

## PLANNING APPLICATIONS COMMITTEE 16 NOVEMBER 2017

<b><u>APPLICATION NO.</u></b>	<b><u>DATE VALID</u></b>
17/P2396	31/07/2017
<b>Address/Site</b>	13-24 Alwyne Mansions, Alwyne Road, Wimbledon, SW19 7AD
<b>Ward</b>	Hillside
<b>Proposal:</b>	CONVERSION OF ROOFSPACE INTO 4 x SELF-CONTAINED FLATS, INVOLVING THE ERECTION OF REAR MANSARD ROOF EXTENSIONS AND FRONT FACING ROOFLIGHTS. (Scheme 1).
<b>Drawing Nos</b>	PD01(1), PD02(1)A, PD03(1)A, PD04(1), PD05(1)A, PD06(1&2), SD01, SD02 and SD03.
<b>Contact Officer:</b>	Tim Lipscomb (0208 545 3496)

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### **RECOMMENDATION**

**Grant Permission subject to conditions and S106 agreement to preclude parking permits.**

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### **CHECKLIST INFORMATION**

- Heads of Agreement: The development being parking permit-free
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 44
- External consultations: No
- Controlled Parking Zone: Yes (S2 and 3F)

1. **INTRODUCTION**

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

2. **SITE AND SURROUNDINGS**

- 2.1 The site comprises 13-24 Alwyne Mansions, a purpose built three-storey, residential flatted building located to the southwest side of Alwyne Road.
- 2.2 There is a well maintained communal garden to the rear of the building.
- 2.3 This building and the adjacent block are both near identical, with bay windows projecting from the front elevation with small gable roofs, set well down from the main ridgeline.
- 2.4 There is a side alley to either side of the building, currently used for bin storage.
- 2.5 The existing building is not statutorily or locally listed but exhibits some features of an Edwardian building and has some architectural merit, though there have been some regrettable alterations.
- 2.6 The site is not within a Conservation Area but the existing building has some historical value. The Wimbledon Hill Road Statement of Community Involvement, 2006 describes the buildings (Alwyne Mansions) as follows:

“The buildings are believed to date from around 1900 – 1910. The blocks each have a gabled roof, with, on the front elevation, subsidiary hipped roofs over a series of full height canted bays. The front façade is of red brick at ground and 1st floor levels, and also (on the bays) at 2nd floor level. Elsewhere at 2nd floor level there is unpainted pebbledash. Flank walls are of render. The brickwork is well finished with tuck pointing. Above the 1st floor window level there is a strong painted stone, projecting moulded string course, along the whole frontage of the building. Windows generally are well detailed with painted stone/render sills and lintels. Window frames are typical Victorian timber 2 pane sliding sashes. At 1st floor level there are balconies linking some of the bays, these are finished with very good quality, ornate iron railings. These balconies are supported on ornate stone brackets. French doors open onto these balconies. Each of the entrances to the flats (two per block) is detailed recessed with a semi circular arch, which uses alternating gauged brick (good quality) and stone. The front paths to these porches are surfaced with small black and white chequerboard tiles (in one case larger red and black tiles). The roof of one of the

blocks has been renewed with inappropriate concrete tiles, in the other case replacement artificial slates with ornate ridge tiles have been used. More seriously some of the front façade window frames have been altered with unsuitable replacements. This has happened in approximately 5 of the 24 flats”.

- 2.7 There is no off-street parking on site.
- 2.8 The surrounding area is primarily comprised of two-storey semi-detached dwellings, although to the west of the site are some more recent townhouses and further west are office buildings which form the edge of Wimbledon Town Centre.
- 2.9 The site has a PTAL of 6a/6b.
- 2.10 The site is in Controlled Parking Zone W2.

### 3. **CURRENT PROPOSAL**

- 3.1 The proposal is for roof extensions to the existing to provide an additional floor of accommodation to provide 4 x 1 bedroom flats.
- 3.2 The scheme proposes roof extensions to 13-24 Alwyne Road, in the form of mansard roofs, to facilitate use of the loft space to provide the proposed flats.
- 3.3 The roof additions would not involve raising the ridgeline or eaves level of the building.
- 3.4 To the front elevation, rooflights would be inserted into the existing roofslope (two per flat).
- 3.5 The mansard roof would be finished in grey slate with white painted timber windows.
- 3.6 The proposed flats would be accessed by extending the existing staircases within each building.
- 3.7 The proposal would provide the following accommodation:

Unit	Number of bedrooms/people	GIA (sqm)	Cycle parking	External amenity space
A	1 bed/2 person	52.4	2	Communal
B	1 bed/2 person	52.4	2	Communal
C	1 bed/2 person	52.4	2	Communal
D	1 bed/2 person	52.4	2	Communal

3.8 Bin and cycle storage would be accommodated in the existing communal garden to the rear.

3.9 It is of note that this current proposal is Scheme 1, with concurrent application 17/P2397 forming Scheme 2.

#### 4. **PLANNING HISTORY**

4.1 Concurrent application:  
17/P2937 - CONVERSION OF ROOFSPACE INTO 4 x SELF-CONTAINED FLATS, INVOLVING THE ERECTION OF REAR DORMER ROOF EXTENSIONS AND FRONT FACING ROOFLIGHTS. (Scheme 2). Pending decision.

#### 5. **CONSULTATION**

5.1 21-day site notice procedure and individual letters to neighbouring occupiers. 30 letters of representation have been received, including from the Wimbledon East Hillside Residents' Association, objecting on the following grounds:

- Adverse visual impact on this Victoria block.
- Increased density is not appropriate.
- Concerns over subsidence.
- Increased pressure for parking.
- Strain on sewerage system and other infrastructure (including schools, doctor's surgeries etc).
- Noise disturbance from use of new flats.
- Soundproofing required.
- Concerns over fire risk/safety.
- Any new structures in the garden would detract from the existing pleasant outlook.
- Concern that refuse/recycling storage area is not sufficiently large enough to accommodate the resultant waste.
- Disruption throughout construction process.
- Concern that this may set a precedent, particularly for Nos. 1-12.

- Query what the increase in ridge height will be?
- Overlooking to Compton Road houses and rear gardens.
- Tree screening would not block views from the upper floor windows.
- Tile hanging would be preferable to metal cladding to the dormers.
- Loss of light and overshadowing.
- Concern that new units would be occupied by tenants and not owners (anti-social behaviour, over-occupying and unauthorised parking cited).
- Accommodation is not suitable for the elderly.
- Proposal fails every aspect of the Equality Act 2010.
- There is not space to get bikes down the side alley to the rear.
- Accusations that the applicant is not listed as a company.
- Query sustainability credentials.
- Adverse impact on air quality due to increased traffic.
- Existing communal area is not large enough to accommodate more users/occupiers.
- Concerns over security due to additional residents.
- Alwyne Mansions should be a 'Locally Listed Building'. If LBM approve this they would have failed in their duty to protect heritage assets.
- Overdevelopment.
- The site is not on brownfield land.
- Housing has been approved on the Stadium site – there is no need for further housing.
- Housing mix is not appropriate – larger units should be provided.
- Previous development proposals along Alwyne Road have been refused.
- The fact that two applications have been submitted is confusing and misleading.
- The 8 bike spaces proposed is inadequate.

Following amendments to the scheme on 16/10/2017, an additional three letters of objection have been received, raising the following points:

- Amendments do not overcome concerns previously raised.

#### Wimbledon East Hillside Residents' Association

- The applicant suggests the site is within the town centre – that is inaccurate. *(Officer comment – the site is within the town centre area but the writer is of the view that the site does not have a town centre character).*
- Overdevelopment setting a ridiculous precedent.
- Infrastructure cannot deal with increased dwellings.
- Occupiers will have cars.
- The block is not suitable for buy-to-let investors.
- Suspect that young occupiers will try and over-occupy units to reduce cost.

- Young singles in the block have previously been problematic (noise etc).
- Concern that pre-application enquiry did not involve the view of local residents.
- Noise disturbance.
- The units would not be easily accessible.
- There is no space in the alleys to access bike storage.
- The applicant is not a listed company.
- Query sustainability credentials.
- Overlooking.
- Adverse impact on local character.

## 5.2 Transport Planning:

The site has a PTAL of 6b (excellent) with bus, train, tube and tram available within the PTAL calculation area, it is also located within a designated town centre area and W2 controlled parking zone. Given these factors future residents should be exempt from applying for parking permits.

London Plan stated minimum cycle parking levels suggest that a development of this nature should provide 8 cycle parking spaces. The design and access statement suggests that cycle parking is provided for two of the units. We urge the applicant to provide London Plan minimum standards of cycle parking.

Refuse stores have been provided within a suitable proximity of the entrances to the development for the use by future residents, the bin stores are also a reasonable proximity from the public highway and can be easily accessed by refuse operatives.

The proposals will not generate a significant negative impact on the performance and safety of the surrounding highway network or its users, as such a recommendation for approval is supported;

The proposed development will not generate a significant increase in trip generation.

- Refuse stores have been provided within a close proximity to the highway.
- The development is located in a CPZ and new residential units should be designated permit exempt.
- The absence of cycle parking would not warrant reasons for refusal as the foot print of the building is not being changed.

## 5.3 Sustainability Officer:

Re:12 Alwyne Mansions 12 Alwyne Mansions - (Scheme 1) 17/P2396 & (Scheme 2) 17/P2397

- The submitted SAP calculation / energy statement indicates that the proposed development should achieve an 31.94% improvement in CO2 emissions on Part L 2013. This exceeds the minimum improve target of 19% by a significant margin and meets the requirements of Merton's Core Planning Strategy Policy CS15 (2011).
- The internal water consumption calculations submitted for the development indicates that internal water consumption should be less than 105 litres per person per day.
- I am therefore content that the proposed energy approach to the development is policy compliant and recommend that Merton's Standard Sustainable Design and Construction (New Build Residential- Minor) Pre-Occupation Condition is applied to the development:

**CONDITION:**

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

**INFORMATIVE:**

Carbon emissions evidence requirements for Post Construction stage assessments must provide:

- Detailed documentary evidence confirming the Target Emission Rate (TER), Dwelling Emission Rate (DER) and percentage improvement of DER over TER based on 'As Built' SAP outputs (i.e. dated outputs with accredited energy assessor name and registration number, assessment status, plot number and development address); **OR**, where applicable:
- A copy of revised/final calculations as detailed in the assessment methodology based on 'As Built' SAP outputs; **AND**
- Confirmation of Fabric Energy Efficiency (FEE) performance where SAP section 16 allowances (i.e. CO2 emissions associated with appliances and cooking, and site-wide electricity generation technologies) have been included in the calculation

Water efficiency evidence requirements for post construction stage assessments must provide:

- Documentary evidence representing the dwellings 'As Built'; detailing:
- the type of appliances/ fittings that use water in the dwelling (including any specific water reduction equipment with the capacity / flow rate of equipment);
- the size and details of any rainwater and grey-water collection systems

provided for use in the dwelling; **AND:**

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

**REASON:**

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

6. **POLICY CONTEXT**

6.1 Sites and Policies Plan and Policies Map (July 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 D3	Alterations and extensions to existing buildings
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

6.2 Adopted Merton Core Planning Strategy (July 2011)

CS6	Wimbledon Sub-Area
CS8	Housing Choice
CS9	Housing Provision
CS11	Infrastructure
CS13	Open Space, Nature Conservation, Leisure and Culture
CS14	Design
CS15	Climate Change
CS16	Flood Risk Management
CS17	Waste Management
CS18	Active Transport
CS19	Public Transport
CS20	Parking, Servicing and Delivery

6.3 London Plan (2015) policies (as amended by Minor Alterations to the London Plan March 2016):

3.3	Increasing housing supply
3.4	Optimising housing potential
3.5	Quality and design of housing developments
3.8	Housing choice



3.9	Mixed and balanced communities
5.1	Climate change mitigation
5.2	Minimising carbon dioxide emissions
5.3	Sustainable design and construction
5.7	Renewable energy
5.13	Sustainable drainage
6.3	Assessing effects of development on transport capacity
6.9	Cycling
6.13	Parking
7.2	An inclusive environment
7.3	Designing out crime
7.4	Local character
7.6	Architecture
7.14	Improving air quality
7.19	Biodiversity and access to nature
7.21	Trees and woodlands

Other guidance:

Merton's New Residential Development SPG 1999

Merton's Design SPG 2004

DCLG Technical Housing Standards - Nationally Described Space Standard 2016

Mayor's Housing SPG 2016

The National Planning Policy Framework 2012

## **7. PLANNING CONSIDERATIONS**

- 7.1 The main planning considerations concern the principle of the extension to the existing block of flats, the visual impact of the proposed addition and other alterations, together with neighbouring amenity, standard of accommodation, biodiversity issues, drainage considerations, highway considerations and sustainability issues.

### **7.2 Principle of development**

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

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

### **7.3 Provision of housing and mix**

- 7.3.1 The National Planning Policy Framework (March 2012) requires the Council to identify a supply of specific 'deliverable' sites sufficient to provide five years' worth of housing with an additional buffer of 5% to provide choice and competition.
- 7.3.2 Policy 3.3 of the London Plan 2015 states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher densities and that the Council will work with housing providers to provide a minimum of 4,107 additional homes (411 new dwellings annually) between 2015 and 2025. Merton LDF Core Strategy policies CS8 & CS9 also seek to encourage proposals for well-designed and located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space.
- 7.3.3 LB Merton's housing target between 2011 and 2026 is 5,801 (Authority's Monitoring Report 2014/15, p8). While a robust five years supply has been identified, the housing need is increasing in London. The borough's Core Planning Strategy states that 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.
- 7.3.4 The benefit of providing 4 additional units must be weighed against the planning merits of the proposal.
- 7.3.5 The London Plan provides a density matrix to act as a guide indicating suitable levels of density depending on the characteristics of the area. The current proposal intends to add to the existing building and the resultant density is not the overriding factor in the assessment.
- 7.3.6 The site is within an urban area (as opposed to central or suburban), with a high PTAL. The London Plan indicates that a density range of 200-700 habitable rooms per hectare would be appropriate for this area. The existing density is 515 habitable rooms per hectare and this would rise to 583 habitable rooms per hectare. In terms of dwellings per hectare, the existing site has 102 dwellings per hectare and the proposed would have 137 dwellings per hectare. (N.B. The existing flats have more habitable rooms than the proposed flats). The density proposed is well within the guidelines of the London Plan, which directs higher density development to areas with a high PTAL.
- 7.3.7 Notwithstanding the above, as the proposal is an extension to an existing

flatted block it is considered that the resultant density would not render the application unacceptable in any event.

7.3.8 Policy DM H2 sets out a requirement for housing mix based on the housing needs of the borough. The policy requires an even proportion of one, two bed and three bedroom units. Historically there has been an under provision of family sized units (3 beds and above). The scheme proposes one bedroom units only. However, given the limited scope for adding floorspace to the building, it is considered that the provision of four, one bedroom flats would not be unacceptable in planning terms.

7.3.9 The proposal is considered to be acceptable in terms of density and housing mix.

#### 7.4 Character of the Area

7.4.1 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 London Plan (2015), in Policy 7.4 - Local Character and 7.6 - Architecture. 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.

7.4.2 Policy DM D2 seeks to ensure a high quality of design in all development, which relates positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area. Policy DM D2 also seeks to ensure that trees are protected from adverse impacts from development. Core Planning Policy CS14 supports these SPP Policies.

7.4.3 The proposal would introduce mansard roof extensions to the rear roofslope of the building to accommodate the four proposed flats. It is noted that the existing building is not statutorily or locally listed but does have some architectural merit.

7.4.4 Pitched roofs are characteristic of the southern side of Alwyne Road. The proposed addition of a roof extension has the potential to be a top heavy and dominant roof form. However, the roof extensions would have a pitched rear wall (70 degrees), which would assist in minimising the visual impact. It is also noted that there are recessed elements, which would assist in some degree to breaking up the visual mass of the roof extensions.

- 7.4.5 The use of grey slate as a construction material is not particularly objectionable and would satisfactorily blend in with the surroundings.
- 7.4.6 No objection is raised in terms of the alterations to the front elevation, as these would have a limited impact in the streetscene.
- 7.4.7 The proposal is considered to be acceptable in terms of its impact on visual amenity and would comply with Policy CS14 of the Core Planning Strategy 2011 and Policies DM D2 and DM D3 of the Sites and Policies Plan 2014.

#### 7.5 Standard of accommodation

- 7.5.1 London Plan Policy 3.5, as amended by Minor Alterations to the London Plan (March 2016) states that all new housing developments should be of the highest quality internally, externally and in relation to their context. In order to ensure that such development provide an adequate level of internal amenity, Table 3.3 of the London Plan sets out the minimum floor areas which should be provided for new housing. The DCLG publication: "Technical housing standards - nationally described space standard" (2016) provides further guidance, which has been adopted by the Mayor for London.
- 7.5.2 Sites and Policies Plan Policy DM D2 seeks to ensure good quality residential accommodation with adequate levels of privacy, daylight and sunlight for existing and future residents, the provision of adequate amenity space and the avoidance of noise, vibration or other forms of pollution.
- 7.5.3 All the units proposed would exceed the minimum space standards in terms of overall GIA and provision of external amenity space.
- 7.5.4 The proposal meets the minimum requirements of the London Plan in terms of the internal GIA and external amenity space and no objection is raised in this regard.
- 7.5.5 Neighbouring Amenity
- 7.5.6 Policy DM D2 seeks to ensure that development does not adversely impact on the amenity of nearby residential properties.
- 7.5.7 It is considered that the proposed development would not result in a significant loss of daylight or sunlight to neighbouring properties as the footprint would not extend and the height of the building would not be increased.

- 7.5.8 The proposed mansard windows would be set back from the rear building line (and existing rear facing windows to the floor below) by 485mm. The existing rear facing windows are separated from the rear boundary of the site by 10.5m, with the proposed windows separated from the rear boundary by 11m.
- 7.5.9 Whilst it is acknowledged that there would be some degree of overlooking from the proposed dormer windows, the proposed windows would be further from the rear boundary than the existing. It is noted that the proposed windows would be higher than the existing and as such have the potential to provide views down into properties to the rear and possibly views over the boundary tree screening. However, given the window to window separation distance to the rear (around 20m), it is considered that a reason for refusal based on overlooking could not reasonably be substantiated. The proposal is not considered to increase the overall level of overlooking or result in a material loss of privacy.
- 7.5.10 Therefore, for the reasons set out above the proposal is considered to be acceptable in terms of residential amenity and would comply with Policy DM D2 in this regard.

## 7.6 Highway, traffic and parking considerations

- 7.6.1 Core Strategy Policy CS 20 considers matters of pedestrian movement, safety, servicing and loading facilities for local businesses and manoeuvring for emergency vehicles as well as refuse storage and collection.
- 7.6.2 Core Strategy Policy CS 18 promotes active means of transport and the gardens of the houses provide sufficient space for the storage of cycles without the need to clutter up the front of the development with further cycle stores.
- 7.6.3 The existing flats do not have off-street car parking spaces and none are proposed for the additional flats. The site has a high PTAL rating and a 'car-free' development in this location would be acceptable subject to a s.106 agreement to restrict future occupiers from obtaining parking permits.
- 7.6.4 The scheme would provide cycle parking in line with the requirements of the London Plan and no objection is raised on this basis.

## 7.7 Refuse and recycling

- 7.7.1 Policy CS20 of the Core Strategy (2011) states that the Council will seek

- to implement effective traffic management by requiring developers to incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway.
- 7.7.2 The proposed development would accommodate refuse and recycling storage in two enclosures to the rear of the site.
- 7.7.3 There is some concern that the refuse store would not be easily accessible due to the bin storage that currently occurs in the side alley. However, bins would be required to be presented at the roadside and then returned to their store, which is the same scenario as existing. On this basis, it is considered that objection could not reasonably be raised.
- 7.7.4 The proposal would therefore, comply with Policy CS17 of the Core Planning Strategy 2011.
- 7.8 Drainage
- 7.8.1 The site is not within Flood Zone 2 or 3 and not within an area identified as being prone to flooding.
- 7.8.2 No drainage details have been submitted, however, as there would only be a very slight increase in non-permeable surfacing (due to the refuse/recycling and bicycle stores), no concern is raised on this basis.
- 7.8.3 The Council would seek the implementation of a SuDS system on the site in order for the development to be acceptable. This has not been included in the application but could be secured by way of condition.
- 7.9 Biodiversity
- 7.9.1 Policy DMO2 seeks, amongst other things, to protect land of ecological value. The NPPF has a presumption in favour of sustainable development, seeking positive improvements in the quality of the built, natural and historic environment including moving from a net loss of biodiversity to achieving net gains for nature.
- 7.9.2 There is no indication that the existing site has a significant bio-diversity value and as such it is not necessary to submit an ecology report. The proposal is considered to be acceptable in terms of the impact on bio-diversity.
- 7.10 Sustainable design and construction
- 7.10.1 New buildings must comply with the Mayor's and Merton's objectives on carbon emissions, renewable energy, sustainable design and

construction, green roofs, flood risk management and sustainable drainage. The most relevant London Plan policies are 5.1 (Climate Change Adaptation), 5.2 (Minimising Carbon Dioxide Emissions) and 5.3 (Sustainable Design and Construction) which seek to minimise energy usage and reduce carbon dioxide emissions.

7.10.2 Policy CS15 sets out minimum sustainability requirements for development proposals.

7.10.3 On 25 March 2015 the Government issued a statement setting out steps it is taking to streamline the planning system. Relevant to the proposals, the subject of this application, are changes in respect of sustainable design and construction, energy efficiency and forthcoming changes to the Building Regulations. The Deregulation Act was given the Royal Assent on 26 March 2015. Amongst its provisions is the withdrawal of the Code for Sustainable Homes.

7.10.4 Until amendments to the Building Regulations come into effect the government expects local planning authorities not to set conditions with the requirements of Code Level 4. Where there is an existing plan policy which references the Code for Sustainable Homes, the Government has also stated that authorities may continue to apply a requirement for a water efficiency standard equivalent to the new national technical standard.

7.10.5 The application is accompanied by supporting information in relation to sustainable construction.

7.10.6 The council's Climate Change Officer has considered the proposals and concludes that subject to a suitably worded condition the proposed development would meet the relevant targets.

7.10.7 The proposal complies with Policy CS15 of the Core Planning Strategy 2011 and Policy 5.3 of the London Plan.

#### 7.11 Response to representations

7.11.1 The majority of issues raised by objectors are addressed in the body of this report. However, in addition, the following comments are offered:

- Subsidence and fire safety would be a matter to be considered at the Building Control stage of development.
- The impact on infrastructure could not reasonably form a reason for refusal as this would also be addressed at the Building Control stage.
- If permission were granted a condition could be imposed to seek details of soundproofing.

- The use of the flats and gardens would result in some minor increase in noise but the development could not be refused on this basis. If individual occupiers were to make unreasonable levels of noise it would be a matter for Environmental Health legislation.
- The tenure of the flats (whether they be owner occupied or rented) is not a material planning consideration.
- The London Plan sets out that: "Boroughs should seek to ensure that dwellings accessed above or below the entrance storey in buildings of four storeys or less have step-free access. However, for these types of buildings this requirement may be subject to development-specific viability assessments and consideration should be given to the implication of ongoing maintenance costs on the affordability of service charges for residents. Where such assessments demonstrate that the inclusion of a lift would make the scheme unviable or mean that service charges are not affordable for intended residents, the units above or below the ground floor that cannot provide step free access would only need to satisfy the requirements of M4(1) of the Building Regulations. In this case it is concluded that the provision of lift shafts would not be viable due to the space required to provide both a lift shaft and stairs.
- The site is on brownfield/previously developed land.
- Whether the applicant is registered as a company has no bearing on the planning merits of the scheme and is not a material planning consideration.
- The increase in traffic generated would not be so significant as to warrant a refusal on air quality grounds.
- The existing communal area would be sufficiently large to accommodate use by four additional flats.
- There is an on-going need for housing in the Borough and the fact that other housing has been permitted elsewhere could not form a reasonable reason for refusal.

## **8.0 SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS**

- 8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms of an Environmental Impact Assessment (EIA).

## **9.0 MAYORAL COMMUNITY INFRASTRUCTURE LEVY**

- 9.1 The proposed development is liable to pay the Mayoral Community Infrastructure Levy, the funds for which will be applied by the Mayor towards the Crossrail project. The CIL amount is non-negotiable and planning permission cannot be refused for failure to agree to pay CIL.

## **10.0 MERTON'S COMMUNITY INFRASTRUCTURE LEVY**



- 10.1 Merton's Community Infrastructure Levy was implemented on 1 April 2014. This will enable the Council to raise, and pool, contributions from developers to help pay for things such as transport, decentralised energy, healthcare, schools, leisure and public open spaces - local infrastructure that is necessary to support new development. Merton's CIL has replaced Section 106 agreements as the principal means by which pooled developer contributions towards providing the necessary infrastructure should be collected except for affordable housing.

## **11.0 CONCLUSION**

- 11.1 The principle of development is considered to be acceptable.
- 11.2 The proposal is considered to be acceptable in terms of its impact on the character and appearance of the area and would provide four additional dwellings to add to the Borough's housing stock.
- 11.3 The application would be acceptable in highway terms subject to a s.106 agreement to prevent future occupiers from obtaining parking permits.

## **RECOMMENDATION**

### **GRANT PLANNING PERMISSION**

Grant Permission Subject to Conditions and S106 agreement, covering the following heads of terms:

1. Designation of the development as car-free and that on-street parking permits would not be issued for future residents of the proposed development.
2. The developer agreeing to meet the Council's costs of preparing, drafting, or checking the agreement.
3. The developer agreeing to meet the Council's costs of monitoring the agreement.

#### **Conditions:**

1. A.1 Time Limit
2. A.7 Approved Plans
3. Materials to be Approved

4. Refuse and Recycling - details
5. C.7 Implementation of Refuse and Recycling
6. H.9 Construction Vehicles
7. H.12 Delivery and Servicing Plan
8. Cycle Parking
9. Non-standard condition [Details of drainage]: Prior to the commencement of the development hereby permitted (other than site clearance, preparation and demolition), a detailed scheme for the provision of surface and foul water drainage shall be submitted to and approved in writing by the local planning authority. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS), the scheme shall:  
i. Provide details of the design storm period and intensity, attenuation volume to be provided, and maximum rate at which surface water is to be discharged to be from the site; ii. Include a timetable for its implementation; iii. Provide a management and maintenance plan for the lifetime of the development, including arrangements for adoption to ensure the schemes' operation throughout its lifetime. No works which are the subject of this condition shall be carried out until the scheme has been approved, and the development shall not be occupied until the scheme is carried out in full. Those facilities and measures shall be retained for use at all times thereafter.

Reason: It is necessary for the condition to be discharged prior to the commencement of development to reduce the risk of surface and foul water flooding and to ensure the scheme is in accordance with the drainage hierarchy of London Plan policies 5.12 & 5.13 and the National SuDS standards and in accordance with policies CS16 of the Core Strategy and DMF2 of the Sites and Policies Plan.

10. No demolition or construction work in connection with this permission shall be carried out outside the hours of 08.00 and 18.00 on Mondays to Fridays inclusive, 08.00 to 13.00 on Saturdays and there shall be no such work carried out on Sundays or Public Holidays.
11. Prior to the commencement of the development a working method statement shall be 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.
12. No part of the development hereby approved shall be occupied until evidence has been submitted to, and approved in writing by, the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 19% improvement on Part L regulations 2013, and internal water usage rates of not more than 105 litres per person per day.

**Reason:**

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

**INFORMATIVE:**

1. Carbon emissions evidence requirements for Post Construction stage assessments must provide:
  - Detailed documentary evidence confirming the Target Emission Rate (TER), Dwelling Emission Rate (DER) and percentage improvement of DER over TER based on 'As Built' SAP outputs (i.e. dated outputs with accredited energy assessor name and registration number, assessment status, plot number and development address); **OR**, where applicable:
  - A copy of revised/final calculations as detailed in the assessment methodology based on 'As Built' SAP outputs; **AND**
  - Confirmation of Fabric Energy Efficiency (FEE) performance where SAP section 16 allowances (i.e. CO2 emissions associated with appliances and cooking, and site-wide electricity generation technologies) have been included in the calculation
2. Water efficiency evidence requirements for post construction stage assessments must provide:
  - Documentary evidence representing the dwellings 'As Built'; detailing:
  - the type of appliances/ fittings that use water in the dwelling (including any specific water reduction equipment with the capacity / flow rate of equipment);
  - the size and details of any rainwater and grey-water collection systems provided for use in the dwelling; **AND:**
  - Water Efficiency Calculator for New Dwellings; **OR**
  - Where different from design stage, provide revised Water Efficiency Calculator for New Dwellings and detailed documentary evidence (as listed above) representing the dwellings 'As Built'.

3. INFORMATIVE

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

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](mailto:street.naming@merton.gov.uk)

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

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