

PLANNING APPLICATIONS COMMITTEE
19 March 2020

APPLICATION NO.

DATE VALID

19/P2382

24/07/2019

Address/Site: Land Rear of 27 Leafield Road,
Merton Park
SW20 9AG

Ward: Merton Park

Proposal: ERECTION OF 1x 3 BEDROOM & 1x 2 BEDROOM SINGLE
STOREY DWELLINGS WITH ASSOCIATED LANDSCAPING

Drawing No.'s: Rev A Drawing Pack received 04.03.20: A-E-101; A-P-102; A-P-103; A-P-104; A-P-105; A-P-301; A-P-302; A-P-303; A-P-304; A-P-305; A-P-306; A-P-402; A-P-401; A-P-403; A-P-202; A-P-401; A-P-203; A-P-204; A-P-205; Specification and notes; A-P-206.

Contact Officer: Catarina Cheung (020 8545 4747)

RECOMMENDATION

Grant planning permission subject to conditions

CHECKLIST INFORMATION

- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: No
- Design Review Panel consulted: No
- Number of neighbours consulted: 11
- External consultations: 0
- Controlled Parking Zone: MP1
- Archaeological Zone: No
- Conservation Area: No

1. INTRODUCTION

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

2. SITE AND SURROUNDINGS

2.1 The application site is situated on the northern side of Leafield Road, Merton Park. The site comprises land formerly the garden of 27 Leafield Road with a smaller parcel of land in the north-western corner of the plot. An existing 'right of way' runs across the

vacant land and provides access to the garages and rear gardens of the 10 existing dwellings extending up to 7 Leaffield Road.

- 2.2 Beyond to the north is Rutlish School playing fields. Apart from the school, the local area is residential in character, with a mix of terrace and semi-detached dwellings.
- 2.3 The site is not located in a Conservation area nor is it in close proximity to a Listed Building.
- 2.4 The site is within an area of low flood risk.
- 2.5 The site has a PTAL rating of 2 (measured on a scale of 0 to 6b, 0 being the worst), and is located in a Controlled Parking Zone, MP1.

3. CURRENT PROPOSAL

- 3.1 This application seeks planning permission for the erection of 2 single storey dwellinghouses on the land at the rear of 27 Leaffield Road.
- 3.2 Unit 1 bungalow would comprise of an L-shaped plan, measuring:
 - 14m width front (western) elevation;
 - 13.6m side/northern elevation;
 - 5m depth, side/southern elevation;
 - 5.9m depth, side/eastern elevation;
 - 2.7m eaves height;
 - 4.5m maximum height.
- 3.3 Unit 2 bungalow would comprise of a slightly irregular rectangular plan, measuring:
 - 14.9m width front (eastern) elevation;
 - 16.84m maximum width;
 - 5.15m depth side/northern elevation;
 - 7.47m maximum depth.
- 3.4 Both bungalows would be built using timber frame construction, externally finished in brick, with grey zinc hipped roofs and timber framed windows and doors. The flat roof elements of the bungalows would be topped with “green roofs”.
- 3.5 The proposed dwelling mix would be as follows:

	Type	Storeys	Proposed GIA (sqm)	Amenity area (sqm)
Unit 1	3b 5p	1	99.75	Garden – 117 (not including the tree planting area 105)
Unit 2	2b 3p	1	74.8	Garden – 56 (not including the tree planting area 47)

- 3.6 Individual timber refuse stores provided at the front each bungalow, and an area designated for collection provided close to the street where residents wheel bins out to on collection day.
- 3.7 A communal bike store is provided at the east of the site.
- 3.8 The access path, which has a right of way across the site, would be upgraded as part of the proposal with the erection of a new security gate.

4. RELEVANT PLANNING HISTORY

4.1 07/P2138: ERECTION OF SINGLE STOREY 4 BEDROOM DWELLING – Refused 31/08/2007

Reason - The proposed new dwelling would by reason of size, siting and design be an unduly dominant and inappropriate form of backland development, resulting in a loss of amenity to adjacent residential dwellings contrary to policies NE.10, HS1, BE.15, BE.18, BE.22 of the Adopted Unitary Development Plan 2003.

5. CONSULTATION

External

5.1 Public consultation was undertaken by way of letters sent to 11 neighbouring properties. 21 representations were received objecting to the proposal, and 1 in support.

5.2 The objections have been summarised as below:

Notification

- Not all residents at 7-23 (Odds) Leaffield Road were notified.

Principle of development

- Selling off garden space for development is in direct opposition to Merton Council's policies;
- Setting precedence for further development behind Leaffield Road houses.

Character and appearance

- Out of character with the housing stock in the area;
- 2007 planning application refused for one house by reason of size, siting and design to be unduly dominant and inappropriate backland development, resulting in a loss of amenity to adjacent residential dwellings. The current application is for two.
- Garden size in proposed development not of adequate size;
- Overdevelopment, similar to the footprint of the refused scheme in 2007.

Impact on neighbouring amenity

- Loss of privacy and overlooking for Aylward Road and Leaffield Road houses;
- Electronic gate located at the rear of neighbouring garden leading to noise pollution and car fumes;
- Noise and disturbance from occupiers of the new houses;
- Would the services the proposed houses require impact others in the road;
- Potential 24 hour up lighting;
- Alteration of views from neighbouring properties;
- Temporary low fence erected has damaged neighbouring vehicles entering.

Transport and highways

- Increase congestion along Leaffield Road as this is already a short cut through the area and busy during the periods 7-9.30am and 4.30-6.30pm;
- The entrance lane is very narrow with restricted sight lines up and down what can be a very busy road at peak times;
- Vehicles exiting the site would not have clear sight of pedestrians.

Access & Construction

- Applicant needs to show that the existing access way will be upgraded to a standard that would allow for the existing 10 properties which have a legal right of access;

- Residents have right of access which could frustrate the proposed development;
- Residents will expect continued access through the right of way and entry and exit through the gated development with their car/big van/small lorry;
- No traffic plan or tracking drawings to show how other resident and larger vehicles would manoeuvre in and out of their property;
- How would vehicles access the site for construction;
- Where would construction materials be stored;
- Construction would disrupt access to the right of way path;
- Access for large vehicles;
- Access for those with disabilities.

Other matters

- Loss of habitat for wildlife and birds;
- Impact on trees and biodiversity on site;
- Reduction of neighbouring property values;
- Consideration of areas where flood water can drain;
- Capacity which the new houses will be sold, i.e. affordable for first time buyers;
- Upkeep and maintenance of pathway and gate;
- Security of the gates;
- Plan inconsistencies.

5.3 In support:

- Great idea of developing the empty land. The project has been done thoughtfully and considerate of views from neighbouring properties;
- Pleased about more secure access with an electric gate;
- Pleasant to look at 2 brand new bungalows rather than an empty piece of land.

Internal

- 5.4 Transport officer – The site lies within an area PTAL 2 which is considered to be poor. A poor PTAL rating suggests that only a few journeys could be conveniently made by public transport. The local area forms part of Controlled Parking Zone (MP1). Restrictions are enforced from Monday to Friday between 10am to 4pm.

Access:

A right of way is established through the site so that neighbours may access the garden gates and garages that line the back of gardens on Leafield Road. In total 12 units (2 proposed) will have the legal right of way through the access. In terms of the proposed site layout, the site access will be secured by electronically operated gates, located approximately 6.5m back from the current position on site. The entry to the site is gained by authorised fob or code holders.

There is a width restriction of 2.8m approximately 11 metres from Leafield Road. An ambulance of 2.5m width can negotiate through this point but not sufficient for a Fire Engine. Advice from London Fire Brigade should be sought to ascertain the procedure for fire defence arrangements.

Car Parking:

The proposal provides three car parking spaces for the two units which accords with the draft London Plan.

Cycle Parking:

Cycle parking should be installed on site in accordance with London Plan standards on cycle parking for new residential developments. 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 2 cycle spaces (secure & undercover) per each unit. The layout indicates storage facility for 4 cycle parking spaces which is acceptable.

Vehicle Generation

It is estimated that if all the rear garages were to be occupied, the daily 2-way flow along the access would be 40 trips. The level of traffic which could use the lane, allowing for all twelve properties (i.e. 10 existing + 2 proposed) would amount to a maximum 5 vehicles per hour. However, this estimation makes no allowance for the 10 existing properties having front driveway parking on their premises. It is noted in this instance, 7-27 Leafield Road all have at least 1 (some maximum 3) front off-street car parking spaces which would greatly reduce the use of the lane.

Refuse

A collection point is sited 10m away from Leafield Road which is acceptable. Under these arrangements residents will have to take their bins from their houses to the collection point for the operatives to collect.

Recommendation: The proposal is unlikely to have significant impact on the adjoining highway network. Should planning permission be granted the following conditions would apply: 1) Car parking as shown maintained, 2) Condition requiring cycle parking and 3) Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.

- 5.5 Climate Change – The information provided in the Energy Statement dated May 2019 indicates that the development will achieve a 20.68% improvement against Building Regulations 2013 with the installation of 0.75kWp of solar PV panels on each unit. This meets the minimum sustainability requirements of Merton's Core Planning Strategy Policy CS15 (2011).

The inclusion of the rainwater collection systems and green roofs should be commended. The use of timber frame construction should also be commended.

No concerns are raised, and it is considered acceptable in this instance to attach a pre-occupation condition to ensure the water targets and carbon emissions are achieved pre-occupation.

- 5.6 Waste Services – the bin store location must be no more 10m from the highway for waste collection. The proposal has been amended to reduce this to the appropriate distance.

- 5.7 Trees – Following amendments to the soft landscaping scheme, no further issues are raised in relation to this. Further details are requested for the green roof for which a condition can be attached to ensure provision of this.

There are several mature Cypress trees located at the foot of the rear garden to no.74 Aylward Road. In the absence of an assessment of the neighbouring trees, conditions have been recommended to request details of the design of the foundation for Unit 2, accompanied with an arboricultural report and tree protection plan.

6. POLICY CONTEXT

- 6.1 NPPF - National Planning Policy Framework (2019):
Part 5 Delivering a sufficient supply of homes

Part 9 Promoting sustainable transport
Part 11 Making effective use of land
Part 12 Achieving well-designed places

- 6.2 London Plan 2016:
3.3 Increasing housing supply
3.4 Optimising housing potential
3.5 Quality and design of housing developments
3.8 Housing choice
3.9 Mixed and balanced communities
5.1 Climate change mitigation
5.2 Minimising carbon dioxide emissions
5.3 Sustainable design and construction
5.17 Waste Capacity
6.3 Assessing effects of development on transport capacity
6.9 Cycling
6.13 Parking
7.3 Designing out crime
7.4 Local character
7.6 Architecture
8.3 Community infrastructure levy
- 6.3 Merton Sites and Policies Plan July 2014 policies:
DM D1 Urban design and the public realm
DM D2 Design considerations in all developments
DM E3 Protection of scattered employment sites
DM EP4 Pollutants
DM H2 Housing mix
DM O1 Open space
DM T1 Support for sustainable transport and active travel
DM T2 Transport impacts of development
DM T3 Car parking and servicing standards
DM T5 Access to road network
- 6.4 Merton Core Strategy 2011 policy:
CS 8 Housing choice
CS 9 Housing provision
CS 11 Infrastructure
CS 13 Open space, nature conservation, leisure and culture
CS 14 Design
CS 15 Climate change
CS 17 Waste management
CS 18 Transport
CS 20 Parking servicing and delivery
- 6.5 Supplementary planning documents
London Housing SPG 2016
Technical Housing standards – nationally described space standards 2015
- 7. PLANNING CONSIDERATIONS**
- 7.1 The key planning considerations of the proposal are as follows:
- Principle of development
 - Design and impact upon the character and appearance of the area

- Impact upon neighbouring amenity
- Standard of accommodation
- Transport, parking and cycle storage
- Highway safety
- Refuse
- Sustainability
- Other matters
- Developer contributions

Principle of development

- 7.2 The National Planning Policy Framework, London Plan Policy 3.3 and the Council's Core Strategy Policy CS8 and CS9 all seek to increase sustainable housing provision and access to a mixture of dwelling types for the local community, providing that an acceptable standard of accommodation would be provided. Policy 3.3 of the London Plan 2016 also states that boroughs should seek to enable additional development capacity which includes intensification, developing at higher densities.
- 7.3 Table 3.1 of the London Plan 2016 identifies that Merton has an annual housing target of 411 units, or 4,107 over a ten year period. However, this minimum target is set to increase to 918 set out in the 'London Plan Examination in Public Panel Report Appendix: Panel Recommendations October 2019', and which is expected to be adopted later this year. This significant increase will require a step change in housing delivery within Merton.
- 7.4 Whilst the planning history of the site reveals that a proposed scheme of one dwellinghouse was refused on the site in 2007, officers welcome here a renewed approach to the development of the backland site. The proposed scheme offers instead 2 bungalows. In principle, the offer of residential units is acceptable as it would be in keeping with the residential surrounds, and also makes effective use of the site to increase provision of additional homes through intensification. However, notwithstanding the need for housing delivery within the borough, the proposal should also ensure compliance with relevant London Plan policies, Merton Local Development Framework Core Strategy, Merton Sites and Policies Plan and supplementary planning documents (as referred to in Section 6).

Character and Appearance

- 7.5 The NPPF states that developments should function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Developments should ensure that they are visually attractive and are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- 7.6 Policies CS14, DMD1 & DMD2 require that new development 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. Policy DM D2 of Merton's Sites and Policies Plan requires development to relate 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 and to use appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting. The requirement for good quality design is further supported by the London Plan London Plan Policies 7.4 and 7.6.

- 7.7 Policy CS 13 states any proposals for new dwellings in back gardens must be justified against the: local context and character of the site, biodiversity value of the site, value in terms of green corridors and green islands, flood risk and climate change impacts.
- 7.8 As mentioned under paragraph 7.4, it is noted a single dwellinghouse was refused in 2007 at the rear of 27 Leafield Road. That proposal sought a single storey dwellinghouse but involved a multi-pitch roof form which increased the height of some elevations up to, and over, 2 storeys (7.5m) therefore appearing visually intrusive to the backdrop of the residential gardens. The footprint of the previously refused single dwellinghouse would also uncomfortably cover a lot of the garden/backland area losing the spacious suburban character of the area.
- 7.9 This proposed scheme provides two bungalows, one toward the north-western corner and the other toward the eastern boundary. The single storey height is considered appropriate in a backland site, and its overall bulk and massing has been considerably reduced from the previously refused scheme and considered here much more sympathetic toward neighbouring outlook.
- 7.10 The bungalows would be built of timber frame construction, with brick external walls and zinc roofing, further complemented with timber window and door details. The flat roof elements would be finished with green roofs, which are a benefit in terms of sustainability but also, when viewed from an upper level it would appear visually comfortable with the surrounding green landscape. The two bungalows are appropriately laid out and do not appear cramped on site thereby retaining an open character.
- 7.11 Overall, it is considered that an improved approach to introducing development on the site has achieved attractive and unobtrusive bungalows at the rear garden of Leafield Road. These would sit subservient in scale in relation to the surrounding terrace dwellings, with details and finishing to contribute to the surrounding landscape and encourage biodiversity. It represents an appropriate example of backland development which makes effective use of the land, and the development optimises the use of the site without inappropriately over intensifying the density of the site.

Neighbouring Amenity

- 7.12 SPP Policy DM D2 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 and noise.
- 7.13 The London Housing SPG standard 28 requires design proposals to demonstrate adequate levels of privacy in relation to neighbouring properties, designers should avoid windows facing each other where privacy distances are tight, in the past, planning guidance for privacy has been concerned with achieving visual separation between dwellings by setting a minimum distance of 18 – 21m between facing homes.

25 Leafield Road

- 7.14 The hipped roof element of the bungalow, running parallel with the neighbour's garden, would be set back 12.6m from the shared boundary. However, this is considered a reasonable set back which would not unduly impact the neighbour's enjoyment of the garden and with further trees introduced toward the south-eastern corner of the plot, this would provide some further screening between the developments and garden areas.

7.15 The separation distance between the side/southern elevation of Unit 1 and the rear elevation of the main dwellinghouse 25 Leafield Road would be approximately 20m, and no windows are proposed on this side elevation. The rear sliding doors from Unit 1's kitchen/dining area (eastern elevation) would be approximately set back 23m from the rear of number 25. Such separation distances are considered reasonable and would not be considered to inappropriately encroach toward number 25. Furthermore, given its single storey height, there would be limited views of the bungalow from the neighbour's rear ground floor kitchen/dining areas and it would unlikely inappropriately dominate their views; and from the upper levels, the design of the green roofs would integrate well with the landscape.

27 Leafield Road

7.16 The distance between the rear building line of 27 and the rear boundary fence is 10m. The southern elevation of Unit 1 would be further set back around 5.5-8m from the fence, therefore totalling a separation distance of maximum 18m. This is considered a reasonable separation, and further noted there is a single storey outbuilding structure in the north-western corner of 27's garden which would provide a large screening of views.

Aylward Road

7.17 There is a separation distance of 8m between the rear (western) elevation of Unit 2 from the rear boundary line of number 72, and the rear garden of 72 Aylward Road is approximately 32m in depth. Therefore, this total distance of at least 40m is considered a reasonable separation which would unlikely raise harmful issues in terms of overlooking and privacy.

7.18 Furthermore, at the rear gardens of 74 and 76 Aylward Road, along the boundary, there are 3 large trees which currently provide a lot of screening toward the vacant plot. The proposed development would introduce another tree, to be planted in the north-western corner, therefore reinforcing the screening. 74 and 76 Aylward Road also have rear gardens of approximately 30-31m depth. Given the existing large trees and proposed new tree, with fairly large garden depths, the proposed development would unlikely have an unduly visual impact toward numbers 74 and 76, or raise privacy and light issues. It is further noted, whilst the flat roof element of the bungalow would lie adjacent to Aylward Road's rear boundary line, this would be at a height of 2.7m (around 0.7m above the height of a fence), and this would not be unduly dominant or an intrusive height toward the boundary.

Standard of accommodation

Internal

7.19 Policy 3.5 of the London Plan 2016 requires housing development to be of the highest quality internally and externally, and should satisfy the minimum internal space standards (specified as Gross Internal Areas –GIA) as set out in Table 3.3 of the London Plan. Table 3.3 provides comprehensive detail of minimum space standards for new development; which the proposal would be expected to comply with. Policy DMD2 of the Adopted Sites and Policies Plan (2014) also states that developments should provide suitable levels of sunlight and daylight and quality of living conditions for future occupants.

	Type	Storeys	Proposed GIA (sqm)	Required GIA (sqm)	Compliant
Unit 1	3b5p	1	99.75	86	Yes
Unit 2	2b3p	1	74.8	61	Yes

7.20 As demonstrated by the table above, the units would comply with the minimum space standards.

7.21 Furthermore, the design of the bungalows would provide comfortable open plan living areas, with views into their respective gardens with adequate levels of daylight; and particularly for Unit 1, the south facing garden would provide plentiful access to sunlight.

External

7.22 Merton' Sites and Policies Plan requires for all new houses to provide a minimum garden area of 50 sqm as a single usable regular shaped amenity space.

7.23 Each unit would be provided with a garden of over 50sqm, 117sqm for Unit 1 and 56sqm for Unit 2 thereby exceeding policy requirements. Both gardens would provide good quality private external amenity space.

Transport, parking and cycle storage

7.24 Core Strategy Policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, street parking or traffic management. Cycle storage is required for all new development in accordance with London Plan Policy 6.9 and Core Strategy Policy CS18. It should be secure, sheltered and adequately lit and Table 6.3 under Policy 6.13 of the London Plan stipulates that 1 cycle parking space should be provided for a studio/1 bedroom unit and 2 spaces for all other dwellings.

7.25 The site has a PTAL of 2 and is located in a Controlled Parking Zone, MP1.

7.26 The Transport officer has been consulted and considers the proposal is unlikely to have significant impact on the adjoining highway network.

7.27 A right of way is established through the site so that neighbours may access the garden gates and garages that line the back of gardens on Leafield Road. The application proposes a security gate (approximately 6.5m back from the current position) and operated by fob or code holders, with surface upgrades to the vehicle access path. This would have the potential of delivering improvements in terms of safety and security whilst ensuring continued access for the existing residents and improved access, particularly for wheelchairs uses or those with pushchairs.

7.28 There is a width restriction of 2.8m approximately 11 metres from Leafield Road. An ambulance of 2.5m width can negotiate through this point, but noted would not be sufficient for a Fire Engine. Therefore, a condition will be attached to ensure that no dwelling shall be occupied until suitable details of a fire hydrant or otherwise agreed fire management and safety plan has been installed/carried out as agreed with by the London Fire Brigade.

7.29 The proposal provides three car parking spaces for the two units which accords with policy.

7.30 The Transport assessment provided by ADL Traffic and Highways Engineering Ltd estimates that if all the rear garages were to be occupied, the daily 2-way flow along the access path would be 40 trips. The level of traffic which could use the lane, allowing for all twelve properties (i.e. 10 existing + 2 proposed) would amount to a maximum 5 vehicles per hour. However, this estimation makes no allowance for the 10 existing properties having front driveway parking on their premises. Therefore, considering this, officers note that all properties, 7-27 Leafield Road, have at least 1

(some maximum 3) front off-street car parking spaces which would greatly reduce the use of the lane. So; such regular use and trips along the access lane would not be anticipated or greatly required. Nonetheless, given the scenario where one would require access to the rear, it is not considered the proposed upgrade of the path and erection of the 2 bungalows would prejudice vehicle access or compromise the safety of vehicle and pedestrian movement along the lane.

- 7.31 The proposal requires 4 cycle spaces to satisfy the proposed number of dwellings, the bike storage would offer 4 storage racks so would satisfy policy requirement. Should the application be minded for approval, a condition will be attached requiring the cycle storage, details as specified in the drawings, to be provided prior to occupation of the development.
- 7.32 Conditions will be appropriately attached as recommended by the Transport officer for details of a demolition/construction logistics plan.

Highway safety

- 7.33 To ensure adequate visibility for vehicles and pedestrians entering and exiting the site, the security gates should allow visibility through the gates so as not to prejudice highway safety. Therefore, if the application were minded for approval, a condition would be recommended requiring details of the new access gate.
- 7.34 As discussed previously, the existing right of way will be upgraded for the benefit of the existing residents on Leaffield Road and proposed occupiers of the development. A condition is also recommended to ensure this is delivered in accordance with the details set out in the drawings and sustainability assessment prior to any occupation of the development.

Refuse

- 7.35 The London Plan Policy 5.17 and Merton Core Strategy Policy CS17 require new developments to show capacity to provide waste and recycling storage facilities.
- 7.36 Individual timber refuse stores have been provided at the front each bungalow, accessible within 5m of the development from their respective kitchen bin store areas. On collection day, occupiers would wheel their bins to a communal collection point designated at the front of the site, toward Leaffield Road and this would be no more than 30m (maximum required walking distance for residents). The designated collection point would be within 10m of the highway which is the maximum required pulling distance for Merton's Waste contractors.
- 7.37 The designated collection area would be located at the front corner of 27 Leaffield Road. However, there would be no conflict with the existing dwellinghouse as looking into this area is a frosted window which serves a toilet and a non-openable stained glass window. The bins would reside at the collection point only once per week, but nonetheless, the area designated would not impact the flow of vehicle movement along the access path.
- 7.38 Should members be minded to approve, a condition will be attached requiring the individual refuse stores to be provided in accordance with the plans and details to be submitted of the new boundary treatment around the collection point to ensure this area is dedicated to the new development and not a part of 27 Leaffield Road.

Sustainability

- 7.39 All new developments comprising the creation of new dwellings should demonstrate how the development will comply with Merton's Core Planning Strategy (2011) Policy

CS15 Climate Change (parts a-d) and the policies outlined in Chapter 5 of the London Plan (2016). As a minor development proposal, the development is required to achieve a 19% improvement on Part L of the Building Regulations 2013 and water consumption should not exceed 105 litres/person/day.

- 7.40 The information provided in the Energy Statement dated May 2019 indicates that the development will achieve a 20.68% improvement against Building Regulations 2013 with the installation of 0.75kWp of solar PV panels on each unit. The inclusion of the rainwater collection systems, green roofs and timber frame construction should be also commended.
- 7.41 It is considered the applicants have shown reasonable competence in understanding the local and London plan policies in terms of sustainability, and in this instance it would be considered acceptable to attach a pre-occupation condition to ensure the emission reductions and water targets will be secured through construction.

Other matters

Trees and biodiversity

- 7.42 Policy DM O1 seeks to protect and enhance open space and to improve access to open space. Policy DM D2 requires that developments should not cause significant adverse impacts on species, habitats and landscape. Back gardens are an important element in the borough's wildlife habitat provision and biodiversity. New developments should provide for sufficient space for new planting or existing planting to grow. They should incorporate opportunities including green roofs, roof gardens, terraces, permeable surfaces, window boxes and climbing plants.
- 7.43 The site does not have any Local Plan environmental site designations, but does lie adjacent to Open Space, the playing field of Rutlish School.
- 7.44 The Tree officer has been consulted and has commented that the proposed tree planting scheme needs to be more closely examined to ascertain the feasibility of the planting the trees in the specified locations. In response, the landscape plan has been redesigned with changes to the tree positioning. The Tree officer has reviewed this and considers the changes acceptable and raises no further concerns in terms of the soft landscaping.
- 7.45 There are several mature Cypress trees located at the foot of the rear garden to number 74 Aylward Road. In the absence of an assessment of the neighbouring trees, the Tree officer has recommended conditions to request details of the design of the foundation for Unit 2, accompanied with an arboricultural report and tree protection plan.
- 7.45 The proposed green roofs offer benefits in terms of ecology, biodiversity and sustainable urban drainage. The two green roofs will be extensive sedum green roofs with some bulbs interplanted. The sustainability statement provides a planting and density schedule. The incorporation of a green roof into the scheme is commendable, however the quality of green roofs are variable and so to ensure a high quality specification is delivered a condition will be attached requiring these details to be submitted to the Council for review and approval.

Developer Contributions

- 7.46 The proposed development would be subject to payment of the Merton Community Infrastructure Levy and the Mayor of London's Community Infrastructure Levy (CIL).

8. CONCLUSION

- 8.1 In light of the increased need for housing provision in the borough and expected adoption of a significantly higher annual housing target for Merton, officers have welcomed a renewed approach to development of the backland site. Matters of concern raised in the previous application have been addressed, and overall, it is considered the scale, form, design, positioning and materials of the two bungalows have been thoughtfully developed so as not to have an undue detrimental impact toward the character and appearance of the streetscene, surrounding suburban residential character, neighbouring amenity or surrounding highway network.
- 8.2 Therefore, the proposal is considered to comply with the principles of policies referred to in Section 6 and it is recommended to grant planning permission subject conditions.

RECOMMENDATION

Grant planning permission subject to conditions

The following conditions are recommended:

1. A1 Commencement of Development
2. A7 Approved Plans
3. B1 External Materials as specified
4. B4 Surface treatment – Prior to occupation of the development, 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 shall be carried out in accordance with the details submitted in the approved plans and Sustainability statement (dated May 2019). The development shall not be occupied until the details to which this condition relates have been carried out in accordance with the approved details and shall be permanently retained thereafter.
5. B5 Details of Walls/Fences – Prior to occupation of development, details of boundary walls, fences or gates shall be submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be occupied until the details are approved and carried out in accordance with the approved details. The walls, fencing and gates shall be permanently retained thereafter.
6. C07 Refuse & Recycling – implementation
7. C08 No Use of Flat Roof of the developments
8. D11 Construction hours – 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.
9. H04 Provision of vehicle parking – The vehicle parking area shown on the approved plans shall be provided before the occupation 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.
10. H07 Cycle Parking – implementation
11. H09 Construction vehicles – 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.

12. H13 Construction Logistics Plan – Prior to the commencement of the development hereby permitted, a Construction Logistics Plan (including a Construction Management plan in accordance with TfL guidance) 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.
13. A Non-standard condition (lighting) – notwithstanding the details shown on the approved drawings, prior to occupation of the development, a more detailed lighting scheme shall be submitted to the LPA for approval.
14. C01 - No permitted development rights for the bungalows.
15. D10 External lighting – Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.
16. F02 Landscaping/Planting Scheme – All hard and soft landscape works shall be carried out in accordance with the approved details as shown in the approved plans (amended, received 04.03.20) and Sustainability Statement (amended, received 04.03.20). 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.
17. Non-standard condition – Details of the green roof shall be submitted to and approved by the local planning authority before installation and completed prior to occupation. Reason. To promote biodiversity, and contribute to measures to deliver sustainable drainage and reduce runoff rates in accordance with Merton core strategy policies CS13 and CS16 and Merton Sites and Policies plan policy DM.F2.
18. A Non-standard condition (Sustainability) – 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 consumption rates of no greater than 105 litres per person per day.
19. Non-standard condition – A Tree Protection Plan/Arboricultural Method statement shall be submitted to the Council and approved prior to commencement of development of Unit 2. The details shall be drafted in accordance with the recommendations and guidance set out in BS 5837:2012. The details and measures as approved shall be installed, and retained and maintained until the

completion of site operations at Unit 2. Reason. To protect and safeguard the existing neighbouring trees along the western boundary, at the rear of Aylward Road and to comply with Merton Core Strategy policy CS10 and Merton Sites and Plans policy DM.O2

20. F06 Design of Foundations – The foundations to be used for Unit 2, as shown in the approved drawing titled ‘General Arrangement Plan’, dwg A-P-102, shall be a pile and beam type. Details of the foundations for Unit 2 shall be submitted to and approved in writing by the LPA prior to commencement of this dwelling, and the work shall be carried out in accordance with the approved details. Reason. To protect and safeguard the existing neighbouring trees along the western boundary, at the rear of Aylward Road and to comply with Merton Core Strategy policy CS10 and Merton Sites and Plans policy DM.O2
21. F08 Site Supervision – The details of the Arboricultural Method Statement and Tree Protection Plan shall include the retention of an arboricultural expert to supervise, monitor and report to the LPA not less than monthly the status of all tree works and tree protection measures throughout the course of the construction period. At the conclusion of the construction period the arboricultural expert shall submit to the LPA a satisfactory completion statement to demonstrate compliance with the approved protection measures. Reason. To protect and safeguard the existing neighbouring trees along the western boundary, at the rear of Aylward Road and to comply with Merton Core Strategy policy CS10 and Merton Sites and Plans policy DM.O2
22. Non-standard condition – No dwelling shall be occupied until the application has provided written confirmation as to the installation of a fire hydrant (or otherwise agreed fire management and safety plan), and that such measures have been agreed by the London Fire Brigade. Reason. To ensure the development delivers measures for use by emergency services or suitable alternative measures for the development and to comply with the objectives of Merton Core Planning Strategy policy CS20 and Merton Sites and Policies Plan policy DM.D2.

Informatives:

1. INF 01 Party Walls Act
2. INF 09 Works on the Public Highway
3. INF 12 Works affecting the public highway
4. INF 13 Waste Services
5. INF 14 Tree felling, birds and bats
6. INF 20 Street naming and numbering
7. INF non-standard sustainability
8. Note to Applicant – approved schemes

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

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