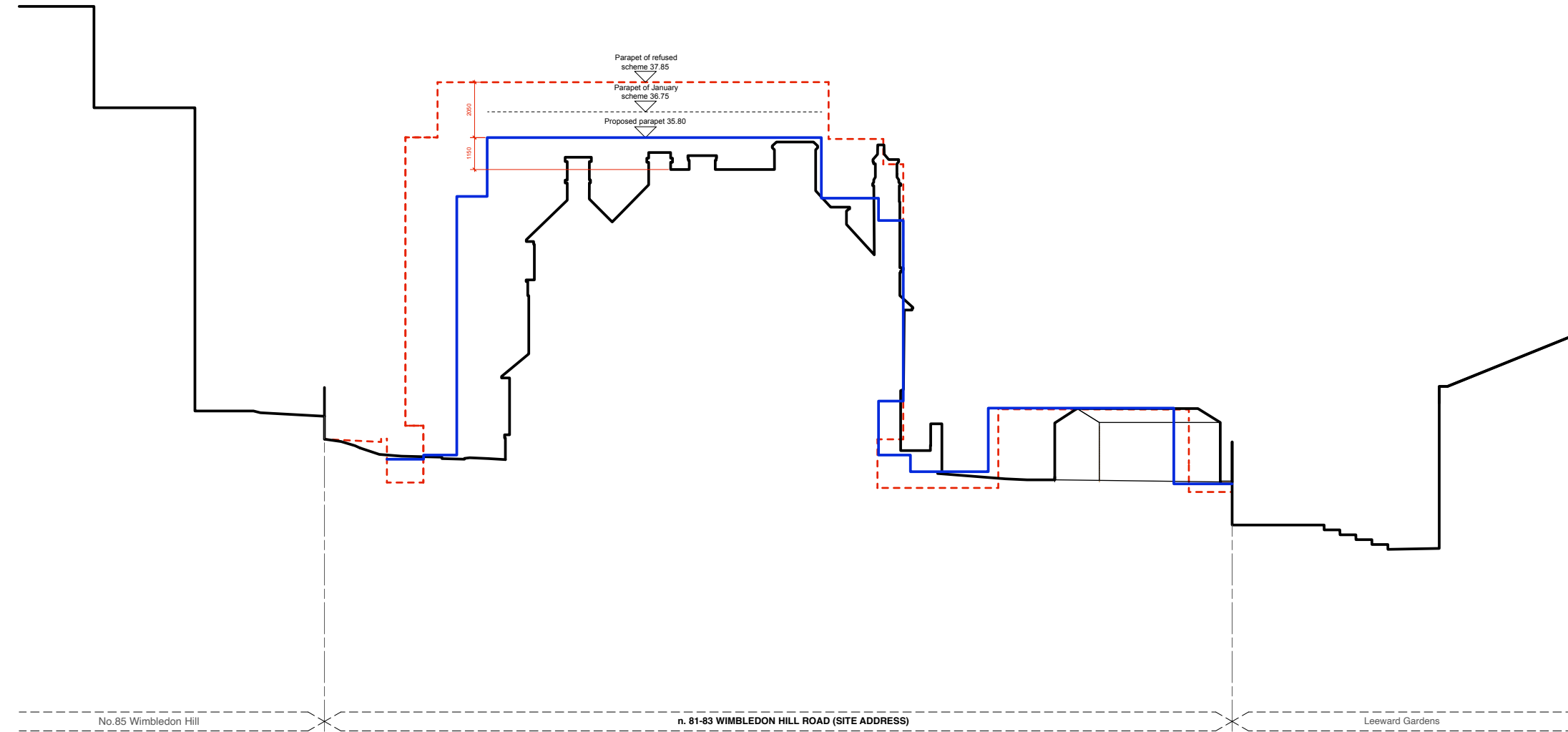
Powell Tuck Associates
 Architecture Design
 6 Stamford Brook Road, London, W6 0XH
 Phone +44 (0)20 8749 7700
 Fax +44 (0)20 8749 8737

JOB NO.	DRAWING NO.	REV.
2600	PL-019	PL9

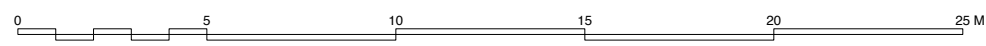
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— Existing
 - - - Refused Scheme
 — CURRENT PROPOSED Scheme



PLANNING

DRAWING STATUS: A1

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- Contractors, sub-contractors and suppliers must verify all dimensions on site prior to commencing any works or fabrication/shop drawings.

REV	DESCRIPTION	DATE	NAME	NOTE
PL1	PLANNING issue	06/05/21	GV	
PL2	PLANNING issue	02/06/21	AL	House moved further from Leeward Gardens boundary, roof lowered, garage detail updated to reflect pitched roof to garages
PL3	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leeward Gardens elevation, house height reduction
PL4	PLANNING issue	12/01/22	AL	Section update to reflect omission of basement parking, overall building reductions, shows revised adjusted building outline
PL5	PLANNING issue	21/01/22	AL	
PL6	PLANNING issue	17/07/22	AL	DRAFT issue for CLIENT info/comment - Existing house profile update to include chimneys
PL7	PLANNING issue	20/07/22	AL	Existing house profile update to include chimneys, CURRENT profile amended to suit adjusted proposal
PL8	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE
**81-83 WIMBLEDON HILL ROAD
 LONDON
 SW19 7QS**

DRAWING TITLE
**Existing and Proposed Height/Mass Comparison
 Diagram - Section 1**

DRAWN: GV/AL
 CHECKED: AL
 DATE: 04.05.21
 SCALE: 1:200 @ A3

Powell Tuck Associates
 Architecture Design
 6 Stamford Brook Road, London, W6 0XH
 Phone +44 (0)20 8749 7700
 Fax +44 (0)20 8749 8737

JOB NO: **2600**
 DRAWING NO: **SK-100**
 REV: **PL8**

PLANNING APPLICATIONS COMMITTEE

17 JANUARY 2023

CASE OFFICER REPORT

APPLICATION NO.

DATE VALID

22/P2120

11/07/2022

Site Address:

18 Whitfield Court, 508 Kingston Road, London, SW20 8DT

Ward:

Raynes Park

Proposal:

Erection of a three-bedroom detached bungalow with a summerhouse.

Drawing Nos:

HPD09 (Site Location Plan), HPD11 (Existing Block Plan), HPD01B, HPD02B, HPD04, HPD12B, HPD03 Rev C and HPD11 Rev A.

Contact Officer:

Wendy Wong Chang

RECOMMENDATION

GRANT Planning permission subject to conditions and S106 Agreement

CHECKLIST INFORMATION

Is a screening opinion required	No
Is an Environmental Statement required	No
Press notice	No
Site notice	No
Design Review Panel consulted	No
Number of neighbours consulted	64
External consultations	1
Internal consultations	4
Controlled Parking Zone	Yes - A1

1. INTRODUCTION

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

2. SITE AND SURROUNDINGS

2.1 The site comprises vacant land between nos. 16 and 20 Whitfield Court (No. 18 Whitfield Court) accessed from Kingston Road. The site is currently a vacant land following the redevelopment of the land between Dupont and Sydney Road under planning permission 94/P0878. The wider piece of land comprises a number of single storey bungalows.

2.2 The site has the following designations and restrictions:

- Controlled parking zone (CPZ) – The site itself is not covered by a CPZ however the roads adjacent, Sydney Road and Dupont Road are covered by CPZ A1 (Mon – Fri 8.30-6.30pm)
- Conservation Area – No
- Building listed – No
- Tree Protection Orders – No
- Flood Zone – 1 (low probability of flooding). However, the site is identified as at risk of Surface Water Flooding
- PTAL – 4
- Archaeological Priority Area - No

3. PROPOSED DEVELOPMENT

3.1 The proposal comprises the erection of a single storey 3 bedroom (3B4P) dwellinghouse with an outbuilding providing ancillary residential accommodation.

3.2 Both the dwelling house and outbuilding are constructed in a mix of render and timber vertical cladding with dark grey framed fenestrations. Both are designed to have a flat extensive green roof with maximum height of 3.52m.

3.3 The dwelling house is sited towards the northern end of the plot with the outbuilding sited to the south. A private amenity space of 50sqm is provided between the main dwelling and the outbuilding.

3.4 The new dwelling will be enclosed in timber boundary fence.

3.5 The 3 bed dwellinghouse comprises 1 x double room and 2 x single rooms and thus provides a 3B4P unit. It has a total floor area of 119sqm. The outbuilding provides additional ancillary accommodation.

3.6 The proposed unit benefits from 1 x off street parking space sited in the courtyard area accessed from Kingston Road. A rapid electric charging point will be made available.

4. PLANNING HISTORY

- 4.1 94/P0878 - ERECTION OF 3 X TWO BEDROOM DETACHED BUNGALOWS INCORPORATING PROVISION OF AMENITY SPACE, GARAGE ACCOMMODATION AND USE OF EXISTING ACCESS FROM 506-508 KINGSTON ROAD, SW20 – Refused and allowed on appeal - 09/11/1995
- 4.2 05/P0329 - CHANGE OF USE FROM 2 No DETACHED GARAGES TO 2 No DETACHED ONE BEDROOM BUNGALOWS – Refused and allowed on appeal
- 4.3 12/P2923 - ERECTION OF A TWO-STOREY TWO-BEDROOM DWELLINGHOUSE WITH VEHICULAR ACCESS TO THE REAR OF 104 DUPONT ROAD – WITHDRAWN
- 4.4 12/P2924 - ERECTION OF A TWO-BEDROOM SINGLE-STOREY DWELLINGHOUSE, WITH VEHICULAR ACCESS BETWEEN 508 AND 510 KINGSTON ROAD - WITHDRAWN

5. CONSULTATION

- 5.1 The application was originally publicised by means of individual letters to occupiers of neighbouring properties. In response, 15 letters of objection including an objection from the Apostles Residents Association were received. The comments can be summarised as follows:

Objections	Officer Comments
Design	
Design is unsympathetic and outright jarring	The proposal bungalow is very similar to existing bungalows and overall height of the bungalow is lower than existing bungalows. Design is discussed further in Section 7 of the Report.
Inappropriate development	Further discussed and assessed in Section 7 of the Report.
The proposed development too large for this plot	
The proposed property is not in keeping with the appearance of the properties on Sydney and Dupont Roads.	
Overdevelopment	
No justification for the scale of the summerhouse of what is proposed. Not necessary.	The scheme provides adequate private amenity space with the inclusion of the summer house.
Neighbour Amenity	
Potential loss of light	Further discussed and assessed in Section 7 of the Report.
Noise and disturbance	
High roof structure will dominate the outlook of 20+ houses, impairing peace and privacy	

Design of the outbuilding is intended to be a stand alone, separately occupied flat	
Increased foot and vehicular traffic caused by the development proposed will negatively impact the quiet enjoyment of rear gardens on both adjacent roads	
Impact on privacy - The proposed structure depicts a window wall immediately adjacent to my property.	
Construction Traffic	
Increase in traffic, fumes and toxicity of the air	Further discussed and assessed in Section 7 of this report. However, a condition requiring the submission of Construction Logistic and Management Plan has been recommended to ensure the development can be constructed with minimal disturbance to nearby occupants.
Access for construction	
the only access available to the site by vehicle is via Whitfield Court entrance which will not allow for access of construction vehicles due to the size and height of entrance. There needs to be further consideration as to how the raw materials and machinery could even reach this site without the utilisation of Dupont and Sydney road alleyways which can only be described as tight access and only used for emergency use. It really will make the development unwieldy and interruptive for residents around more so than a regular build.	
Highways/Parking	
Adequacy of parking/loading and turning	Council's Highway Officer has been consulted and raised no objections to this. As this is a private road, hence transport/highways would not comment on traffic issues. The objectors would need to raise their concerns to the manager who looks after this private road.
This site currently provides a space where vehicles can turn around at the end of the private road.	
The proposed development, by not including space for parking, also removes options for turning vehicles, therefore leading to inevitable unsafe 150m long reversing along the length of the private road.	
The proposed parking spaces is near to the Whitfield Court end of the site; the reality is this is a long way from the proposed property. The potential resident and guests would utilise neighbouring roads	The applicant has agreed to enter into a legal agreement to restrict future occupiers of the unit from applying for residents parking permits
The proposed parking spaces seem to be already occupied by residents from Whitfield Court	The proposed development comes with a parking space. The

	applicant has confirmed that the parking space is within the Applicant's private road.
The proposal only includes two parking spaces. This is insufficient for the size of the development proposed due to the disingenuously named "Summer House".	Site is situated in PTAL Rating 4. In accordance with London Plan for Outer London Borough with PTAL 4, parking standards is up to 0.5 - 0.75 spaces per dwelling. One parking space has been provided and is considered acceptable.
Increased risk of vehicle collision into this proposed dwellinghouse from the directly adjacent private road.	Council's Highway Officer has been consulted and raised no objections to this.
While it is noted that agreement has been obtained to take waste bins to the area adjacent to 104 Dupont Road on collection days, I severely doubt that the occupants will continue with that habit permanently. The positioning of the bin area (behind the summerhouse) would require them to wheel heavy bins the length of the property, through a long alleyway and then approximately 100m to the Bushey Road end of Dupont Road.	Council's Highway Officer has been consulted and raised no objections to this. Details of Refuse management will be conditioned.
Flood risks	
Issues with an underground watercourse on the land, which if disturbed could cause flooding	Council's Flood Risk Officer has been consulted and confirmed there are no records of an underground watercourse or culvert under the site.
We have regularly had problems with surface water flooding during winter months when the ground become saturated around this location	No objections raised by Council's Flood Risk Officer subject to condition.
The Flood risk assessment references the high risk of flooding and also high water tables	
During storm events the sewers become overloaded and we get surface water flooding at the locations where the ground level is lowest	
The installation of this new property and foundations will lead to further issues with waters that would usually drain on this site being driven into the neighbouring properties.	
Object to the construction of this proposed	

<p>development on this unsuitable site, where the proposed solution involves raising the property into the air such that it will be more prominent and a bigger blight for neighbouring properties.</p>	
<p>The Flood Risk Assessment is focussed on the development itself and does not suitably consider the wider impacts of this development on increased flooding to the surrounding properties.</p>	<p>The Flood risk Officer has done a Thames Water sewer search and confirmed there are some lateral Thames Water assets (which branch out to Sydney Rd) so recommended a consultation with Thames Water on any application in case a build over consent or sewer diversion is required with them.</p>
<p>This development will increase the flooding into neighbouring properties</p>	
<p>No appropriate remedial measures have been proposed to address this</p>	<p>No objections raised by Council's Flood Risk Officer subject to condition.</p>
<p>A foul sewer with manholes is located on this site, connecting from the existing bungalows directly to the main sewer in Sydney Road. The surface water flooding identified is likely to flow into these manholes, therefore allowing the foul water to flow out, and also making the foul water back-up into surrounding houses.</p>	
<p>An extensive existing drainage system existing on this site, including an existing underground tank that appears to take drainage from neighbouring properties.</p>	
<p>The proposed development cannot be achieved without changing the existing drainage.</p>	
<p>Proposed drainage design/strategy has not been suitably considered and will result in increased flooding of our surrounding properties.</p>	
<p>Need assurances that the drainage design includes sufficient space for the tank, and that there will be suitable offsets from that tank to the building foundation.</p>	
<p>The area to be covered by the bungalow, summerhouse and drained surrounding areas are not currently positively drained, and therefore generally seep into the ground without entering the public sewer. My understanding is that every new development should soakaway drainage water as part of the scheme, without increasing the burden on the public sewer.</p>	

The proposed development produces increased surface runoff, which it then proposes to be pump away. If the pump is not properly maintained, and in the event that a single pump system fails, the runoff will flood the site, increasing risk of flooding to neighbouring properties.	
Landscaping	
Trees have been felled last year on this site	As the site is not situated in a conservation area, there are no protection to any trees and works to remove can be undertaken without prior consent from the LPA.
Existing off-site trees could be compromised by the build	Officer notes that there is an access road between the site and properties fronting Dupont Road. The proposal will retain an access road between the site and properties fronting Sydney Road. There is therefore sufficient separation distance to ensure existing off-site trees are safeguard.
We are in danger of losing this natural barrier which not only safeguards privacy to close proximity neighbours but adds to the natural, nature environment of the area.	A condition for soft and hard landscaping has been recommended.
Fire Safety	
Increase fire risk to neighbouring properties given the distance between fencing boundaries and the development	A Fire Safety Statement has been carried out by an appropriate expert to the Council's satisfaction. A planning condition requiring the development to be carried out in accordance with the Fire Safety Statement and further approval under building control regulations will ensure the appropriate level of safety will take place
Impossible for any fire-fighting equipment to gain access to the property	
Emergency vehicles, in particular fire or ambulance, cannot access this land due to the height restriction of the only vehicular access from Kingston Road.	
Submitted fire Statement states that fire appliances cannot gain access to the property	
Inaccessibility of surrounding alleyways would take emergency services a significantly extended time to locate a route to the site, and then manually carry equipment to the site.	
The proposed parking location also appears to compromise an existing fire hydrant.	
A more detailed statement should be prepared	

before permission might be given.	
Contamination	
I think it is appropriate for this site to be tested for contamination by a suitably qualified person, before site development is permitted.	EH Contamination Officer has been consulted and has recommended pre-commencement conditions for a preliminary risk-assessment and remediation method statement where applicable
The application forms states the land to be not contaminated however this statement has not been substantiated.	
Standard of Accommodation	
Looking at the ground floor plan, only one of the bedrooms could be regarded as dual aspect and this is only achieved by inserting two small windows in the side elevation. Furthermore, although the proposal purports to provide a three-bedroom 6-person dwelling, the arrangement of the three separate rooms looks more like student accommodation, with the Summerhouse looking like a games room for student recreation. Additionally the space in each bedroom is extremely limited for two people. Further, why does each bedroom require an en-suite bathroom? Surely, a communal bathroom for at least two of the rooms would allow for a better design solution and more space for the occupants? We would add that there also appears to be very limited storage space for a three bedroomed property.	The scheme has been amended to provide for a 3B4P unit comprising 1 x double bedroom and 2 x single bedroom.
Other Matters	
Residents are of the view that this strip of land has been completely developed	Further assessed in Section 7 of this Report.
Increase population density of the area	
Overcrowding in an already overcrowded area	
Pressure on local health practices	Not a material consideration for this Minor application.
Original development of five bungalows have been repeatedly rejected by Merton however were allowed on Appeal.	See Planning History
Long history of objections are well documented	
Design of the outbuilding is intended to be a stand alone, separately occupied flat	As submitted, the outbuilding forms ancillary residential accommodation. A condition has ben recommended requiring

	the outbuilding to remain as ancillary accommodation in perpetuity.
The applicant does not own the land being proposed as parking, and therefore I do not see how they can ask for permission on that land.	The applicant has confirmed land ownership. In any case, this is a property matter and not a material planning consideration.
The red line block plans in the application do not correctly align to the actual ownership boundaries.	The applicant has confirmed that all existing bungalows except no 20 Whitfield Court do not currently benefit from right of way through the access way to Kingston Road, which is owned by the Applicant.
This location was actively maintained when it formed part of the garden for the end bungalow (No. 20). Only subsequent to it being separated and sold to the developer has it been allowed to return to scrub.	This is a property matter and not a material planning consideration.
This land was recently auctioned, we and adjacent residents attempted to buy the land with the intention of it become a communal area or extension to our gardens.	This is a property matter and not a material planning consideration.
Site is greenfield site as this location has never previously been developed. This is not an instance where 'the delivery of new residential accommodation in the borough will be achieved in the development of 'sustainable brownfield locations' and 'ensuring that it is used efficiently' (supporting text to Policy CS9).	The site formed part of Bungalow 3 (now no. 20) in the original permission 94/P0878 which granted consent for the erection of 3 bungalows.
The proposed development is larger and more intrusive than the previous application for this site, 12/P2924, which was withdrawn due to the weight of legitimate opposition to the plan.	Further assessed in Section 7 of this Report.
Major, disruptive engineering works were required to manage water levels during the construction of the existing bungalows in this strip of land and the potential for such works to cause major disruption and possible structural damage to the surrounding properties cannot be overlooked.	Works can be conditioned.
Negative influence on the value of surrounding properties.	This is a property matter and not a material planning consideration.
There is a restrictive covenant in place in respect	This is a property matter

of a section of land to the rear of 82 Dupont Road. This proposal appears to ignore the restrictive covenant that's in place.	and not a material planning consideration.
Increased security risks. The Secured by Design report acknowledges the property would require additional lighting to perimeter and approach, which would create light nuisance to nearby properties.	Further assessed in Section 7 of this Report.
The site this is not actually 'a left over piece of land' but a strategic soak away with working pumping station so the original intention was for this not to be built upon.	Further assessed in Section 7 of this Report.
The boundary fences with the back gardens of the two roads have been poorly maintained, causing conflict between neighbours.	Not a material planning consideration
The current properties are rented by their owners. We have noticed that tenants remain there generally for no more than a year, thus proving their unpopularity as dwelling places – in comparison to the majority of the properties in the Apostle roads. The granting of planning permission is therefore most unlikely to offer a place where someone would wish to make their home.	Not a material planning consideration
However, it has to be accepted that, on appeal, the application was granted. The Committee must therefore decide a) whether on the basis of previous successful application, they should indeed grant planning permission for a 6 th bungalow or b) consider whether there are specific reasons why, despite the 5 bungalows receiving consent, there is good reason for not allowing the 6th.	Further assessed in Section 7 of this Report.
The obvious question is why were 6 bungalows not built originally, instead of 5? My understanding, from what I can ascertain from the site, is that this is not actually 'a left-over piece of land' but a strategic soak away with a working pumping station so the original intention was for this not to be built upon. If it had been possible to build this 6 th bungalow, why would they not have done this with the other 5?	Further assessed in Section 7 of this Report. No objections have been raised to the principle of the development by Council's Flood Risk Officer. In addition, each application has to be assessed on its own merits.
Whilst I accept that any construction will incur a degree of local disruption, in this instance the upheaval caused by the building project will be devastating for local residents. When the original 5 bungalows were erected building materials could be stored in the area which has now become the carpark. The only place now to store	Details of construction logistic plan can be conditioned.

materials for the 6th bungalow is in the two adjacent roads, thus causing a significant amount of disruption in these residential streets.	
In conclusion, it is reasonable to assume the applicant for the original planning application had in mind a maximum level of 5 bungalows, reckoning that that was the maximum for which planning consent could be granted. Neither then nor now is there any justification for increasing the residential units on this most unsuitable site.	Further assessed in Section 7 of this Report.

Internal Consultees

Highways Officer

- 5.2 The height looks very constricted and normal construction vehicles and material deliveries would struggle to get under, from the look of it standard transit vans would probably struggle, the developer needs to address this issue, as there will be more frequent smaller deliveries than normal sites, and as part of any CLP we would want to know the height of the entrance and what type of vehicle would be used to get through this space, we would also put on restrictions regarding possible offloading and transfer of material from Kingston Road due to existing waiting restrictions, cycle lane and close proximity to a bus stop
- 5.3 The method of constructing the development will be required in the CLP, which encompasses the delivery methods including sizes of vehicles, how many per day and timings during the day.
- 5.4 Whilst there are other pedestrian accesses from Dupont Road we would be concerned if these were used for construction vehicles as they are private and responsibility of the residents and not under the applicants ownership, this will need to be part of any agreement due to potential issues with residents

Waste Management/Services

- 5.5 No objections

Flood Risk

- 5.6 No objections subject to conditions and consultation with Thames Water

Contamination

- 5.7 No objections subject to condition

Transport Planning (original comments)

- 5.8 The application site has modest transport accessibility (PTAL 4). The adjacent roads are covered by Controlled Parking Zone A1 with restrictions in place

(Mon – Fri 8.30- 6.30pm). Two parking spaces is provided which would not comply with the London Plan maximum standard which requires up to 1 space per dwelling based in PTAL 4 areas. The proposal provides three cycle parking spaces within the Summer House as indicated on the proposed plan. which would accord with the London Plan's requirement for 2 spaces for 3 bedroom dwelling.

- 5.9 Object to the parking space sited over the manhole. Amended parking layout received omitting the said parking space and no objections raised. Further comments received clarifying that as Whitfield Court is a private road, the use of the road will need to be agreed with owners of the private road.

Refuse - Refer to Council's refuse collection department.

Recommendation: Raise no objection subject to:

- Car Parking maintained
- Cycle spaces (secure & undercover) as shown maintained

External Consultees

MET Police

- 5.10 Due to the fact that this is a single unit I wouldn't recommend a Secured by Design condition. This site is situated in a secluded area though as my comments suggest so if the developer would like any further advice or input into security measures I'd be happy to discuss them.

- 5.11 Recommended design considerations to be addressed/included:

- Fencing should be at least 1.8m in height and suggest topping this with 300mm of trellis
- use of permeable surfaces
- Lighting plan should be devised to provide adequate lighting to the property, the perimeter and the approach
- All windows should be Secure by Design approved, tested and certified
- Cycles stand facilities include the locking of both wheels
- one way film should be applied on the summerhouse doors and windows to prevent vision inside but allow vision out

- 5.12 A good lighting plan is key in this location. Consideration should be given to the inclusion of an alarm.

Thames Water

- 5.13 Thames Water has been consulted and comments yet to be received.

Officer Response - It is often the case that Thames Water do not object to a proposal of this nature but impose planning conditions or require separate permissions from Thames Water themselves. Should a consultation response

not be received prior to the planning committee (and provided in the mod sheet), officers will withhold issuing a decision notice until comments have been received from Thames Water in order to safeguard any potential issues if they transpire.

6. POLICY CONTEXT

List of relevant planning policies

National Planning Policy Framework (2021)

- Chapter 5 Delivering a sufficient supply of homes
- Chapter 9 Promoting sustainable transport
- Chapter 11 Making effective use of land
- Chapter 12 Achieving well-designed places
- Chapter 14 Meeting the challenge of climate change, flooding and coastal change

London Plan 2021

- Policy D1 London's form, character and capacity for growth
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D6 Housing quality and standards
- Policy D11 Safety, security and resilience to emergency
- Policy D12 Fire safety
- Policy D13 Agent of Change
- Policy D14 Noise
- Policy H1 Increasing housing supply
- Policy H2 Small sites
- Policy H3 Meanwhile use as housing
- Policy H10 Housing size mix
- Policy G6 Biodiversity and access to nature
- Policy SI 1 Improving air quality
- Policy SI 2 Minimising greenhouse gas emissions
- Policy SI 12 Flood risk management
- Policy SI 13 Sustainable drainage
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car parking

- Policy T6.1 Residential parking

Merton Core Strategy (2011)

- Policy CS 8 Housing Choice
- Policy CS 9 Housing Provision
- Policy CS 14 Design
- Policy CS 15 Climate Change
- Policy CS 16 Flood Risk Management
- Policy CS 17 Waste Management
- Policy CS 18 Active Transport
- Policy CS 19 Public Transport
- Policy CS 20 Parking, Servicing and Delivery

Merton Sites and Policies Plan (2014)

- DM H2 Housing mix
- DM O2 Nature Conservation, Trees, hedges and landscape features
- DM D1 Urban design and the public realm
- DM D2 Design considerations in all developments
- DM F1 Support for flood risk management
- DM F2 Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure
- DM T1 Support for sustainable transport and active travel
- DM T2 Transport impacts of development
- DM T3 Car parking and servicing standards
- DM T4 Transport infrastructure
- DM T5 Access to the Road Network

Other guidance:

- DCLG Technical Housing Standards - Nationally Described Space Standard 2015
- Mayor's Housing SPG 2016
- Mayor's Sustainable Design and Construction SPG 2014
- Waste and Recycling Storage Requirements - A Guidance for Architects
- Merton's Small Sites Toolkit SPD 2021
- Merton Character Study 2021
- Merton's Explanatory Note: Approaches to Sustainable Design and Construction 2020

7. PLANNING CONSIDERATIONS

7.1 The main planning considerations are:

- i) The principle of development;
- ii) Character and appearance;
- iii) Impact on neighbouring amenity;
- iv) Standard and quality of accommodation;
- v) Transport, parking and cycle;
- vi) Sustainability
- vii) Flood Risks
- viii) Fire Safety
- ix) Contamination

AMENDMENTS

7.1 Site address has been amended to correctly refer to 18 Whitfield Court. Neighbours were reconsulted following the correction of site address. Revised elevations have been received with corrected labelling and a revised floor plan received with the removal of en-suite from bedroom 2 & 3 and replacing single beds in Bedrooms 1 and 3. The unit type has been amended to 3B4P. A revised Block Plan received. A revised Parking plan has been received addressing objections raised by the Highway officer which removes the proposed parking space over the manhole and amending the parking provision to 1 space. Neighbours were not reconsulted given no material change to the proposed scheme

PRINCIPLE OF DEVELOPMENT

- 7.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise.
- 7.3 National Planning Policy Framework (NPPF) 2021 - Paragraph 124 explains planning decisions should support development that makes efficient use of land, taking into account the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; the desirability of maintaining an area's prevailing character and setting, and the importance of securing well-designed, attractive and healthy places.
- 7.4 NPPF Paragraph 125 states that it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.
- 7.5 Policy H1 of the new (2021) London Plan sets the ten-year targets for net housing completions that each local planning authority should plan for. The ten year target for the London borough of Merton is 9,180 (i.e. 918 per year). This equates to 918 homes annually, an increase of 507 compared to the former

target (411) set out in Merton's current Sites and Policies Plan. The new target therefore seeks to deliver more than double the former annual target. This sets Merton a challenging target to deliver the expected number of new homes that London needs to meet demand.

- 7.6 The application site has a site area of less than 0.25 hectare. The application site therefore falls under planning policy H2 (Small Sites) of the London Plan 2021. Following on from the housing targets set out above, small sites are expected to deliver 2,610 new homes over the 10 year period (2019/20 - 2028/29). Policy H2 sets out that for London to deliver more of the housing it needs, small sites (below 0.25 hectares in size) must make a substantially greater contribution to new supply across the city. Therefore, increasing the rate of housing delivery from small sites is a strategic priority. Achieving this objective will require positive and proactive planning by boroughs both in terms of planning decisions and plan-making.
- 7.7 The borough's Core Planning Strategy states that that it is expected that the delivery of new residential accommodation in the borough will be achieved in various ways including development in 'sustainable brownfield locations' and "ensuring that it is used efficiently" (supporting text to Policy CS9). The application site is on brownfield land and is in a sustainable location adjacent to other existing residential properties.
- 7.8 In light of the above, considerable planning weight must therefore be given to the delivery of new homes as part of the planning application process. It is also noted that planning policies have changed since the determination of the previous consents where there is no more emphasis on delivery more homes. Concerns have been raised that the application site is not brownfield land. Officer notes that the application site formed part of the front garden assigned to Bungalow 3 (now no. 20 Whitfield Court) under the original consent reference 94/P0878. This is illustrated in below aerial view.



Fig.1: Aerial view accessed on 28 December 2022 from Google Maps

7.9 The application site is considered to be located on a brownfield site within a location with good public transport infrastructure. The site is therefore considered to be in a location for residential use that would promote sustainable development. The redevelopment of the site would bring forward 1 new residential unit which will make a small contribution to meeting Merton's housing targets and would provide a good mix of unit sizes that will assist in the delivery of a mixed and balanced community in a sustainable location. New housing, irrespective of the type of ownership i.e owned or rented, is considered to be in accordance with the objectives of the NPPF, London Plan targets, and LBM policies.

CHARACTER AND APPEARANCE

- 7.10 The National Planning Policy Framework (NPPF) states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The regional planning policy advice in relation to design is found in the Chapter 3 of the London Plan (2021). These policies state that Local Authorities should seek to ensure that developments promote high quality inclusive design, enhance the public realm, and seek to ensure that development promotes world class architecture and design.
- 7.11 London Plan Policy D3 requires development proposals to enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. Local Policies CS14, DMD1 & DMD2 further supports this, requiring new developments to reflect the best elements of the character of the surrounding area, or have sufficient distinctive merit so that the development would contribute positively to the character and appearance of the built environment.
- 7.12 In line with the above policies, the proposed dwelling is of a design that responds directly to the constrained siting of the site and the single storey nature reflects the existing bungalows along Whitfield Court and would avoid being visually overbearing when viewed from the adjacent terrace properties.
- 7.13 In response to the pre-application advice, the applicant has reduced the footprint of the summerhouse to allow for an increased separation distance between the main dwelling and the outbuilding as well as an increase in size of the private amenity space, which in turn increases the sense of openness when viewed from adjacent properties.
- 7.14 Officers also encouraged a more contemporary design approach at pre-application stage in order to add some visual interest to the site, rather than duplicating the uninspiring traditional bungalow design. The design of the proposed dwelling comprises a contemporary design approach with render and timber cladding with a flat roof. Whilst the materials do not reflect the traditional materials used in the construction of the existing bungalows along Whitfield Court, it draws on materials evident in the locality and thus is considered a satisfactory design solution in this location. Given its single storey nature and the use of appropriate materials, it is considered a sympathetic form of development that will add some interest and harmonise with the surrounding

properties.

- 7.15 Whilst the flat roof design may be considered at odds with the pitched roofs on the existing bungalows, however it is noted that the proposal has been designed to accommodate an extensive green roof and PV panels. The drainage and biodiversity benefits of an extensive green roof must be acknowledged as such it is considered the introduction of a flat roof in this instance is justified and on a planning balance, it is considered that the benefit outweighs the harm identified by the objectors.
- 7.16 Although details of the boundary treatment have been limited, full details of boundary treatment will be conditioned to ensure these are provided to the satisfaction of the LPA.
- 7.17 Concerns have also been raised to the height of the proposal. Officer notes the site constraints requiring the scheme to be raised above ground level to overcome flood risk concerns as well as the minimum space standards requiring all new dwellings to achieve minimum floor to ceiling height. Therefore, in light of the design constraints, there are no objections to the proposed height, which still remains domestic in scale and lower than the existing bungalows along Whitfield Court.
- 7.18 Planning policy DM D2 (Design considerations in all developments) part V ii) seeks to ensure provision of appropriate energy efficient external lighting that provides safe and secure environments. The applicant has submitted that downlighting will be integrated into the proposals. Details of external lighting will be conditioned.
- 7.19 In view of all these considerations the proposals are considered to reflect and respect the design, appearance and materials of the other neighbouring properties and would readily blend into this location with no harmful impacts on it.

NEIGHBOUR AMENITY

- 7.20 Planning policy CS policy 14 of Merton's Core Planning Strategy and policy DM D2 of Merton's Sites and Policies Plan seek to ensure new developments do not unacceptably impact on the amenities of the occupiers of any adjoining and nearby surrounding properties. Planning policy DM D2 (Design considerations in all developments) states that amongst other planning considerations that proposals will be expected to ensure provision of appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy, to both proposed and adjoining buildings and gardens. Officers consider the impact on the relevant surrounding properties in turn.

Adjacent properties on Dupont and Sydney Road

- 7.21 The proposed development would be visible from to the occupants of terrace dwellings to the north and south on Dupont Road and Sydney Road respectively however given the single storey nature of the proposal, existing separation distance as well as having majority of the development being obscured by existing boundary treatments, the impact to the surrounding properties is considered negligible. Further, the introduction of an extensive green roof will soften the visual impact. Based on the submitted plans, the

properties fronting Dupont Road is separated by an existing alleyway and there is a minimum separation distance of approximately 14m and a separation distance of approx. 19m to the properties fronting Sydney Road.

- 7.22 Further, in view of the single storey nature, level of separation from neighbours and presence of boundary treatments, the proposal will not materially impact on the daylight/sunlight benefiting the existing properties when compared to existing situation.
- 7.23 Whilst windows are being proposed along the NE elevation fronting the access road, these will not create new views into private amenity spaces of nearby properties, in particular into properties fronting Sydney Road as these views are obscured by existing boundary fence therefore Officers do not consider the proposal will result in loss of privacy or overlooking to nearby occupants.
- 7.24 The increased views onto the access road could be considered to improve passive surveillance and improve on the security of the locality.

20 Whitfield Court

- 7.25 There would be some increased sense of enclosure and change in outlook in respect of the front facing window at no. 20 Whitfield Court, however, as there would be a separating distance of approx. 5m between the south side elevation and the front garden of this property, the impact is not considered to be harmful to warrant a refusal.

16 Whitfield Court

- 7.26 In view of separation distance and siting of boundary fences, no material increase in harm to the amenity of this occupant is anticipated.

72 Dupont Road

- 7.27 The proposed development will be set 1m from the southern boundary of this property. For reasons set out above, given the single storey nature and separation distance and the siting of the proposal being towards the far end of the existing garden, the proposal is not considered to materially impact on the amenity of this occupant.
- 7.28 Overall, officers consider the proposal acceptable in terms of neighbour amenity.

STANDARD OF ACCOMMODATION

Internal

- 7.26 Policy D6 (Housing Quality and standards) of the London Plan 2021 requires housing developments to be of the highest quality design and provide adequately-sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures, and should provide at least the gross internal floor area and built-in storage area set out in Table 3.1. Policies DMD2 and Policy D6 require housing developments to provide an appropriate quality of living condition with sufficient

daylight and sunlight to new and surrounding housing.

- 7.27 The proposed dwelling would have an internal GIA of 82m² which exceeds the London Plan standard of 74 m² for a 3B4P dwelling. Each bedroom has been designed to meet the minimum dimensions and floor areas, which is considered satisfactory. In addition, all habitable rooms are considered to have suitable levels of outlook and light. The proposed outbuilding offers an additional 37sqm of ancillary residential accommodation which would further improve the overall standard of accommodation by providing additional storage and useable space.
- 7.28 The proposal will also achieve a minimum internal floor to ceiling height of 2.5m in compliant with the requirements set out under London Plan Policy D6.

Access

- 7.29 Pedestrian access to the dwelling can be gained via Kingston Road and the side alleyways from Dupont Road and Sydney Road, which reflects current arrangement for access to the existing units on Whitfield Court.
- 7.30 With regards to vehicular access, this can only be gained from Kingston Road via an undercroft leading to Whitfield Court. A parking space has been proposed in the courtyard area to the north of no. 12 Whitfield Court. The applicant has confirmed that due to restrictive covenant, vehicular parking cannot be provided within the development. The proposed parking arrangement does not restrict vehicular access to the other units in Whitfield Court.
- 7.31 As per recommendation from the Design out Crime Officer, details of external lighting has been conditioned.

Amenity Space

- 7.32 For all new houses, policy DM D2 specifies that the Council will seek a minimum garden area of 50 sqm as a single usable regular shaped amenity space. The recently adopted Merton Small Sites Toolkit SPD has suggested this figure does not have to be stringently adhered to, however the level of provision must still be appropriate. The proposals would deliver 50sq.m of private amenity space, which is compliant with the standard. As the private amenity space is at the minimum standards, in order to exercise control over proposals that might further reduce the utility of the space for a small family it is recommended that a condition be imposed removing permitted development rights for further extension works that would reduce space and or result in higher levels of residential occupation.

TRANSPORT AND PARKING

- 7.30 London Plan Policy T1 (Strategic approach to transport) states that the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

- 7.31 Merton SPP Policy DM T2 seeks to ensure that development is sustainable and has minimal impact on the existing transport infrastructure and local environment. Policy DM T3 seeks to ensure that the level of residential and non-residential parking and servicing provided is suitable for its location and managed to minimise its impact on local amenity and the road network.
- 7.32 Core Strategy Policy CS20 and SPP Policy DM T5 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, street parking or traffic management, that they minimise any impacts on the safe movement of people or goods, are appropriately located and connected to the road hierarchy; respect the streets character and environment.

Car Parking

- 7.33 The site is located in an area of PTAL 4. The adjacent roads are covered by Controlled Parking Zone A1 with restrictions in place (Mon – Fri 8.30-6.30pm). Provision for 1 parking space is provided which would broadly comply with the London Plan maximum standard which permits up to 0.5-0.75 space per 3+ bed dwelling based in PTAL 4 areas in Outer London Boroughs. Given only one dwelling is proposed, it is considered that the provision of one off-street parking space is satisfactory and is broadly in line with the London Plan parking standards. Given the size of the dwelling and its relative location within a controlled parking zone, the applicant has agreed to enter into a legal agreement restricting occupants from parking in the adjacent CPZ. This will reduce car trips in the Borough and prevent increased parking pressure in the surrounding streets as well as prevent any potential increase in parking pressure in the surrounding roads.
- 7.34 In accordance with London Plan Policy T6(g) requiring the provision of infrastructure for electric or other Ultra-Low Emission vehicles in new developments, a condition has been recommended requiring the provision of a rapid charging EVCP on site.
- 7.35 Objections have been received regarding the proposed development that removes options for turning vehicles, therefore leading to inevitable unsafe 150m long reversing along the length of the private road.
- 7.36 The Transport Officer has reviewed and commented that given the road is a private road, there are limited control that can be put in place by the local authority. Upon review, it is noted that there are a number of turning heads along Whitfield Court that could be used for turning vehicles round without the need to reverse a significant distance. It should also be noted that this private road that only serves the existing (and proposed houses) on the site, therefore the frequency of vehicle movement in and around the road would be considered to be low and thus reduces any potential risk.
- 7.37 The applicant has confirmed that an on-site parking cannot be provided due to a restrictive covenant preventing vehicular access to the site.
- 7.38 It has been submitted that the access road along the eastern site boundary will continue to provide access to no. 20 and whilst there is a covenant securing right of way for no. 20, a condition has been recommended requiring this

access to remain unobstructed at all times.

Cycling

- 7.39 Core Strategy Policy CS18 seeks to promote active transport by requiring new development to provide cycle parking, it encourages design that provides, attractive, safe, covered cycle storage, cycle parking and other facilities (such as showers, bike cages and lockers). London Plan Policy T5 requires developments to provide appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 which requires 2 spaces per a dwelling such as this. 3 no. Cycle parking spaces have been shown inside the proposed outbuilding. This is considered adequate and details will be conditioned.

Refuse and recycling

- 7.40 Merton Core Strategy Policy CS17 requires new developments to demonstrate integrated, well-designed waste storage facilities that will include recycling facilities. London Plan Policies SI 7 and SI 8 identifies that in order to manage London's waste sustainably, the waste management capacity of existing sites should be optimised and developments should be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass), non- recyclables and food waste.
- 7.37 Policy compliant refuse bins, two 180 litre bins as well as a food caddy, have been marked on the plans but they would need to be taken out and placed on the pavement on collection day. It has been submitted that the refuse will be presented next to bins at 104 Dupont Road on bin collection day. No objections have been raised by Waste Services and a condition for details of their provision have been recommended.

Construction

- 7.38 The application has been reviewed by Council's Highway Officer (see paragraph 5.2 – 5.4). Whilst the Highway Officer has acknowledged the constraints of the site, no objection has been raised subject to planning conditions. The applicant confirms that as this is a small development, small to medium size vehicles can be used to transport material and to remove refuse along the private road owned by the Applicant. Whilst officers acknowledge that the site constraints would make construction more difficult than on an easily accessible site, restricted access is not unusual in urban areas. The Councils Highway Officer has raised no objection to the proposal subject to a condition relating to (Construction Logistics Plan) as follows:

“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 Plan shall include details of the provision to accommodate all site workers', visitors' and construction

vehicles and loading /unloading arrangements 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.

7.39 In addition, it is considered necessary to impose a working method statement planning condition to help reduce impact on surrounding residential properties.

“Working Method Statement - Development shall not commence until a working method statement has been submitted to and approved in writing by the Local Planning Authority to accommodate:

- (i) Parking of vehicles of site workers and visitors;
- (ii) Loading and unloading of plant and materials;
- (iii) Storage of construction plant and materials;
- (iv) Wheel cleaning facilities
- (v) Control of dust, smell and other effluvia (Air Quality measures);
- (vi) Control of surface water run-off;
- (vii) Noise mitigation measures;
- (ix) Delivery methods including timing, size and frequency of construction vehicles.

No development shall be carried out except in full accordance with the approved method statement”.

7.40 Imposing the planning conditions requiring full details of how the development is to be built, will be subject of formal submission (discharge of condition) and review and approval by the Councils Transport and Highway Officers. This level of detail is normally only known once the applicant has secured planning approval and a contractor has been appointed to undertake the build. The discharging of the planning condition will ensure that best practice is delivered and disruption to neighbouring properties is kept to a minimum.

SUSTAINABILITY

7.41 New building works must comply with the Mayor's and Merton's objectives on carbon emissions, renewable energy and sustainable design and construction, green roofs and sustainable drainage as detailed in the London Plan (2021) and the Council's LDF Core Planning Strategy (2011) (policies CS15 and CS16).

7.42 A condition demonstrating that the proposals will meet relevant water use criteria is recommended.

7.43 The submitted Sustainability Report concludes that the proposal achieves 16.4% carbon emissions reduction from renewable technology and 19.8% overall reduction in comparison with the 2013 Building Regs standards.

7.44 It has been confirmed that a total of 10 PV panels will be incorporated on the roof of the proposed dwellinghouse to achieve the above reduction. Detail will be conditioned.

FLOOD RISKS

- 7.45 London Plan policies SI12 (Flood Risk Management) and SI13 (Sustainable Drainage) seek to protect the borough from flooding and provide sustainable urban drainage where appropriate. This is supported by Merton Core Strategy Policy CS16 (Flood Risk Management) and Merton SPP policies DM F1 (Support for Flood Risk Management) and DM F2 (Sustainable Urban Drainage Systems).
- 7.46 Planning Policy SI 13 (Sustainable drainage) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy:
- 1) rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)
 - 2) rainwater infiltration to ground at or close to source
 - 3) rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens)
 - 4) rainwater discharge direct to a watercourse (unless not appropriate)
 - 5) controlled rainwater discharge to a surface water sewer or Drain
 - 6) controlled rainwater discharge to a combined sewer
- 7.47 Whilst the site is situated in Flood Zone 1, the Environment Agency maps show that the flood risk from surface water is high. The residual risk of localised ponding remains highly likely. A Flood Risk assessment has been submitted and reviewed by the Council's Flood Risk Officer.
- 7.48 No objections have been raised subject to the imposition of the following condition:
- Prior to the commencement of development, the final construction detail of the proposed surface and foul water drainage scheme shall be submitted to and approved in writing by the local planning authority. The drainage scheme shall dispose of surface water by means of a sustainable drainage system (SuDS) including attenuation with the final surface water discharge rate restricted to no more than 2.0l/s.
- 7.49 Conditions have also been recommended requiring the provision of porous hard surfacing and hard and soft landscaping details.
- 7.50 Thames Water have been consulted of the application. At the time of writing, no comments have yet been received. Please see officer response in paragraph 5.13 regarding withholding the issuing of a decision notice.

FIRE SAFETY

- 7.51 Policy D12 Fire Safety of the London Plan Part A requires all development to demonstrate the highest levels of fire safety.
- 7.52 The applicant has submitted a Fire Safety Strategy (by Ablemarsh Safety

Consultants - Anthony Jones Bsc Fire Safety Engineering. W07 Fire Risk Assessment in complex buildings. 20 + years within the fire safety and protection industry including carrying out fire risk assessments, type 1 – 4, fire strategies, evacuation plans, fire protection design and verifications) which sets out the proposed fire safety measures for the development. These are considered to comply with the requirements set out in Part A of Policy D12 and are subsequently acceptable. A planning condition requiring the development to be carried out in accordance with the submitted Fire Safety Strategy is considered to be suitable. The objections from neighbours are noted, however it must be noted that the final assessment is subject to compliance with Building Control regulations.

CONTAMINATION

7.53 Merton's Sites and Policies Plan Policy DM EP4 (Pollutants) aims to reduce pollutants and reduce concentrations to levels that will have minimal adverse effects on people and the natural and physical environment.

7.54 The Council's Contamination Officer has been consulted and has raised no objections subject to conditions.

BIODIVERSITY

7.55 Policy G6 (Biodiversity and access to nature) of the London Plan 2021 states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.

7.57 As well as the introduction of extensive green roof, the applicant has also confirmed a bat box can be installed on site. The site is currently laid out as soft and hardstanding of limited quality, the proposal introduces mitigation measures as above and therefore it is considered that the proposal would meet the objective of policy G6 by being a biodiversity gain. Details of the proposed biodiversity and ecological measures will be conditioned.

8. ENVIRONMENTAL IMPACT ASSESSMENT

8.1 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms of EIA submission.

9. LOCAL FINANCE CONSIDERATIONS

9.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. The weight to be attached to a local finance consideration remains a matter for the decision maker. The Mayor of London's CIL and Merton CIL are therefore material considerations.

9.2 On initial assessment this development is considered liable for the Mayoral and Merton CIL.

10. SECTION 106 LEGAL AGREEMENT

10.1 The development is to be 'Permit Free' in line with policy CS.20 of the Core Planning Strategy, which seek to reduce reliance on private motor vehicles in locations with good access to public transport facilities.

10.2 Further information in respect of the above, including details of supplementary research carried out in justification of the S106 requirements, can be viewed here:

<http://www.merton.gov.uk/environment/planning/s106-agreements.htm>

11. CONCLUSION

11.1 It is considered that the proposed new family sized dwelling is of an appropriate design addressing the constraints of the site. Whilst the flat roof design may be considered at odds with the pitched roofs on the existing bungalows, however it is noted that the proposal has been designed to accommodate an extensive green roof. The drainage and biodiversity benefits of an extensive green roof is acknowledged as such it is considered the introduction of a flat roof in this instance is justified and on a planning balance, it is considered that the benefit outweighs the harm. It is also considered that the proposed development would provide a satisfactory standard of accommodation and would have an acceptable impact on neighbour amenity, traffic and parking and surface and groundwater flows. Overall, it is considered that the proposal would comply with all relevant planning policies and as such planning permission should be granted.

12. RECOMMENDATION

12.1 GRANT PLANNING PERMISSION subject to the completion of a S106 agreement covering the following heads of terms:

1) Car parking Permit Free

2) Paying the Council's legal and professional costs in drafting, completing and monitoring the legal agreement.

And subject to the following conditions:

1	A1 Commencement of development (full application)	The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.	
	1	Reason: To comply with Section 91 (as amended) of the Town & Country Planning Act 1990.	
2	A7 Approved Plans	The development hereby permitted shall be carried out in accordance with the following approved plans: HPD09 (Site Location Plan), HPD11 (Existing Block Plan), HPD01B, HPD02B, HPD04, HPD12B, HPD03 Rev C and HPD11 Rev A.	
	1	Reason: For the avoidance of doubt and in the interests of proper planning	

3	B1 External 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.
	1	Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policies D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.
4	B4 Details of surface treatment	No development shall take place until details of the surfacing of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, footpaths, hard and soft have been submitted in writing for approval by the Local Planning Authority. No works that 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 have been approved and works to which this condition relates have been carried out in accordance with the approved details.
	1	Reason: To ensure a satisfactory standard of development in accordance with the following Development Plan policies for Merton: policy D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.
5	B5 Details of Walls/Fences	No development shall take place until details of all boundary walls or fences 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.
	1	Reason: To ensure a satisfactory and safe development in accordance with the following

		Development Plan policies for Merton: policies D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.
6	C01 No Permitted Development (Extensions)	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 other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.
	1	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 D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.
7	A Non Standard Condition	No refuse or waste material of any description shall be left or stored anywhere on the site other than within a building or refuse enclosure. REASON: To safeguard the appearance of the property and the amenities of the area
8	C06 Refuse & Recycling (Details to be Submitted)	No development shall take place until a scheme for the storage of refuse and recycling has been 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 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.
	1	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: policies SI 7 and D6 of the London Plan 2016, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.
9	D10 External Lighting	Any external illumination of the premises shall not be carried out except in accordance with details giving the method and intensity of any such external illumination which shall be submitted to and approved in writing by the Local Planning Authority prior to the

		occupation of any part of the buildings. The approved details shall be permanently retained thereafter.
	1	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.
10	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.
	1	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 D14 and T7 of the London Plan 2021 and policy DM EP2 of Merton's Sites and Polices Plan 2014.
11	F02 Landscaping (Implementation)	All hard and soft landscape works shall be carried out in accordance with details to be submitted and approved in writing by the Local Planning Authority. The works shall be carried out in the first available planting season following the completion of the development or prior to the occupation of any part of the development, whichever is the sooner, and any trees which die within a period of 5 years from the completion of the development, are removed or become seriously damaged or diseased or are dying, shall be replaced in the next planting season with others of same approved specification, unless the Local Planning Authority gives written consent to any variation. All hard surfacing and means of enclosure shall be completed before the development is first occupied.
	1	Reason: To enhance the appearance of the development in the interest of the amenities of the area, to ensure the provision sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policy G7 of the London Plan 2021, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, F2 and O2 of Merton's Sites and Policies Plan 2014.
12	F09 Hardstandings	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.

	1	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 SI12 of the London Plan 2021, policy CS16 of Merton's Core Planning Strategy 2011 and policy DMF2 of Merton's Sites and Policies Plan 2014.
13	H04 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.
	1	Reason: To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy T6 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Policies Plan 2014.
14	A Non Standard Condition	<p>A rapid electric charging point shall be installed in accordance with details to be submitted to approved in writing by the Local Planning Authority. Such details to include siting, external finishes and maintenance plan. The charging points shall be permanently retained thereafter for the use of occupiers.</p> <p>Reason: To encourage the use of environmentally friendly electric vehicles in compliance with policy T6 of the London Plan 2021.</p>
15	H07 Cycle Parking to be implemented	The development hereby permitted shall not be occupied until the cycle parking has been provided and made available for use in accordance with details to be submitted and approved in writing by the Local Planning Authority. Details to include siting and design. These facilities shall be retained for the occupants of and visitors to the development at all times.
	1	Reason: To ensure satisfactory facilities for cycle parking are provided and to comply with the following Development Plan policies for Merton: policy T5 of the London Plan 2021, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Policies Plan 2014.
16	A Non Standard Condition	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 Plan shall include details of

		<p>the provision to accommodate all site workers', visitors' and construction vehicles and loading /unloading arrangements 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.</p> <p>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 T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.</p>
17	A Non Standard Condition	<p>Development shall not commence until a working method statement has been submitted to and approved in writing by the Local Planning Authority to accommodate:</p> <ul style="list-style-type: none"> (i) Parking of vehicles of site workers and visitors; (ii) Loading and unloading of plant and materials; (iii) Storage of construction plant and materials; (iv) Wheel cleaning facilities; (v) Control of dust, smell and other effluvia (Air Quality measures); (vi) Control of surface water run-off; (vii) Noise mitigation measures; (viii) Delivery methods including timing, size and frequency of construction vehicles. <p>No development shall be carried out except in full accordance with the approved method statement.</p> <p>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 T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.</p>
18	A Non Standard Condition	<p>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 internal water consumption rates of no greater than 105 litres per person per day.</p>

		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 SI 2 and SI 3 of the London Plan 2021 and Policy CS15 of Merton's Core Planning Strategy 2011.
19	A Non Standard Condition	Prior to commencement of superstructure works, details of the extensive green roof and a bat box shall be submitted to and approved in writing by the Local Planning Authority, including details of maintenance. The biodiversity roof shall be implemented in accordance with the details approved and planted/seeded with the agreed mix of species within the first planting season following the practical completion of the building works. REASON: To enhance nature conservation interest
20	PV Panels	Prior to the occupation of the development hereby approved, details of the siting ASHP and the siting, gradient and minimum number of 10 no. pv panels to be installed on the new dwelling shall be submitted to and approved in writing by the Local Planning Authority. The PV panels shall be implemented as approved prior to the occupation of the development. REASON: To promote sustainable development and ensure that the proposed development is in keeping with the existing building(s) and does not prejudice the appearance of the locality.
21	A Non Standard Condition	The development shall be carried out in accordance with the submitted Flood Risk Assessment by RIDA Coastal Ltd (ref: 204- FRA- 002 dated: July 2022) and the following mitigation measures it details: - Finished floor levels of the ground floor and all thresholds, apertures or airbricks shall be set no lower than 14.72 mAOD metres above Ordnance Datum (mAOD) which is +400mm above existing ground level. -The risk from sewer flooding should be mitigated by introducing a nonreturn valve and positive pumped device on any connection to the sewers. - Flood Risk Resilience measures to cover a potential flood depth of 900mm. - Provision of a safe access and egress for all uses from the site. These mitigation measures shall be fully implemented prior to occupation. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

		Reason : To reduce the risk of flooding to the proposed development and future occupants.
22	A Non Standard Condition	<p>Prior to the commencement of development, the final construction detail of the proposed surface and foul water drainage scheme shall be submitted to and approved in writing by the local planning authority. The drainage scheme shall dispose of surface water by means of a sustainable drainage system (SuDS) including green roof, permeable paving and attenuation with the final surface water discharge rate restricted to no more than 2.0l/s.</p> <p>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 SI 12 and SI13.</p>
23	E06 Ancillary Residential Accommodation	The outbuilding hereby permitted as part of the development shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as 18 Whitfield Court.
	1	Reason: To safeguard the amenities of neighbouring residents, to prevent the unauthorised introduction of an independent use and to ensure compliance with the following Development Plan policies for Merton: policies D3 and D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.
24	A Non Standard Condition	<p>The access road along the eastern site boundary shown on drawing HPD11 shall remain unobstructed at all times.</p> <p>REASON: To safeguard free flow of pedestrian traffic along the access from Kingston Road to no. 20 Whitfield Court.</p>
25	A Non Standard Condition	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no part(s) of the roof of the building(s) hereby approved shall be used as a balcony or terrace nor shall any access be formed thereto.</p> <p>REASON: To safeguard the amenities of the occupiers of adjoining property.</p>
26	Fire Safety Statement	The development must be carried out in accordance with the provisions of the Fire Statement prepared by Anthony

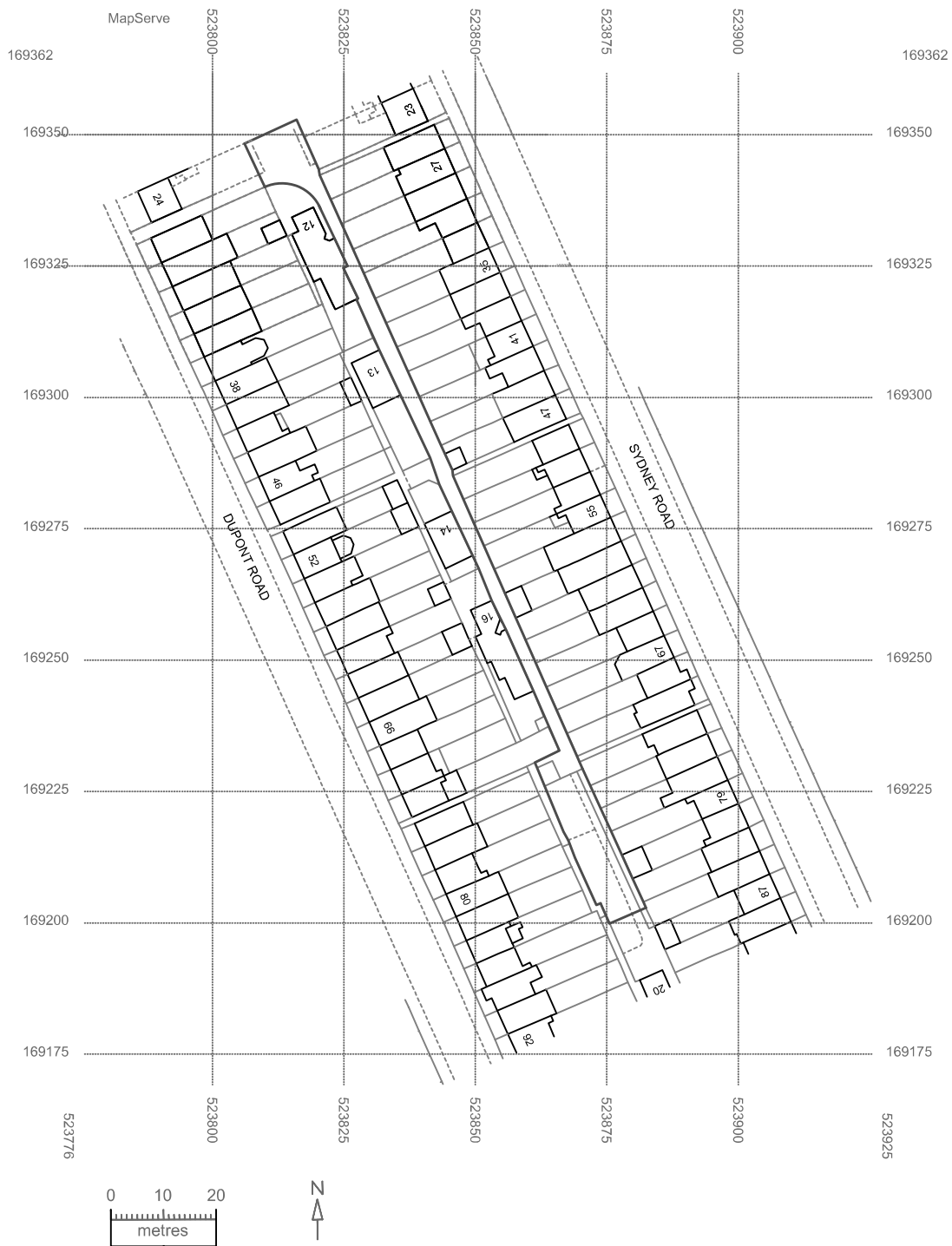
		<p>Jones unless otherwise approved in writing by the Local Planning Authority.</p> <p>REASON: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.</p>
27	Contamination 1	<p>No development shall occur until a preliminary risk-assessment is submitted to the approval of the LPA. Then an investigation conducted to consider the potential for contaminated-land and shall be submitted to and approved in writing by the local planning authority.</p> <p>Reason: To protect the health of future users of the site in accordance with policy 9.10.6 of the London Plan 2021 and policy DM EP4 of Merton's sites and policies plan 2014.</p>
28	Contamination 2	<p>No development shall occur until a remediation method statement, described to make the site suitable for, intended use by removing unacceptable risks to sensitive receptors, and shall be submitted to and approved in writing by the local planning authority.</p> <p>Reason: To protect the health of future users of the site in accordance with policy 9.10.6 of the London Plan 2021 and policy DM EP4 of Merton's sites and policies plan 2014.</p>
29	Contamination 3	<p>Prior to first occupation, the remediation shall be completed and a verification report, produced on completion of the remediation, shall be submitted to and approved in writing by the local planning authority.</p> <p>Reason: To protect the health of future users of the site in accordance with policy 9.10.6 of the London Plan 2021 and policy DM EP4 of Merton's sites and policies plan 2014.</p>
30	Non-Standard	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) the development hereby approved shall be occupied as a C3 (dwellinghouses) only.</p> <p>REASON: To safeguard the amenities of the occupiers of adjoining properties.</p>
31	INF 20 Street naming and numbering	<p>INFORMATIVE</p> <p>This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at the London Borough of Merton</p>

		<p>Street Naming and Numbering (Business Improvement Division) Corporate Services 7th Floor, Merton Civic Centre London Road Morden SM4 5DX Email: street.naming@merton.gov.uk</p>
32	INF 15 Discharge conditions prior to commencement of work	<p>This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice.</p>
33	INF 00 Non-Standard/ Blank Informative	<p>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).</p> <p>No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.</p>
34	INF 00 Non-Standard/ Blank Informative	<p>INFORMATIVE: The applicant should be aware that the site may provide a useful habitat for swifts. Swifts are currently in decline in the UK and in order to encourage and improve the conservation of swifts the applicant is advised to consider the installation of a swift nesting box/bricks on the site.</p>
35	INF 00 Non-Standard/ Blank Informative	<p>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</p>

		850 2777). No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.
36	INF 00 Non-Standard/ Blank Informative	<p>In accordance with paragraph 38 of the NPPF, The London Borough of Merton (LBM) takes a positive and proactive approach to development proposals focused on solutions. LBM works with applicants/agents in a positive and proactive manner by:</p> <ul style="list-style-type: none"> i) Offering a pre-application advice and duty desk service. ii) Where possible, suggesting solutions to secure a successful outcome. iii) As appropriate, updating applicants/agents of any issues that may arise in the processing of their application. <p>In this instance:</p> <ul style="list-style-type: none"> i) The applicant/agent was provided with pre-application advice. iv) The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.
37	INF 00 Non-Standard/ Blank Informative	<p>Damage to the public highway:</p> <p>Care should be taken to ensure that no damage is caused to the public highway adjacent to the site during demolition and (or) construction. The Council will seek to recover any expenses incurred in repairing or making good such damage from the owner of the land in question or the person causing or responsible for the damage.</p> <p>BEFORE ANY WORK COMMENCES you MUST contact the London Borough of Merton, Telephone 020 8274 4901 to arrange a pre-commencement photographic survey of the public highways adjacent to and within the vicinity of the site. The precondition survey will ensure you are not charged for any damage which existed prior to commencement of your works.</p> <p>If you fail to contact us to arrange a pre commencement survey then it will be assumed that any damage to the highway was caused by your</p>

		<p>activities and you will be charged the full cost of repair.</p> <p>Once the site works are completed you need to contact us again to arrange for a post construction inspection to be carried out. If there is no further damage then the case will be closed. If damage or further damage is found to have occurred then you will be asked to pay for repairs to be carried out.</p> <p>Noise control - Building sites: The attention of the applicant is drawn to the requirements of section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise and vibration on construction and demolition sites. Application, under section 61 of the Act for prior consent to the works, can be made to the Environmental Health Department.</p> <p>Under the Act the Council has certain powers to control noise from construction sites. Typically the council will limit the times during which sites are permitted to make noise that their neighbours can hear.</p> <p>For general construction works the Council usually imposes (when necessary) the following limits on noisy works:- Monday to Friday 8am to 6pm Saturdays 8am to 1pm Sundays and Public Holidays- No noisy activities allowed</p> <p>Applicants should also be aware of the guidance contained in British Standard 5228;2009- Noise and vibration control on construction and open sites.</p>
38	INF 00 Non-Standard/ Blank Informative	<p>CIL Liable</p> <p>The applicant is advised that this permission results in a chargeable scheme under the Borough's and the Mayor of London's Community Infrastructure Levy.</p> <p>Section 106 Agreement</p> <p>This planning permission has a Section 106 Agreement which must be read in conjunction with it.</p>
39	INF 00 Non-Standard/ Blank Informative	<p>The applicant is advised to contact the Designing Out Crime Officer, PC Neal Micklewright to ascertain detailed design measures to enhance the security of</p>

		the premises by email to neal.micklewright@met.police.uk	
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Project:
**Proposed new dwelling and
 summerhouse at 18
 Whitfield Court, 508
 Kingston Road, London
 SW20 8DT**

Page 89

Drawing:
Location Plan

Date:
May 2022

Scale:
1:1250

Drawing No.:
HPD09



SCALE BAR 1:200

99

16

Secure storage for 3 bicycles within Summerhouse

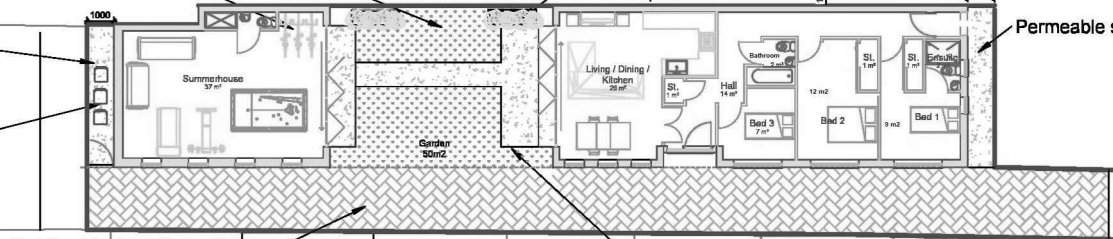
Laid to lawn

Rainwater planters

Permeable surface

Page 06

Permeable surface
Storage for 2 x 180 litre bins and a food caddy



Existing block paving surface to be maintained

Permeable surface



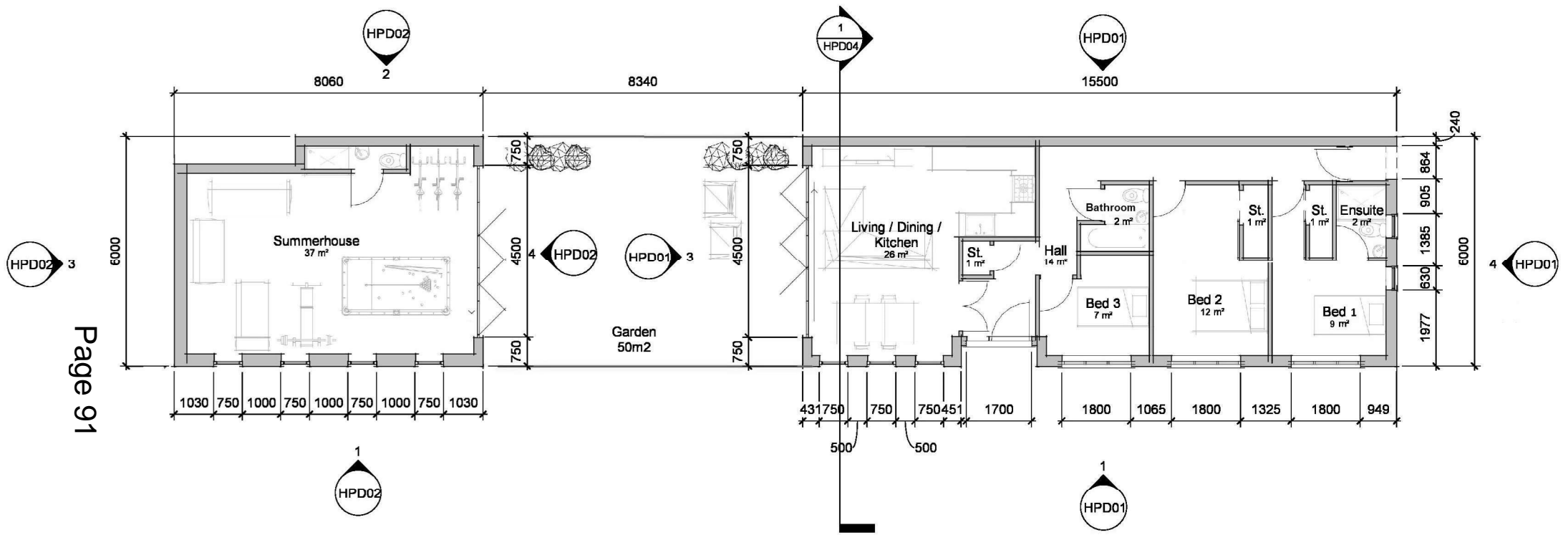
Project:
Proposed dwelling and summerhouse at
18 Whitfield Court, 508 Kingston Road,
London SW20 8DT

Drawing:
Proposed Block Plan

Date:
May 2022

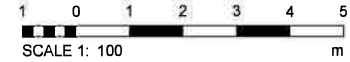
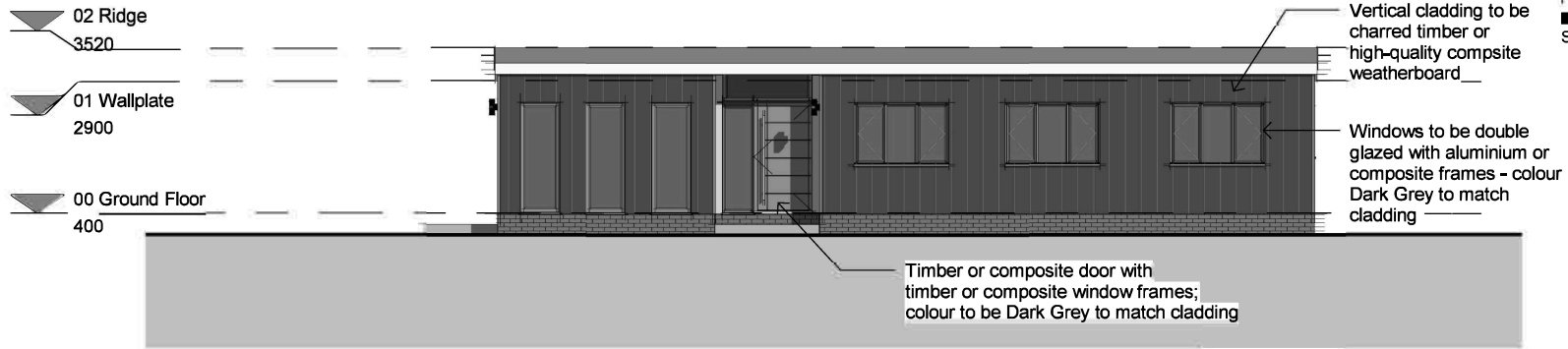
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Drawing Nr.:
HPD11

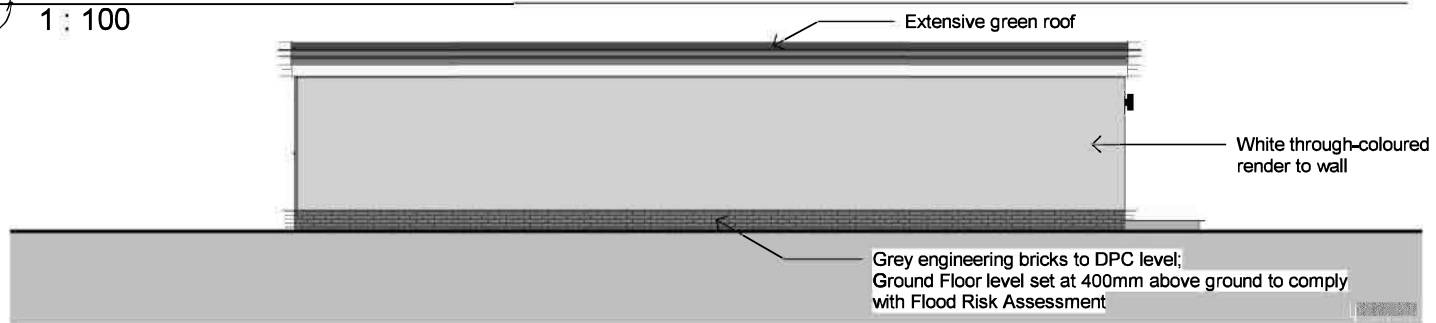


Page 91

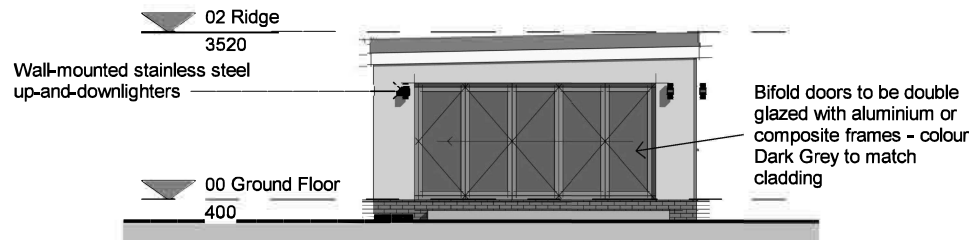
1 00 Ground Floor Plan
1 : 100



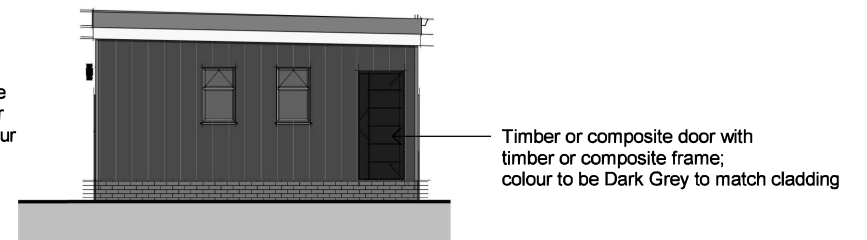
1 Dwelling NE Elevation
1 : 100



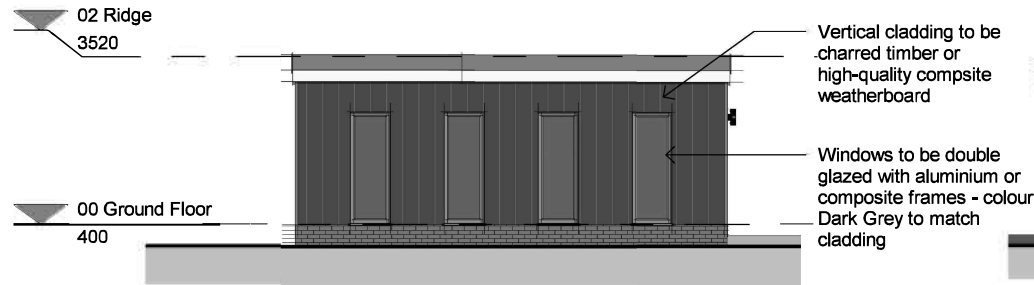
2 Dwelling SW Elevation
1 : 100



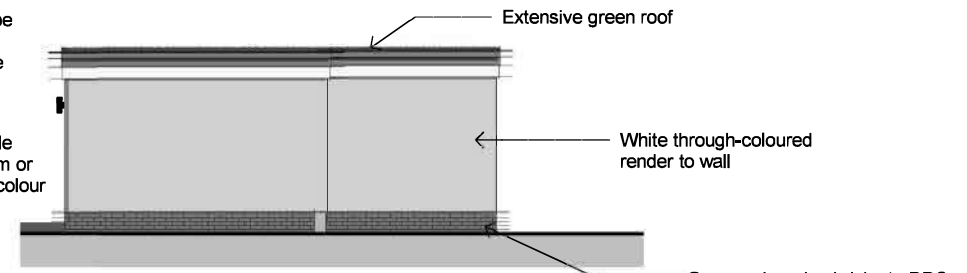
3 Dwelling SE Elevation
1 : 100



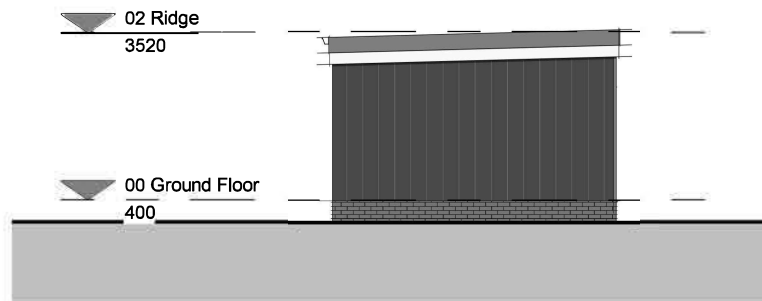
4 Dwelling NW Elevation
1 : 100



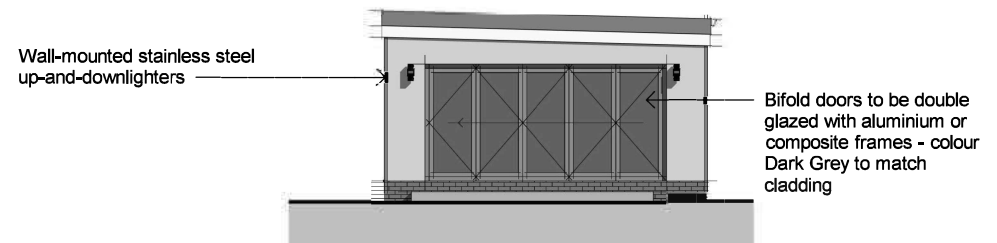
1 Summerhouse NE Elevation
1 : 100



2 Summerhouse SW Elevation
1 : 100



3 Summerhouse SE Elevation
1 : 100



4 Summerhouse NW Elevation
1 : 100



SCALE BAR 1:200



Page 94



Page 95



Page 96





Page 98

Committee: Planning Applications

Date: 17th January 2023

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 Number **21/P3779**

Appeal number: APP/T5720/W/22/3292549

Site: 95 St James' Road, Mitcham CR4 2DF

Development: ERECTION OF A TWO STOREY (WITH LOFT ACCOMMODATION) 3
BED DETACHED DWELLINGHOUSE WITH PRIVATE AMENITY
SPACES, CYCLE AND REFUSE STORAGE

Recommendation: Refuse (Delegated)

Appeal Decision: **DISMISSED**

Date of Appeal Decision: 28TH December 2022

[click LINK TO DECISION NOTICE](#)

Application Number **21/P3982**
Appeal number: APP/T5720/W/22/3296287
Site: 73 Cavendish Road, Colliers Wood SW19 2EY
Development: VARIATION OF CONDITION 2 (TO INCREASE THE DEPTH OF THE FIRST FLOOR REAR EXTENSION). RELATING TO LBM PLANNING PERMISSION 20/P3965, FOR THE ERECTION OF SIDE/REAR EXTENSION TO CREATE A NEW SEMI-DETACHED DWELLING.
Recommendation: Refused (Planning Committee)
Appeal Decision: **ALLOWED**
Withdrawal Date: 3rd January 2023

[click LINK TO DECISION NOTICE](#)

Application Number **21/P4273**
Appeal number: APP/T5720/W/22/3299426
Site: Grass verge opposite 177 Mostyn Road SW19
Development: PRIOR APPROVAL FOR AN 18M HIGH MONOPOLE WITH WRAPAROUND CABINET AT BASE AND ASSOCIATED ANCILLARY WORKS (INCLUDING 3 x CABINETS AT STREET LEVEL).
Recommendation: Refused (Planning Committee)
Appeal Decision: **DISMISSED**
Withdrawal Date: 6th December 2022

[click LINK TO DECISION NOTICE](#)

Application Number **22/P0031**
Appeal number: APP/T5720/W/22/3300579
Site: 30A Merton High Street, Wimbledon SW19 1DN
Development: THE CREATION OF 1 x 1 BEDROOM FLAT, INVOLVING ERECTION OF A NEW STOREY TO EXISTING BUILDING AND ALTERATIONS TO FRONT ELEVATION TO PROVIDE ACCESS FROM MERTON HIGH STREET AND SEALING EXISTING SIDE ENTRANCE TO FIRST FLOOR FLAT
Recommendation: Refused (Planning Committee)
Appeal Decision: **DISMISSED**
Withdrawal Date: 21st December 2022

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.

Committee: Planning Applications Committee

Date: 17th January 2023

Agenda item: Enforcement Report

Wards: All

Subject: **PLANNING ENFORCEMENT - SUMMARY OF RECENT WORK**

Lead officer: **HEAD OF SUSTAINABLE COMMUNITIES**

COUNCILLOR Aidan Mundy, CHAIR of PLANNING APPLICATIONS COMMITTEE

Contact Officer Raymond Yeung: 0208 545 4352
Raymond.Yeung@merton.gov.uk

Recommendation:

That Members note the contents of the report.

1. Purpose of report and executive summary

This report details a summary of casework being dealt with by the Planning Enforcement Team and contains figures of the number of different types of cases being progressed, with brief summaries of all new enforcement notices and the progress of all enforcement appeals.

Current Enforcement Cases:	352	New Appeals:	1
New Complaints	19	Existing Appeals	3
Cases Closed	20	<i>There is a high volume of backlog at the Planning Inspectorates to determine appeals, the waiting time with them is several months, the existing appeals have not progressed with the inspectors.</i>	
New Enforcement Notices Issued			
Breach of Condition Notices	0	Prosecutions: (instructed)	0
Enforcement Notices	1	New Instructions to Legal	3
S.215: ³	0	Existing instructions to Legal	5
Others (PCN, TSN)	0	<hr/>	
Total	1	TREE ISSUES	
		Tree Applications Received	80
		% Determined within time limits:	98%
		High Hedges Complaint	1
		New Tree Preservation Orders (TPO)	1
		Tree Replacement Notice	0
		Tree/High Hedge Appeal	0
		5-Day notice	3

Note (*figures are for the period from (from 28th November 2022 to 6th January 2023).*)

¹ S215 Notice: Land Adversely Affecting Amenity of Neighbourhood.

It should be noted that due to the pandemic the Planning Inspectorate have over a year's backlog of planning enforcement appeals to determine. The Planning Inspectorate have recently stated that they are concentrating on the larger complexed schemes which take priority over householder and smaller cases.

2.0 Recent Enforcement Actions

Land at 129 Pelham Road Wimbledon London SW19 1NZ

A notice was served for the unauthorised material change of use of the Land from ancillary car parking for use class E to commercial car park (sui generis).

The breach relates to the change of use of the land from B1 storage and ancillary use car parking to offices and working of motor vehicles and garages to the current use as a commercial car park in a residential area.

The land rear of 129 Pelham Road, is in South Wimbledon within a residential area. The site is within walking distance to Central Wimbledon, where there are good transport links and access by train, bus, tubes and multi-storey car parking facilities.

As mentioned above, the land was used through various uses such as ancillary staff car parking for the surrounding offices or parking of cars relating to a workshop/garage car repairs and ancillary cars to those businesses. They are restricted to either staff users or customers relating to the local business.

The land is currently being used as an unattended commercial car park open to the all of the public, operating from 7am -7pm. The running of engines of vehicles entering and leaving the site results in noise disturbance and the increase of air pollution to those who reside, work, visit and go to school in the area.

The commercial car park is sited within a residential area, walking distance to central Wimbledon where there are good connections to public transport and car parks. The car park has changed from class B1 storage and light industrial with ancillary staff car park (restricting car park access to staff only during office hours) to a unrestricted and unattended commercial car park operating 7 days a week outside working hours of 8am to 6pm Monday to Friday This has an adverse impact in terms of noise, air pollution, road and crime safety on local residents, those who work, visit and go to school.

The land is left unattended and abuts residential units which are easily accessed from the car park and is open to crime and anti-social behavior.

By the virtue of the siting of the land within a residential area being used in a commercial capacity is unsympathetic to the locality.

The commercial car park (sui generis) by reason of opening hours, unrestricted and unattended vehicle movements, noise, disturbance and increased opportunities for potential anti-social behaviour and crime fails to protect the amenity of nearby residential occupiers.

The unattended new car park use leads to unrestricted vehicle movements, and limited visibility splay entering/leaving the site on Pelham Road compromises highway safety for pedestrians and road users.

Requirements of the Notice

- To permanently cease the use of the land as a commercial car park (sui-generis).
- Permanently remove all paraphernalia relating to the new car park such as (but not limited to) advertising boards and directional signs.
- Permanently remove all materials, fixtures, fittings and debris associated in compliance with the works (1) above and permanently take off site.

Broken telecoms cabinets Middleton Road/ Lilleshall Road Muchelney Road

A report was made with regards to Middleton Road/ Lilleshall Road Muchelney Road junction with regards to broken cabinets with a potential issue of s215 untidy land. Our officers went out on site to inspect to find the contact details to the telecommunications company Virgin Media who are responsible. The officer negotiated to fix these boxes without requiring any formal action. The matter resolved 2 months later as shown below and is a visual improvement to the streetscene and health and safety of the public.

Before



After



391 Cannon Hill Lane Raynes Park London SW20 9HH

An enforcement notice was served the unauthorised installation of solar panels raised above the ridgeline of the roof of the property on the Land. The requirements are to Completely remove the solar panels from the roof; Or (b) Reconfigure the solar panels to lay flat on the roof below the ridgeline And (c) Remove from the Land all materials, fixtures, fittings and debris associated with compliance with the works in (a) or (b) above.

Land to the rear of 42 Tamworth Lane, Mitcham, CR4 1DA.

The council will be re-serving a notice but to reinstate the garage and rear boundary adjacent to Acacia Road.

The planning enforcement team have been working with the police and anti-social behaviour team to find a solution to board up the site, the process is ongoing.

To summarise:

A s215 notice was issued on 10th May 2021. This notice requires compliance at the end of July 2021 requiring the Land to be tidied up / cleared.

The Land is again being fly tipped a further s215 Notice was issued on 28th February 2022 including enclosing and clearing the untidy / overgrown Land.

31 Dundonald Road, Wimbledon, London, SW19 3QH

An enforcement notice has been served to remove the front, ground floor single storey extension from the front of the shop unit. This came after 2 retrospective planning applications and 2 refusals.

The unauthorised ground floor single storey extension from the front of the shop unit would fail to relate positively and appropriately to the rhythm, siting and scale of the building and existing pattern of development along the street to the detriment of the character and appearance of the building, street and surrounding area.

The requirement is to return the ground floor shop front to its former unaltered state before the unauthorised front, ground floor single storey extension.

28 Oakleigh Way, Mitcham, CR4 1AL

This notice is intended to resolve the breach of planning control relating to the unauthorised conversion of the rear extension into a self-contained unit and rear canopy.

The conversion of rear extension to a self-contained unit would deliver one additional residential unit within the borough, which is a strategic objection of the Council. However, the local development framework also requires that development have a high quality design and form that responds to the local area, parking provisions should maintain the safe and efficient operation of the highway, and proposals should not adversely impact adjoining neighbours. Weighing up the merits of the scheme the proposal is considered unacceptable due to the standard of accommodation, impact on the local highway and absence of cycle and refuse storage.

The rear canopy is not be sympathetic in terms of massing, form or overall design. Although it is at the rear, it is assessed not to be sympathetic to its surroundings. It is inappropriate in terms of scale and design. Therefore it is considered expedient to issue the notice. The notice requires to cease the self-contained residential unit and to remove the canopy.

8 Dahlia Gardens

On 16th August 2022 the Council issued an enforcement notice re unauthorised construction of an upper-floor extension to an existing detached outbuilding without the benefit of planning permission. This came immediately after the refusal of planning application for the same under ref no. 22/P1540.

What was single storey outbuilding was altered into a two storey outbuilding, and by reason of its design and form fails to blend and integrate well with its surroundings, is considered to be unduly dominant and visually intrusive, having a negative impact on the character and appearance of Dahlia Gardens and Hadley Road. It created unacceptable loss of light, privacy and outlook toward the adjoining properties along Dahlia Gardens and Hadley Road.

LAND AT 8A-F SOUTH PARK ROAD, WIMBLEDON, LONDON, SW19 8ST

Breach of condition notice following Temporary Stop Notice

On 12th July 2022, the Council has issued this temporary stop notice alleging that there has been a breach of planning control on the land described in paragraph 4 below.

This temporary stop notice is issued by the Council, in exercise of their power in section 171E of the Act, because they think that it is expedient that the activity

specified in this notice should cease on the land described. The Council now prohibits the carrying out of the activity specified in this notice.

A breach of planning control has taken place as a result of the commencement of development works on the Land carried out prior to the discharge of condition 6 (Construction management plan) of planning permission granted by the Council bearing reference number 21/P3487 for the erection of an additional floor comprising 3 x self-contained residential flats.

The commencement of development works creates an amenity harm to the neighbouring occupiers with regards to noise, dust and general safety, the pedestrians and traffic flow on the highway, the appearance of the property and adjacent highway is a detriment to the visual appearance of the property and streetscene as a result of the commencement of works. For the reasons above it is considered expedient to serve a Temporary Stop Notice to remedy the breach of planning control identified.

Following the temporary stop notice, the construction management plan, was approved and works commenced.

However works were continuing but were contrary of conditions 4 and 6;

Condition 4- 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.

Condition 6-The development shall not commence until details of the provision to accommodate all site workers', visitors' and construction vehicles and loading /unloading arrangements 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. The details shall include how any adverse impact of noise, dust, vibration and traffic on occupiers of the building and adjoining owners or occupiers will be mitigated.

A site visit/meeting with the planning officer, residents, councillor and MP on 8th July 2022, confirmed that works had commenced prior to the discharge of condition 6 ref:22/P1840 and safety measures to mitigate dust had not been put in place. Dust mitigation had not been implemented - polythene dust sheets around the scaffolding had not been put on, and therefore there is no dust barrier between the site and surrounding properties. Debris from the construction works are not confined, posing a danger to the public and residents. Site Access and Hoarding requirement – hoarding to be constructed and all works are to be within the hoarding line. Hoarding around the building was not been erected.

As of December 2022- The notice was complied with and works are complete.

310 & 372 Grand Drive SW20 9NQ – Untidy land

Before

After



An unannounced visit was made by the council as shown in the photograph on the left, soon after the investigation by an enforcement officer and making contact to the property owners, the land was cleared soon after.

70 Linkway, SW20 9AZ. Unauthorised hardsurfacing of front garden.

Before



After



The breach has now been rectified the hardstanding or cement has been removed and the front garden has been reinstated with a grassed area and a wooden boundary fence.

Land at 22 Vectis Road London SW17 9RG -Untidy land

A section 215 notice has been served to the above property, the rubbish and vegetation to the front and the rear of the property increases its adverse impact on the amenity of the area. Section 215 of the Town and Country Planning Act (1990) provides local authorities with an additional discretionary power for requiring landowners to clean up 'land adversely affecting the amenity of the neighbourhood'

This matter concerns the adverse impact that the condition of the land at 22 Vectis Road has on the amenity of the surrounding area. The owner of the land has failed to clear rubbish and vegetation to the front and to the rear. To the front this includes, but is not limited to: large weeds in excess of three metres in height, trees and bushes, abandoned bins, abandoned car parts, household plastics, wooden boards, bricks which have been abandoned, motorcycle helmet, wooden boards, a mattress, a white household appliance. To the rear this includes, but is not limited to: overgrown vegetation, including overgrowth of seedling trees and shoots, household waste and appliances, garden waste and appliances and a derelict outbuilding which is in a state of disrepair.

Enforcement officers will be re-visiting the site soon to see if the notice has been complied with.

61a WORPLE ROAD LONDON SW19 4LB. A Breach of Condition Notice was served. The developers failed to provide screening required by condition on a planning permission for a new residential development, no screening leads to an overlooking and loss of privacy issue towards existing neighbouring adjoining residents.

The owner has not complied with the notice following a compliance site visit check. A letter of alleged offence was served at the beginning of August.

12A Deer Park Road, South Wimbledon, London SW19 3TL.

An enforcement notice was served from a change of industrial/office unit into a 16 unit House In Multiple Occupation (HMO), it did not receive planning permission and is expedient due to the creation of the poor residential accommodation in a commercial area. The notice requires the cessation of the HMO use requiring to remove kitchen and toilets from the units.

100 Garth Road, Morden, SM4 4LR. Relates to the unauthorised erection of a self-contained residential unit on top of an existing garage. An enforcement notice has been served dated 28th March 2022, the Notice will take effect on 2nd May 2022 with a 3 months compliance period unless an appeal is submitted. The notice requires: Completely demolish the Unit or Restore that part of the property to its condition prior to the breach of planning control by complying with approved drawing number E-1672-PJ-03A planning permission 17/P2214.

Successful Prosecution case-update

7 Streatham Road, Mitcham, CR4 2AD- Summary of the prosecution;

The Council served two enforcement notices on 6th June 2019 for the unauthorised outbuilding and roof extension, the enforcement notice required the outbuilding to be demolished and to clear debris and all other related materials. Following the non-compliance of said notices, this is a criminal offence which lead to prosecution proceedings.

The plea hearing took place at Lavender Hill Magistrates Court, where the defendant pleaded not guilty and the second hearing is due on the 14th January 2020.

A second hearing was held on 14th January 2020, and adjourned until 4th February 2020 in order for the defendant to seek further legal advice.

The defendant again appeared in court and pleaded not guilty, a trial date was set for 21st May 2020. Due to the Covid-19 pandemic this has been postponed. The case has been listed for a 'non-effective' hearing on Tuesday 14 July 2020, where a new trial date will be set.

This was postponed until another date yet to be given. The Council has now instructed external Counsel to prosecute in these matters.

The next 'non-effective' hearing date is 2nd October 2020. This date has been re-scheduled to 27th November 2020. This was again re-scheduled to 4th January 2021. Outcome not known at the time of compiling this report.

A trial date has now been set for 28th and 29th April 2021.

At trial the defendant changed his plea from not guilty to guilty on the two charges of failing to comply with the two Planning Enforcement Notices, however due to the current appeals with the Planning Inspectorate relating to two planning application appeals associated with the two illegal developments, sentencing was deferred until 7th October 2021 at Wimbledon Magistrates Court.

The two planning appeals were dismissed dated 5th October 2021.

Sentencing was again deferred until 16th December 2021 at Wimbledon Magistrates Court.

The result of the sentencing hearing was:

1. Fine for the outbuilding EN: £6,000, reduced by 10% so £5,400
2. Fine for the dormer EN: £12,000, reduced by 10% so £10,800
3. Surcharge: £181
4. Costs: £14,580
5. Total being £30,961. To be paid over a period of three years in monthly instalments.

The defendant was fined for the outbuilding and the dormer extensions due to non-compliance with two enforcement notices.

Latest

Enforcement officers have written to the landowner to state that The Council is minded to take direct action to undertake the works to secure compliance with the enforcement notices, pursuant to section 178, Town and Country Planning Act 1990 (as amended). This would result in further costs that would be recoverable from them directly.

To date the notice still has not been complied with, in October 2022, a meeting was taken place with a contractor to get quotes for the removal of both outbuilding and roof extension and rebuilding of the roof.

Quotes were received in November 2022 and discussions were had internally in view to accept one of the tasks involved to do it in stages due to budget reasons (removal of outbuilding first and then dormer and rebuild later), it is understood that any agreement of such works needs approval by the council.

3.4 Requested update from PAC

None

4. Consultation undertaken or proposed

None required for the purposes of this report

5 Timetable

N/A

6. Financial, resource and property implications

N/A

7. Legal and statutory implications

N/A

8. Human rights, equalities and community cohesion implications

N/A

9. Crime and disorder implications

N/A

10. Risk Management and Health and Safety implications.

N/A

11. Appendices – the following documents are to be published with this report and form part of the report Background Papers

N/A

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32 Glossary of terms

Glossary of Terms:

A complete glossary of planning terms can be found at the Planning Portal website: <http://www.planningportal.gov.uk/> The glossary below should be used as a guide only and should not be considered the source for statutory definitions.

Affordable Housing - Affordable Housing addresses the needs of eligible households unable to access or afford market housing. Affordable housing includes social rented and intermediate housing and excludes low cost market housing. Affordable housing should be available at a cost low enough for eligible households to afford, determined with regard to local incomes and local house prices. Provision of affordable housing should remain at an affordable price for future eligible households or if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision. Further information can be found in Planning Policy Statement 3 (Housing)

Area Action Plan (AAP) – Area action plans are part of the Local Development Framework. They should be used when there is a need to provide the planning framework for areas where significant change or conservation is needed. Area action plans should deliver planned growth areas, stimulate regeneration, protect areas particularly sensitive to change, resolve conflicting objectives in areas subject to development pressures or focus the delivery of area based regeneration initiatives.

Area for Intensification (AFI) – As defined in the London Plan. Areas that have significant potential for increases in residential, employment and other uses through development of sites at higher densities with more mixed and intensive use.

Brownfield land - Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed-surface infrastructure. The definition covers the curtilage of the development. Planning Policy Statement Note 3 (Housing) has a detailed definition

Community Plan – refer to Sustainable Community Strategy (SCS).

Comparison Retailing - Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

Convenience Retailing - Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.

Conservation Area - An area of special architectural and historic interest, the character or appearance of which it is desirable to preserve or enhance.

Core Strategy (CS) - The Core Strategy is the key plan within the Local Development Framework. Every local planning authority should produce a core strategy which includes:

- an overall vision which sets out how the area and the places within it should develop;
- strategic objectives for the area focusing on the key issues to be addressed;
- a delivery strategy for achieving these objectives. This should set out how much development is intended to happen where, when, and by what means it will be delivered. Locations for strategic development should be indicated on a key diagram; and
- clear arrangements for managing and monitoring the delivery of the strategy.

Development Plan Documents (DPD) – The statutory component parts of the [local development framework](#). Core strategies, area action plans and site-specific allocations are all DPDs. The procedure for their creation is set out in [Planning Policy Statement 12](#).

District Centre – District centres comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.

Floodplain - Generally low lying areas adjacent to a watercourse, tidal lengths of the river or sea, where water flows in times of flood or would flow but for the presence of flood defences.

Floorspace (gross) - all floorspace enclosed within the building envelope

Floorspace (net - for retail purposes) - area of a shop that is accessible to the public: sales floor, sales counters, checkouts, lobby areas, public serving and in-store cafes. Excludes goods storage, delivery, preparation area, staff offices, staff amenity facilities, plant rooms, toilets and enclosed public stairwells and lifts between floors.

Historic environment – All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.

Independent Examination - The process by which a planning inspector may publicly examine a [development plan document](#) before issuing a binding report.

Intermediate Housing – housing at prices and rents above social rent but below market price or rents. This includes various forms of shared equity products. Homes provided by the private sector or without grant funding may be included for planning purposes as affordable housing, providing these homes meet the affordable housing definition as set out in Planning Policy Statement 3 (Housing).

Issues, Options and Preferred Options - The pre-submission/ pre-production consultation stages on a [development plan document \(DPD\)](#) with the objective of gaining public consensus before submission of documents for [independent examination](#).

32 Glossary of terms

Listed Buildings - These are buildings or other built structures included in the statutory list of buildings of special architectural or historic interest of national significance, which is compiled by the Secretary of State for Culture, Media and Sport. Buildings are graded and are protected both internally and externally. [Listed building consent](#) is required for almost all works to a listed building.

Local Area Agreement (LAA) - Local Area Agreement is normally a three year agreement, based on the Sustainable Community Strategy vision that sets out improvement targets for the priorities of a local area. The agreement is made between central government and local authorities and their partners on the Local Strategic Partnership.

Local Centre - Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include services such as a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette.

Local Development Framework (LDF) - The Local Development Framework is the collection of local development documents produced by the local planning authority which collectively delivers the spatial planning strategy for its area.

Local Development Scheme (LDS) - This is the business plan for production of the [local development framework](#) (LDF). It identifies and describes the [development plan documents](#) (DPDs) and when they will be produced. It covers a three-year timespan and is subject to updating following production of an annual monitoring report to check progress.

Local Planning Authority (LPA) - The statutory authority (usually the local council) whose duty it is to carry out the planning function for its area.

Local Strategic Partnerships (LSP) - Local Strategic Partnerships are not statutory bodies, but they bring together the public, private and third sectors to coordinate the contribution that each can make to improving localities.

London Plan - the London Plan is the Spatial Development Strategy for London. Produced by the Mayor of London, it provides the overall spatial vision for the entire region, identifying the broad locations for growth, often by identification of sub-regions, and major infrastructure requirements, together with the housing numbers to be provided for in boroughs' LDFs. It is part of the development plan for Merton together with the borough's LDF documents and should be used to guide planning decisions across London. All LDF documents have to be in general conformity with the London Plan

Major Centre – Major Centres normally have over 50,000 square metres of retail floorspace and their retail offer is derived from a mix of both comparison and convenience shopping. Some Major Centres, which have developed sizeable catchment areas, also have some leisure and entertainment functions.

Neighbourhood parades: convenience shopping and other services easily accessible to those walking or cycling or those with restricted mobility.

Planning Application - Administrative process by which permission to carry out development is sought from the [local planning authority](#). The form and content of the application is laid down in guidance. Application can be made in outline or detailed form for some categories of development.

Planning Permission - The consent given by the [local planning authority](#) for building operations as defined in the Town and Country Planning Act that do not constitute permitted development as defined in the general permitted development order (GPDO) or uses permitted by the use classes order. Usually subject to conditions and sometimes a legal agreement.

Planning Policy Guidance Notes (PPG) - Former central government guidance on a range of topics from transport to retail policy giving advice to regional and local policy makers on the way in which they should devise their policies in order to meet national planning goals. Most PPGs have now been replaced by [Planning Policy Statements](#).

Planning Policy Statements (PPS) - Planning Policy Statements set out the government's policies on different aspects of spatial planning in England.

Public realm - This is the space between and surrounding buildings and open spaces that are accessible to the public and include streets, pedestrianised areas, squares, river frontages etc.

Spatial Development Strategy - (see London Plan)

Registered Social Landlords (RSLs) - Technical name for independent, not-for-profit organisations registered with and regulated by the Housing Corporation. These organisations own or manage affordable homes and are able to bid for funding from the Housing Corporation.

Sequential Test - A planning principle that seeks to identify, allocate or develop certain types or locations of land before others.

Scattered Employment Sites - An employment site that is not a designated employment site (a site that is not a Strategic Industrial Location or Locally Significant Industrial Site) as detailed in Merton's adopted Proposals Map (as amended).

Sites of Importance for Nature Conservation (SINC) - Locally important sites of nature conservation adopted by local authorities for planning purposes and identified in the local development plan.

Site of Special Scientific Interest (SSSI) – A site identified under the Wildlife and Countryside Act 1981 (As amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of its plants, animals and natural features relating to the earth's structure.

Socially Rented Housing - Planning Policy Statement 3 (Housing) states that this is rented housing owned and managed by local authorities and registered social landlords for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements (specified in Planning Policy Statement Note 3) as agreed with the local authority or the Housing Corporation as a condition of grant.

Statement of Community Involvement (SCI) - This sets out how, when and where the council will consult with local and statutory stakeholders in the process of planning for the local authority area, both in producing development plan documents and in carrying out the development control function.

Strategic Environmental Assessment (SEA) - A process of environmental assessment of certain plans and programmes which are likely to have significant effects on the environment. It is required by European Directive 2001/42/EC (the Strategic Environmental Assessment or SEA Directive)

Supplementary Planning Documents (SPDs) - Supplementary planning documents (SPDs) give further guidance on specific policy topic areas such as [affordable housing](#) provision, that have been identified in core policy in the [local development framework](#) (LDF), or to give detailed guidance on the development of specific sites in the form of a [master plan](#) framework plan or [development brief](#).

Sustainability Appraisal (SA) - A form of assessment used in the UK, particularly for regional and local planning, since the 1990s. It considers environmental, social and economic effects of a plan and appraises them in relation to the aims of sustainable development. Sustainability appraisals that fully incorporate the requirements of the [SEA Directive \(2001/42/EC\)](#) are required for [local development documents](#) and [regional spatial strategies](#) in England under the Planning and Compulsory Purchase Act 2004.

Sustainable Community Strategy (SCS) – The overarching strategy for the local area, which sets out of the overall direction and vision for the borough over the next 10 years. It tells the story of a place, and what needs to be achieved for the local area and its residents, based on what is most important to them. It is also known as the Community Plan.

Sustainable development - Development which meets the needs of the present generation without compromising the ability of future generations to meet their own needs.

Town centre type uses – In accordance with PPS4 Planning for Sustainable Economic Development, the main uses to which town centres policies can apply are:

- retail development (including warehouse clubs and factory outlet centres)

- leisure, entertainment facilities, and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls)
- offices, and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)

Unitary Development Plan (UDP) - This is the former statutory development plan system and contains the framework to guide development in local areas. Under the Planning and Compulsory Purchase Act 2004 it was replaced by Local Development Frameworks. UDP policies will continue to operate for a time after the commencement of the new development plan system in 2004, by virtue of specific transitional provisions, though they should all be eventually superseded by LDF policies

Use Classes Order – Schedule of class of use for land and buildings under Town and Country Planning (Use Classes) Order 1987 as amended 2005:

A1	Shops
A2	Financial and Professional Services
A3	Restaurants and Cafés
A4	Drinking Establishments
A5	Hot Food Take-away
B1	Business
B2	General Industrial
B8	Storage or Distribution
C1	Hotels
C2	Residential Institution
C2A	Secure Residential Institution
C3	Dwelling Houses
D1	Non-residential Institutions
D2	Assembly and Leisure
Other	Sui Generis