

PLANNING APPLICATIONS COMMITTEE **14 DECEMBER 2017**

APPLICATION NO.	DATE VALID
17/P2952	19/09/2017
Address/Site:	Park Gate House, 356 West Barnes Lane, New Malden KT3 6NB
Ward:	West Barnes
Proposal:	Construction of an additional floor (3 rd Floor) to provide 3 x new self-contained flats.
Drawing No's:	110 – 'Proposed Ground Floor (Extension App)', 111 – 'Proposed First Floor Extension App', 112 – 'Proposed Second Floor Extension App', 207 – 'Proposed Third Floor Layout', 230 – 'Proposed Front (West) Elevation Planning', 231 – 'Proposed Rear (East) Elevation Planning', 208 – 'Proposed Roof Plan', 240 – 'Existing & Proposed Short Sections' and 000 – 'Location Plan'.
Contact Officer:	Ashley Russell (020 8545 4370)

RECOMMENDATION

GRANT PLANNING PERMISSION subject to planning conditions.

CHECKLIST INFORMATION

- Head of agreement: No
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Design Review Panel consulted: No
- Number of neighbours consulted: 24
- Press notice: No
- Site notice: Yes
- External consultations: No
- Controlled Parking Zone: No

1. INTRODUCTION

- 1.1 The application is being brought before the Planning Applications Committee due to number of objections received following consultation.

The application has also been 'called in' at the request of Councillor Brian Lewis-Lavender and Councillor Gilli Lewis-Lavender.

2. SITE AND SURROUNDINGS

- 2.1 The application site is a three storey office building on the southern side of West Barnes Lane in Motspur Park, with associated car parking accessed via an undercroft to the front elevation. Historically, the site had been used as a petrol station.
- 2.2 The site is bound to the west by a railway corridor with a small access road to an electric substation. To the east, the building is adjacent to a terrace comprising retail uses on the ground level and residential units on the upper level which is designated as a Secondary shopping frontage for Motspur Park. A shared access lane is located along the rear boundary of the site which provides vehicular access to the surrounding properties, and that separates the site from the rear gardens of houses fronting Marina Avenue.
- 2.3 The site has been the subject of prior notification applications under Class O of the Town and Country Planning General Permitted Development Order, most recently for the change of use to provide 24 self-contained units (17/P1498 – Prior Approval Granted).
- 2.4 The site is a five minute walk from Motspur Park station which provides train services to Dorking, Guildford and London Waterloo and is on the K5 bus route linking Morden, Raynes Park, Kingston Richmond and Ham.
- 2.5 The application site is located outside of a Controlled Parking Zone, however it is noted that parking bays in the immediate vicinity on West Barnes Lane itself are restricted to 1 hour parking, with no return within 2 hours during daytime (8.30 a.m to 6.30 p.m) from Monday to Saturday.
- 2.6 The property is not located within a conservation area. The application site is within Flood Zone 2.

3. CURRENT PROPOSAL

- 3.1 The proposal is for the construction of one additional storey to the building to provide 3 additional self-contained dwellings.
- 3.2 The proposed additional floor is centrally located within the existing flat building roof, and would have a flat sedum roof form which is 3.3 metres in height above the existing roof surface.
- 3.3 The additional floor would be located 1.9 metres behind the front parapet of the existing building, and would feature 3 glazed balustrades

to accommodate the front balconies of the proposed flats fronting West Barnes Lane.

3.4 The rear façade of the proposed additional floor will be 2.7 metres inside the rear facing parapet of the existing building, with the sides of the proposed new floor ranging between 3.7 and 6.0 metres inside the side of the existing building.

3.5 The floor area of the proposed flats is as follows:

Flat No.	Bedroom/ Spaces	GIA Proposed (m2)	GIA Required (m2)	Amenity Space Required (m2)	Amenity space provided (m2)
Flat 1	2b, 3p	64	61	20	21.7
Flat 2	2b, 3p	61	61	20	16.9
Flat 3	1b, 2p	56	50	15	11.8

3.6 The external materials of the proposed new floor will comprise horizontal grey metal wall cladding, metal clad soffits and fascias, and double glazed aluminium windows and doors.

4. PLANNING HISTORY

4.1 The site has an extensive site history. The following is the relevant planning history applicable to this application:

MER334/84 ERECTION OF A 3-STOREY OFFICE BUILDING WITH 25 CAR PARKING SPACES INCLUDING FENCING AND LANDSCAPING Grant Permission (subject to conditions) 19-07-1984

MER204/86 - REMOVAL OF CONDITION NO. 5 OF MER 334/84 REQUIRING CERTAIN WINDOWS TO BE PERMANENTLY GLAZED WITH OBSCURE GLASS Refuse permission

Reason for refusal: The removal of condition No. 5 of MER 334/84 would be contrary to Policy P9.30, of the approved Merton Borough Plan resulting in an unneighbourly form of development, prejudicial to the amenities of the occupiers of adjoining residential properties by reason of overlooking and loss of privacy.

87/P0768 ERECTION OF SINGLE STOREY EXTENSION OF 22.3 SQ M FOR STORAGE USE AT REAR OF EXISTING OFFICE BUILDING Grant Permission (subject to conditions) 13-08-1987

15/P3888 PRIOR APPROVAL FOR THE PROPOSED CHANGE OF USE OF EXISTING OFFICE SPACE (CLASS B1a) TO RESIDENTIAL (CLASS C3) Prior Approval Granted 14/12/2015

16/P0233 - PRIOR APPROVAL FOR THE PROPOSED CHANGE OF USE OF EXISTING OFFICE SPACE (CLASS B1a) TO RESIDENTIAL (CLASS C3) CREATING 19 x SELF-CONTAINED FLATS - Prior Approval Granted

16/P1868 – ADDITION OF TWO STOREY EXTENSION TO EXISTING BUILDING INVOLVING REMOVAL OF MANSARD AND RE-CLADDING OF ELEVATIONS TO PROVIDE SEVEN NEW SELF CONTAINED DWELLINGS IN ADDITION TO THE 19 SELF-CONTAINED FLATS WITHIN GROUND, FIRST AND SECOND FLOORS PERMITTED UNDER PRIOR APPROVAL REF: 16/P0233. WORKS INCLUDE AMENDMENTS AND ADDITIONS TO FENESTRATION OF BUILDING - Refused Permission.

Reasons for refusal:

The proposed additional third and fourth floor by virtue of its massing, form, scale, height and design would constitute an obtrusive, overly large and incongruous form of development that would be out of keeping with, and detrimental to, the visual amenity and character of the West Barnes Lane streetscene, and would be harmful to the amenity of neighbours in terms of loss of privacy. Therefore, the proposal would be contrary to London Plan policies 7.4 and 7.6, Merton LDF Core Planning Strategy policy CS14 and Merton SPP policies DMD2 and DMD3.

The proposed new 2-bedroom flats would be below minimum floorspace standards representing a sub-standard form of accommodation contrary to Policy CS.14 of the Merton Core Strategy 2011, Policy DM D2 of the Merton Sites and Policies Plan (2014), London Plan 2015 Policy 3.5 and Standard 24 of London Housing Supplementary Planning Guidance 2016.

The application site is located in an area of high demand for on-street car parking spaces. Due to the creation of 7 additional flats in an area of existing car parking pressures with no dedicated off-street parking spaces for the new flats, the proposal would have a negative impact on parking stress in the area. In the absence of a legal undertaking securing a financial contribution towards the delivery of an on-street car club bay in the immediate vicinity of the site, the proposal would be contrary to policy CS20 of the Merton LDF Core Planning Strategy (2011).

16/P3135 - ADDITION OF ONE STOREY EXTENSION TO EXISTING BUILDING INVOLVING REMOVAL OF MANSARD AND RE-CLADDING OF ELEVATIONS TO PROVIDE SIX NEW SELF CONTAINED DWELLINGS IN ADDITION TO THE 19 SELF-CONTAINED FLATS WITHIN GROUND, FIRST AND SECOND FLOORS PERMITTED UNDER PRIOR APPROVAL REF: 16/P0233. WORKS INCLUDE AMENDMENTS AND ADDITIONS TO FENESTRATION OF BUILDING – Refused Permission.

Reasons for refusal: The proposed additional third floor in conjunction with the alterations to the elevations of the buildings, would result in an overly large and incongruous form of development that would be out of keeping with, and detrimental to the visual amenities of the West Barnes Lane streetscene. The proposals would be contrary to London Plan policies 7.4 and 7.6, Merton LDF Core Planning Strategy policy CS.14 and Merton SPP policies DM D2 and DM D3.

Appeal Reference: APP/T5720/W/17/3170138 – Applicant appeal against refusal of application 16/P3135 – Appeal dismissed (Appeal decision letter appended to this report).

17/P1498 - PRIOR APPROVAL FOR CHANGE OF USE FROM OFFICE SPACE (CLASS B1) TO RESIDENTIAL (CLASS C3) TO CREATE 24 x 1 BED FLATS WITH 19 PARKING SPACES – Prior approval granted.

17/P2951 - REPLACEMENT OF EXISTING WINDOWS WITH DOUBLE GLAZING. 2 X NEW WINDOWS AND 3 X NEW DOORS ON THE WESTERN ELEVATION. 2 X NEW WINDOWS AND MODIFICATIONS TO 3 X GROUND FLOOR DOORS ON THE EASTERN ELEVATION OF THE EXISTING BUILDING – Granted permission, subject to conditions.

5. CONSULTATION

5.1 The application was advertised by means of neighbour notification letters and a site notice.

5.2 There were 6 objections from local residents raising concerns relating to:

- Development is out of character with existing development of mainly two storey dwellings in the surrounding area.
- Impact on privacy of surrounding residents.
- Blocking of natural light to surrounding residential properties.
- Lack of parking spaces for new flats and impact of increased traffic near the adjacent level rail crossing in West Barnes Lane.
- Increased demand on local sewer and drainage networks from the creation of additional flats.
- Resulting building height and bulk is incongruous with the street scene in West Barnes Lane.
- Light pollution to surrounding residents from occupation of the proposed flats during night-time hours.
- Noise impacts on surrounding residents due to scale of residential occupation.
- Potential future compulsory purchase of the application site as a result of future HS2 Crossrail works affecting the adjacent rail-line and level crossing.

5.3 Councillor Gilli Lewis-Lavender & Councillor Brian Lewis-Lavender
Noted that many of the residents have raised objections to this application and have called in the application for determination by planning committee.

5.4 Councillor Mary-Jane Jeanes – When application 16/P3135 was refused the following reason was given:

The proposed additional third floor in conjunction with the alterations to the elevations of the buildings, would result in an overly large and incongruous form of development that would be out of keeping with, and detrimental to the visual amenities of the West Barnes Lane streetscene. The proposals would be contrary to London Plan policies 7.4 and 7.6, Merton LDF Core Planning Strategy policy CS. 14 and Merton SPP policies DM D2 and DM D3.

In the Appeal Decision, Inspector Jennifer Vyse comes to the same conclusion: points 10 to 14 and 18, 19. The current application is also for an additional third floor and should therefore also be refused, even though its outline has been altered and made a little bit smaller.

Internal consultations.

5.5 Environmental Health - No objection. Suggested that an informative be included in the decision advising that matters of site contamination have previously been considered under Prior Approval reference 17/P1498 a report having been submitted with the application by Argyll Environmental – SAS_119419727_1_1 dated 28th March 2017.

5.6 Transport Planning – The site is located in an area with a PTAL of 1b, which is considered to be poor. 19 car parking spaces were previously agreed by the Council for 24 dwellings on June 2017 for planning application reference 17/P1498. Although the site has a low PTAL rating of 1b there is a bus stop directly outside the site and Motspur Park train station is a 5 minute walk away. As the increase in vehicle generation from the three additional units is minimal the 19 car spaces provided is considered adequate for the current proposal. The London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space for cycles at the following level:

- 1 per studio and one bed dwellings; and
- 2 per all other dwellings

The proposal would require an additional 5 cycle spaces resulting in a total of 29 spaces which should be secure and undercover.

The proposal is unlikely to have a significant impact on the surrounding highway network. No objection to the proposed development subject to car and cycle parking spaces, as shown, being implemented and maintained.

5.7 Flood Risk officer No objections.

5.8 Climate Change – As a minor application, the scheme will need to achieve:

- a 19% improvement on Buildings Regulations 2013 Part L and submit SAP output documentation to demonstrate this improvement.
- internal water usage rates not in excess of 105 litres per person per day

The submitted energy statement (dated 15 Sept 2016) indicates that the proposed development should achieve, on average, a 20.7% improvement in CO2 emissions on Part L 2013. This meets the sustainability requirements of Merton's Core Planning Strategy Policy CS15 (2011).

While no internal water consumption calculations have been submitted for the development, these may be dealt with by way of condition. Recommend that Merton's Standard Sustainable Design and Construction (New Build Residential- Minor) Pre-Occupation Condition is applied to the development.

External consultations.

5.9 Network Rail (following consultation on application 16/P3135) Requested the inclusion of an informative outlining that that the proposal, both during construction and after completion of works, does not encroach into or damage Network Rail property.

6. POLICY CONTEXT

6.1 NPPF - National Planning Policy Framework (2012):
Part 7 Requiring Good Design

6.2 London Plan (2015)
3.3 Increasing housing supply;
3.4 Optimising housing potential;
3.5 Quality and design of housing developments.
5.3 Sustainable design and construction.
6.9 Cycling
7.4 Local character
7.6 Architecture

6.3 Merton LDF Core Planning Strategy (2011)
CS4 (Raynes Park)
CS8 (Housing Choice)
CS9 (Housing Provision)
CS11 (Infrastructure)
CS13 (Open Space, Nature Conservation, Leisure and Culture)
CS14 (Design)
CS15 (Climate Change)
CS18 (Active Transport)
CS19 (Public Transport)

CS20 (Parking, Servicing and Delivery)

6.4 Merton Sites and Policies Plan (2014)

The relevant policies in the Merton Sites and Policies Plan (2014) are:

DM D1 (Urban Design and the Public Realm)

DM D2 (Design considerations in all developments)

DM D3 (Alterations and extensions to buildings)

DM EP 2 (Reducing and mitigating against noise)

DM EP 4 (Pollutants)

DM T2 (Transport impacts of Development)

7. PLANNING CONSIDERATIONS

7.1 The main planning considerations include assessing the principle of development, design and appearance of the proposed building, the standard of the residential accommodation, the impact on residential amenity and impact on car parking and traffic generation. Notwithstanding that each application must be considered on its merits, the latest proposals also present an opportunity to consider whether the development addresses effectively the concerns that formed the basis of the Council's reason for refusal on the 2016 scheme and reflected in the Planning Inspector's decision letter to dismiss the appeal.

7.2 Principle of Development

Core Planning Strategy Policy CS9 encourages the development of additional dwellings within residential areas in order to meet the London Plan targets. The National Planning Policy Framework 2012 and London Plan policies 3.3 & 3.5 promote sustainable development that encourages the development of additional dwellings locations with good public transport accessibility.

7.3 The site has a PTAL rating of 2 which is considered to be poor, however is located within close proximity to Motspur Park Station. Forming part of the Motspur Park local commercial centre, the building is surrounded by a mixture of residential and commercial development. The building is subject to Prior Approval in relation to conversion from office to residential units (24 units).

7.4 The proposal would provide 3 additional flats in an area that is well connected to rail services and local services, helping to provide a mix of dwelling types within the local area and making a further contribution to housing targets. Officers consider that the principle of the extension to the building for the purpose of additional flats is acceptable.

7.5 Design and Appearance.

London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DMD2 and DMD3 require well designed proposals that will respect the appearance, materials, scale, bulk, proportions and character of the original building and its surroundings.

- 7.6 The existing building is located at a prominent corner location adjacent to the rail lines, at the western end of the Motspur Park shopping parade. The building is of a different style to the adjoining terrace shopping parade, and the centre column of the building at the corner already sits above the height of the adjoining terraces.
- 7.7 The character and visual impact of an additional floor being situated on Park Gate House has previously been considered in application reference 16/P3135 and subsequent appeal reference APP/T5720/W/17/3170138. In dismissing the appeal on the previous scheme, the inspector noted that “the overall height of the majority of the existing building is roughly commensurate with that of the adjacent shopping parade”. The Inspector went on to say, “however, its existing appearance and bulky form is already at odds with the more traditional form and appearance of the shopping parade in West Barnes Lane and other buildings in the surrounding locality. In particular, when viewed from street level in West Barnes Lane, the boxy profile of the top floor of the existing building has an uneasy relationship with the adjacent pitched roof and is already a prominent and visually jarring feature in the street scene”. The Inspector subsequently determined that the additional floor, as proposed in application reference 16/P3135, “would result in a steeply sloping structure close to and on top of all other elevations of the building, and as a result would increase the already significant bulk of the existing building, appearing to loom up from the street resulting in an overly dominant and overbearing form”.
- 7.8 By contrast with the previous scheme considered in application reference 16/P3135 and the subsequent appeal, the proposal in this application comprises an additional floor constructed as a central podium within the existing building footprint. Rather than occupying the full depth and almost full width of the host building roof as previously proposed, the additional storey will now be in-set on all sides from the outer perimeter of the existing roof by distances ranging from 1.9 to 6.0 metres. The overall height of the additional floor will be 2.2 metres above the existing parapet of the main building fronting West Barnes Lane, sections of which will incorporate new glass balustrades to serve the balconies of the proposed flats.
- 7.9 It is considered that the newly proposed scheme will present a significantly reduced visual impact when compared with that previously proposed in application reference 16/P3135. When viewed from West Barnes Lane the structure of the newly proposed 3rd floor will be situated behind the existing central parapet which houses services and a stairwell over-run of the existing building. The space between the existing building footprint and the additional level will now be occupied by open balcony areas which service the newly proposed flats, and which are largely obscured behind the main parapet of the existing building frontage.

- 7.10 The location of the additional level 4.3 metres inside of the existing north-eastern side of the existing building significantly reduces the visual impact of the proposal when viewed in side profile from the southern side of West Barnes Lane in front of the existing group of two storey shop fronts.
- 7.11 The flat roof form of the proposed additional level is consistent with the flat roof form of the existing building and considered to be suitably low profile and subordinate to the main building. Similarly the grey wall and roof cladding is considered to suitably blend with the colour of the existing mansard-style roof colour of the existing building at 2nd floor.
- 7.12 On the basis of the above considerations the design of the proposed additional level is considered to achieve an understated height, massing, scale and form that would result in negligible further impact on the street scene in West Barnes Lane than that already created by the existing building. As a matter of judgement officers consider that the proposals would not conflict with the objectives of policies CS.14 of the Core Strategy and DMD2 and DMD3 of the Sites and Policies Plan.
- 7.13 Neighbour Amenity
London Plan Policy 7.6 (Architecture) requires that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy and overshadowing. SPP policy DMD2 states that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of loss of light, quality of living conditions, privacy, visual intrusion or noise.
- 7.14 The Inspector raised concerns regarding the impact of the appeal proposals on occupiers of neighbouring properties in Marina Avenue. The Inspector noted, “The existing three storey appeal building is already seen as having quite a dominant presence in views from the nearer of the Marina Avenue properties. In such close proximity, the addition of a further storey of accommodation would, in my view, exacerbate that impact, with the resultant building having an overbearing, if not overwhelming visual impact for nearby residents”.
- 7.15 The massing of the proposed extension would be significantly reduced in comparison with the appeal scheme. At 3.3 metres in height above the flat roof of the existing building, and noting its presentation as a podium inset within the existing building footprint, officers consider that the additional level will be suitably understated. As a matter of judgement and balancing the needs to provide additional housing with the need to safeguard neighbour amenity, it is considered that the latest proposals materially reduce the visual impact that the appeal extension would have had and would not result in adverse visual impact affecting the amenity of surrounding properties in Marina Avenue. Along with with the reduced impact on views from West

Barnes Lane arising from the changes to the proposals since the appealed scheme, officers consider that the proposals would not conflict with the objectives of policies CS.14 of the Core Strategy and DMD2 and DMD3 of the Sites and Policies Plan.

- 7.16 The existing building is a three storey building that is undergoing conversion to residential units. At its closest, the distance between the southern elevation of the building closest to the shared access way at the rear and the single storey rear extension of the nearest adjoining dwelling on Marina Avenue would be 26.1m, and the distance to the main rear elevation of the houses on Marina Avenue is 29.7m. Due to the angled shape of the subject building, the remainder of the building has even greater separation distances from the nearest residential properties in Marina Avenue.
- 7.17 With respect to the nearby residential properties in Marina Avenue at the south of the application site, it is noted that the proposed additional level will sit 2.1 metres inside the outer edge of the existing building footprint, and will present only communal hallway windows to this elevation which are nominated to be obscure glazed. The sedum roof which will occupy the area of existing roof between the new building and existing building edge at the rear is proposed to allow maintenance access only and not to be utilised for outdoor amenity space. On this basis it is considered that the proposal is unlikely to result in an additional impact on the amenity of neighbouring properties in Marina Avenue in terms of noise or loss of visual privacy.
- 7.18 It is acknowledged that in the previous appeal, the inspector found that there would be a material harm to the living conditions of nearby residents dwellings in Marina Avenue as a result of a perceived loss of privacy from previously proposed side roof terraces and windows with views into the adjacent rear gardens and windows. However, the currently proposed scheme no longer incorporates any side terraces situated on the southern side of the building, and all south and south-eastern facing rear windows proposed are noted as obscure glazed hallway windows.
- 7.19 The proposal will not alter the building's car parking area, therefore not giving rise to additional noise impacts from on-site parking.
- 7.20 The building is located north of the residential dwellings on Marina Avenue, hence the impact of overshadowing from the proposal is considered to be minimal. As part of the previous application LBM Ref: 16/P1868 for an additional two storeys to the building, the applicant submitted a daylight/overshadowing assessment. This study indicated that the construction of two additional storeys on the building would cast shadows that are very much the same for both the existing and proposed building forms, with any shading limited to the rear of properties along West Barnes Lane which are used for retail purposes and not considered to be detrimentally affected by this casting of

shadow. The gardens and habitable rooms of the adjoining dwellings to the south would overall continue to maintain reasonable access to light and the overshadowing of the gardens would not be substantially altered by the proposal. Given the present scheme has been reduced to a single additional storey constructed as an inset podium, it is considered that the findings of this study remain relevant (in fact would have a lesser impact than the previous scheme). Consequently the proposal would not have a detrimental impact on adjoining properties in terms of loss of light and overshadowing.

- 7.21 Based on the above, it is not considered that the proposal as amended would be harmful to the amenities of adjoining occupiers in accordance with SPP policy DMD2.
- 7.22 Standard of Accommodation
Policy DM D2 and DM D3 of the Site and Polices Plan states that all proposals for residential development should safeguard the residential amenities of future occupiers in terms of providing adequate internal space, a safe layout and access for all users; and provision of adequate amenity space to serve the needs of occupants. Policies CS 8, CS9 and CS14 within the Council's Adopted Core Strategy [2011] states that the Council will require proposals for new homes to be well designed.
- 7.23 Policy 3.5 of the London Plan 2016 states that housing developments should be of the highest quality internally and externally and should ensure that new development reflects the minimum internal space standards (specified as Gross Internal Areas) as set out in Table 3.3 of the London Plan.
- 7.24 The proposed flats all meet the minimum gross internal floor area requirements of the London Plan, as shown in the Table provided in Section 3. Both the single and double bedrooms comply with the London Plan room size requirements (7.5m² and 11.5m² respectively). The layout of the flats is considered to provide adequate daylight and outlook for future occupiers.
- 7.25 Policy DM D2 requires that all proposals for residential development provide adequate private amenity space to meet the needs of future occupiers. The London Plan states that a minimum of 5 square metres of private outdoor space should be provided for 1-2 person flatted dwellings. All of the flats have been provided with private terraces that meet or exceed this requirement, as shown in the Table provided in Section 3.
- 7.26 It is considered that all rooms will maintain reasonable outlook, access to daylight and sunlight, and ventilation. It is therefore considered that the proposed flats would provide a satisfactory standard of accommodation in accordance with the above policy requirements.

- 7.27 Parking and Servicing
Core Strategy policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, on street parking or traffic management.
- 7.28 The site has a PTAL of 1b, however is located within close proximity to Motspur Park Station and adjacent to a TFL bus route. The car parking provision will provide a total of 19 spaces for 27 flats (including those created under Prior Approval). The development is not located within a CPZ.
- 7.29 Since the earlier decision to refuse permission, a further prior approval decision has been issued increasing the number of units in the existing former office building from 19 to 24 with 19 parking spaces. Notwithstanding this decision, LBM Transport Officers have advised that, as the increase in vehicle generation from the three additional units is minimal, the 19 car spaces provided are considered adequate for the current proposal. Having regard to the TfL report on car ownership in London (Roads Task Force – Technical Note 12) The proposals in combination with the flats permitted under the Prior Approval decision would benefit from parking spaces equating to a percentage of the overall number of units (70%) greater than the percentage of households with access to a car across the whole of Merton (64%) and comparable to the percentage of households in outer London in areas with a PTAL score of 1b (74%).
- 7.30 The proposal is unlikely to have a significant impact on the surrounding highway network. Officers would note that the appeal application was not refused on the grounds of insufficient car parking and the impact this may have on parking pressure or the functioning of the highway network. Given that the proposals are for three fewer units than the appealed scheme it would be unreasonable to introduce the absence of additional car parking as a ground for refusal.
- 7.31 Cycle Storage
Core Strategy Policy CS18 and London Plan policy 6.9 call for proposals that will provide for cycle parking and storage.
- 7.32 The London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space for cycles at the following level:
- 1 per studio and one bed dwellings; and
 - 2 per all other dwellings
- Based on the above, the proposal would require an additional 5 cycle parking spaces compared with that previously approved in prior approval application 17/P1498. This results in a total of 29 spaces which should be secure and undercover on the application site. The applicant has designated areas for the secure storage of cycles at

ground floor. It is recommended that a condition of approval be incorporated that a minimum of 29 secure cycle spaces be provided prior to occupation of the development herein approved.

7.31 Refuse Storage and Collection

Policy CS20 of the Core Strategy [July 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.

7.32 A dedicated refuse store is to be provided within the car park to service the new flats and is within the recommended distances for bin stores as outlined in the Manual for Streets and the LBM's Waste and Recycling Storage Requirements Guidance Note. The proposal is therefore considered to comply with the above policies.

7.33 Sustainable Design and Construction

London Plan Policy 5.3 requires that new dwellings address climate change adaptation and mitigation. Policy CS15 of the Core Strategy 2011 requires that developments make effective use of resources and materials minimises water use and Co2 emissions.

7.34 LBM Climate Change Officers have reviewed the submitted energy statement and note that the submitted SAP calculations / energy statement indicates that the proposed development should achieve a 20.7% improvement in CO2 emissions on Part L 2013. This meets the minimum sustainability requirements of Merton's Core Planning Strategy Policy CS15 (2011).

7.35 Whilst no internal water consumption calculations have been submitted for the development, LBM Climate Change Officers have indicated that the required standards would be capable of being met through the inclusion of LBM's standard pre-occupation conditions of approval.

8. 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. CONCLUSION

9.1 The proposal would provide three additional flats to the existing building which has prior approval for conversion to residential flats, in an area with good access to rail services and local services thereby making more effective use of land and helping to meet housing targets. The proposed additional level is considered to achieve an understated height, massing, scale and form that would result in a limited impact on

the street scene in West Barnes Lane and as a matter of judgement overcomes the previous reason for refusal. The proposal is not considered to result in adverse amenity impacts on neighbours and by reason of the deletion of roof terraces to the rear and side and the deletion of habitable rooms to the rear overcomes the previous reason for refusal. The design of the flats meets minimum standards required for Gross Internal Area, and is considered to provide an acceptable standard of accommodation for future occupiers. The proposals is recommended for approval, subject to conditions.

RECOMMENDATION Grant planning permission subject to conditions.

Conditions

- 1) A1 Commencement of works
- 2) A7 Built according to plans; 'Proposed Ground Floor (Extension App) – 110', 'Proposed Front (West) Elevation Planning – 230', 'Proposed Roof Plan– 208', 'Proposed Rear (East) Elevation Planning – 231', 'Proposed Second Floor (Extension App) – 112', 'Proposed First Floor (Extension App) – 111' and 'Existing & Proposed Sections – 240'.

- 3) B1 External Materials to be Approved

- 4) C04 Obscured Glazing (Fixed Windows)

Before the development hereby permitted is first occupied, all new third floor windows in the 'Proposed Rear (East) Elevation Planning' (Drawing 231) shall be glazed with obscure glass and fixed shut and shall permanently maintained as such thereafter.

- 5) C07 Refuse & Recycling (Implementation)

- 6) D10 External Lighting

- 7) D11 Construction Times

- 8) H07 Cycle parking to be implemented (minimum 29 spaces)

- 9) No development shall take place until a Demolition and Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period. The Statement shall provide for:
 - hours of operation
 - the parking of vehicles of site operatives and visitors
 - loading and unloading of plant and materials
 - storage of plant and materials used in constructing the development

- the erection and maintenance of security hoarding including decorative -displays and facilities for public viewing, where appropriate
- measures to control the emission of noise and vibration during construction.
- measures to control the emission of dust and dirt during construction/demolition
- a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason; To safeguard the amenities of the area, the occupiers of neighbouring properties and the protection of wildlife and ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2015 and policies DM D2, DM D3, DM EP2 and DM EP4 of Merton's Sites and Polices Plan 2014.

10) Sustainable Design and Construction (New Build Residential - minor) (Pre-Occupation 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.

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

11) Other than the areas shown as roof terraces on the approved plans (Drg 207) no part of the flat roofs, both for the building as existing and the extension as proposed, shall be used for purposes other than maintenance or in case of an emergency. Reason. To safeguard the amenities of neighbouring occupiers to avoid overlooking and loss of privacy and to comply with adopted policy DM.D3.

12) Non-Standard Informative (Land contamination).

Matters of site contamination have previously been considered under Prior Approval reference 17/P1498 a report having been submitted with the application by Argyll Environmental – SAS_119419727_1_1 dated 28th March 2017.

13) Non-Standard Informative (Sustainable Design & Construction Information).

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'

14)NPPF Informative

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