

PLANNING APPLICATIONS COMMITTEE

19 MARCH 2020

APPLICATION NO.

DATE VALID

19/P3836

13/11/2019

Site Address:

15, 15a & 17 Russell Road, Wimbledon, SW19 1QN

Ward:

Dundonald

Proposal:

Demolition of existing buildings and erection of part two, three and four storey detached buildings comprising of 9 self-contained flats.

Drawing Nos:

0193_PLN_001, 0193_PLN_002 (rev A), 0193_PLN_004 (rev A), 0193_PLN003 (rev A), 0193_PLN_001 (rev A).

Contact Officer:

Calum McCulloch

RECOMMENDATION

GRANT permission subject to S106 Agreement and conditions

CHECKLIST INFORMATION

Is a screening opinion required	No
Is an Environmental Statement required	No
Press notice	No
Site notice	No
Design Review Panel consulted	No
Number of neighbours consulted	22
External consultations	1
Internal consultations	3
Controlled Parking Zone	Yes - W6

1. INTRODUCTION

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

2. SITE AND SURROUNDINGS

- 2.1 The application site is situated on the west side of Russell Road. It consists of a pair of two-storey semi-detached dwellings, 15 and 17 Russell Road. No. 15 is currently split into two self-contained units. The site lies directly adjacent to Wimbledon Town Centre.
- 2.2 Abutting the north of the site is Collingham House, a part two storey part four-storey commercial building with rooftop car park containing Evans Cycles, a Wetherspoons pub and office space. To the east of the site on the opposite side of Russell Road is the Grade II listed Wimbledon Theatre. To the south of application site is a single-storey bungalow containing 5 self-contained 1-bedroom flats, 19a-19e Russell Road.
- 2.3 Russell Road is characterised predominantly by two-storey residential dwellings but also contains some larger buildings, including a primary school, day nursery and social club.
- 2.4 To the west of the site is a pair of two-storey semi-detached dwellings on Gladstone Road similar to the existing dwellings at the application site.
- 2.5 The site does not lie within a Conservation Area and is not a Listed building.
- 2.6 The site is within a Controlled Parking Zone.

3. CURRENT PROPOSAL

- 3.1 This application seeks planning permission for the demolition of all existing buildings on site and the erection of a part two, three and four storey detached building. The building would contain 9 self-contained flats. The housing mix would be as follows:
- 4 nos. 1Bed 2 Person
 - 1 nos. 1 Bed 1 Person (Studio)
 - 1 nos. 1 Bed 1 Person
 - 2 nos. 2 Bed 4 Person
 - 1 nos. 2 Bed 3 Person
- 3.2 Each flat will have some outdoor amenity space as outlined in Section 4 of this report.
- 3.3 The proposed building would have a total of four storeys and would step down progressively to the rear and south. The fourth storey would be set back from the front elevation by 0.35m, with the whole building set back from the public pavement by 2.1 m. Outdoor amenity space is provided in the form of roof terraces on the top three floors and private gardens on the ground floor.

- 3.4 The building would be finished externally in three principal finishes. Red stock brick is proposed for the main bulk of the dwelling towards the front of the building. Blue/black brick is proposed towards the rear in accordance with the change in massing. Pre-painted copper coloured metal cladding is proposed for the fourth floor. The building would look contemporary in relation to the surrounding area.
- 3.5 Provision is made up at side of the building for 12 cycle parking spaces and refuse storage, connecting to Russell Road. The main entrance to the building would be from Russell Road.

4. PLANNING HISTORY

- 4.1 MER1050/83 - CONVERSION OF PROPERTY INTO SELF-CONTAINED FLATS INCLUDING REAR EXTENSION AT FIRST FLOOR LEVEL. – GRANT PERMISSION SUBJECT TO CONDITIONS

5. CONSULTATION

Internal

LBM Environmental Health Officer

- 5.1 The Council's environmental health officer raised concern over the impact of the development on the surrounding locality in terms of noise and recommends a condition for the provision of a noise survey be attached to this planning permission.

LBM Transport Officer

- 5.2 The Council's transport planner raised no objection subject to:
- Cycle parking obtained.
 - 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.
 - Applicant enters into a Unilateral Undertaking which would restrict future occupiers of the units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.

LBM Conservation Officer

- 5.3 The Council's Conservation officer raised no objections to the proposed development.

External

Historic England

- 5.4 Historic England noted they did not consider it necessary for the application to be notified to them.

Neighbour consultation

objections

5.5 Public consultation was undertaken by a way of post sent to adjoining neighbours in November 2019 inviting comments on the first set of plans produced by the applicant. A total of **7 objections** were received, which raised the following issues:

- Proposed development too tall dense for the area contrary to character and appearance of the surrounding area.
- Overbearing sense of enclosure in respect of the no. 14, 16 and 18 Gladstone Road
- Overlooking and loss of privacy from no. 14, 16 and 18 Gladstone Road from first floor balcony, rear facing windows and side windows.
- Footprint is too large taking up nearly all of the existing garden, leaving only a very small courtyard with a detrimental impact on green space and urban habitats.
- Conversion from family housing to flats contrary to the character and appearance of the area which would set a precedent for similar developments in the area with associated detrimental impacts on neighbour amenity.
- Existing parking pressures in the area. The development makes no provision for off-street parking. One representation suggests the development must be permit free.
- The top floor should be set back.
- The single aspect of apartment 4 is undesirable – there would be no cross-ventilation.
- The building is too close to the boundary of no 14 Gladstone Road.
- Overbearing sense of enclosure and loss of light in respect of 19c Gladstone Road. The objector from 19c Gladstone notes they are already enclosed by extension at 23 and 25 Russell Road and therefore should the development go ahead their property would be even more enclosed.
- Previous applications at 23 Russel Road were refused due to the impact on 19c Russell Road. This includes:
 - 13/p3822 – refused due to the impact of the extension on living conditions
 - 14/p1477 refused due to the impact of the extension on living conditions
 - 14P0844 – scaled down due to the impact on living conditions and granted permission subject to conditions.

Support

5.6 Two letters of support were received. One letter of support was received from no. 53 Russell Road noting the following:

- The development would uplift the appearance of Russell Road – the current properties on the site area are an eye-sore.
- The development would provide additional accommodation for people wanting to move to Wimbledon.
- The development would benefit shops within Wimbledon Town Centre.
- The owner of no. 19A Russell Road is in favour of the development despite windows shown to be impacted within the daylight sunlight report.
- The current housing density at the site is much lower than it could be so the new scheme will go some way to addressing that.

Other

- One representation highlighted the development presents an opportunity to help local swifts through including artificial nest sites, swift bricks or boxes into new construction.

5.7 A set of amended plans were received from the applicant following advice received from case officers reducing the depth at the rear at first floor level. A 14-day consultation period was administered inviting comment on the amended plans.

Objections

5.8 Six further objections were received highlighting the following issues:

- Overbearing sense of enclosure and a negative impact on outlook and visual amenity in respect of 14, 16 and 18 Gladstone Road, including obstructing the view of Wimbledon Globe.
- Loss of privacy in respect of no 14, 16 and 18 Gladstone Road due to overlooking from bi-fold doors and balconies.
- It is suggested by the occupier of 14 Gladstone Road that the bi-fold doors are removed from the rear and placed on the side elevation where there is enough wall space to do so.
- Scale size and footprint contrary to character and appearance – the 2nd floor surpasses the line of existing houses giving precedent to future developments on the road. Occupier of no .14 questions the need to have such large footprint and that planners need to understand and keep the building line of the existing house. This will require the removal of the top flat in its entirety and the 1st and 2nd floor set back. Consideration has not been taken at the front of the development in respect of adopting the line of other existing houses.
- Occupier of no. 16 Gladstone Road notes the footprint is not in keeping with other residential buildings on the street and is using the commercial building footprint as a guide.
- Occupiers of no. 18 Gladstone Road note the amended plans have not addressed previous concerns raised.

- Development is too dense for the area.
- Conversion from family housing to flats contrary to the character and appearance of the area which would set a precedent for similar developments in the area with associated detrimental impacts on neighbour amenity.
- Existing parking pressures in the area. The development makes no provision for off-street parking.
- One representation suggests electric charging points should be a condition on of development
- One representation questions what provision is made for waste and recycling.
- The occupier of 19c Russel Road maintains the amended design would adversely impact their conditions. The occupier also draws attention to a planning application lodged at no. 19a Russell Road.

Other

5.9

One comment was received from Wimbledon Theatre noting that any restrictions on Russell Road may cause operation difficulties for New Wimbledon Theatre. This is because the load-in door is opposite the application site and regularly requires the full width of Russell Road to facilitate the movement of large vehicles. These operational needs should be taken into consideration when granting permission for road and parking bay closures during construction. A further point is made that the theatre is a 24-hour operation and as such there is unavoidable noise external to Wimbledon Theatre.

6. POLICY CONTEXT

National Planning Policy Framework (2019)

- Chapter 5 Delivering a sufficient supply of homes
- Chapter 9 Promoting sustainable transport
- Chapter 11 Making effective use of land
- Chapter 12 Achieving well-designed places
- Chapter 14 Meeting the challenge of climate change, flooding and coastal change
- Chapter 16 Conserving and enhancing the historic environment

London Plan (2016)

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

- Policy 3.9 Mixed and balanced communities
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 6.3 Assessing effects of development on transport capacity
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.1 Lifetime Neighbourhoods
- Policy 7.4 Local Character
- Policy 7.5 Public Realm
- Policy 7.6 Architecture
- Policy 7.8 Heritage assets and archaeology
- Policy 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- Policy 8.2 Planning obligations
- Policy 8.3 Community Infrastructure Levy

Merton Core Strategy (2011)

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

Merton Sites and Policies Plan (2014)

- DM H2 Housing mix
- DM H3 Support for affordable housing
- DM H4 Demolition and redevelopment of a single dwelling house
- DM D2 Design considerations in all developments
- DM D4 Managing heritage assets

- DM EP2 Reducing and mitigating noise
- DM T1 Support for sustainable transport and active travel
- DM T2 Transport impacts of development
- DM T3 Car parking and servicing standards

7. PLANNING CONSIDERATIONS

7.1 The material planning considerations in the assessment of this planning application are as follows:

- Principle of development
- Character and Appearance
- Neighbouring Amenity
- Standard of accommodation
- Transport and parking
- Refuse
- Sustainability

Amendments

7.2 The design of the scheme was amended during the application process following advice from case officers. The amendments include:

- Setting back the first floor by 2.4m.
- Change proposed Flat 6 from a 2bed/4person flat to a 1bed/2person flat
- Altering the roof terrace of flat 6 to have obscure glazed privacy screens at the rear of the roof terrace.

Principle of development

7.3 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 states that boroughs should seek to enable additional development capacity, which includes intensification, developing at higher densities.

7.4 The proposed development would result in a net increase of 6 residential units in close proximity to Wimbledon Town Centre. The surrounding area to the south is predominantly residential, therefore the proposed use of the land would not be considered out of keeping. Intensification of land is encouraged in the London plan and NPPF, therefore, the provision of 9 residential units would be in line with policy. However, this is subject to the following material considerations being equally fulfilled.

Character and Appearance

- 7.5 Policy DMD2 (ii) of Merton's Sites and Policies Plan (SPP) requires that proposals use appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting.
- 7.6 The building is located at the edge of Wimbledon Town Centre and therefore is located at a juncture between lower density residential development with two-storey building heights and mixed commercial development with higher densities and three-five storey building heights.
- 7.7 The proposed development would have a height of approximately 12.15m. When viewed from the street, the building would not be out of proportion with the scale, bulk and height of Collingham House to the north which has a height of 10.44m (on the site boundary not including the chimney post), and Wimbledon Theatre and Wimbledon Social Club on the opposite side of the road which are both 3-4 storeys.
- 7.8 The proposed fourth storey is set back from the principle elevation and adopts metal copper coloured roof which would reduce the sense of bulk when viewed from the street. It should be noted, a building height of up to 6 storeys has been identified as appropriate for Collingham House (occupied by Evans Cycles and Wetherspoons) within the Future Wimbledon Masterplan SPD 2020 (Draft). Therefore, it is likely that the proposed development would be lower in height than Collingham should this site be redeveloped in the future.
- 7.9 The proposed development would be roughly 7.5m taller than the single storey bungalows to the south of the site, 19a-19e Russell Road, which have a ridge height of 4.68m. However, this set of dwellings are an anomaly within the wider area. The proposed development would be approximately 3.22m taller than no. 23 Russell Road to the south which has a ridge height of 8.93m. No. 14 and 16 Gladstone Road, located further to the west of the site have a similar ridge height to no. 23 Russell Road of around 9m. It is recognised the land falls away significantly towards no. 14 and 16 Gladstone Road meaning the perceived height would appear greater than 12.15m when viewed from the perspective of these dwellings. However, the stepped form of the development towards the south and west would help to reduce the overall sense of scale and bulk when viewed from the west.
- 7.10 The proposal adopts red/orange stock brick with lime coloured mortar at the front. The rear outrigger of the building of building would be finished in blue/black brick with colour matched mortar. The fourth storey would be finished pre-painted copper coloured metal cladding. The proposed use of stock brick is considered acceptable given its use in the surrounding streets. Similarly the copper coloured metal seamed roof is considered acceptable given its 'light' appearance and its use on the dome of Wimbledon Theatre. The proposed size and appearance of windows are considered acceptable. The proposed balconies would not overhang the highway and would harm the appearance of the wider street scene given the buildings separation from dwellings further to the south.
- 7.11 Overall, given the presence of buildings of a similar scale and mass within the vicinity, namely Collingham House and Wimbledon Theatre which marks the start of Wimbledon Town Centre, the stepped reduction in height towards the rear and

south towards surrounding residential properties, and the proposed materials, the proposed development is not considered to cause material harm to the character and appearance of the surrounding area. To ensure an acceptable appearance of the building, a pre-commencement condition on this application is recommended requiring samples of the brick and mortar to be approved by the Local Planning Authority.

Heritage

- 7.12 The NPPF 2019, London Plan Policy 7.5 and SPP Policy DMD4 requires development protect and enhance designated heritage assets and their setting. The application site is located opposite Wimbledon Theatre which is Grade II listed. The development site faces the extended portion of the theatre comprised of a predominantly blank façade and of limited heritage value compared with the original theatre building towards The Broadway. The proposed development would be finished in brick and a copper roof in accordance with the appearance of the theatre opposite. The proposed development is not considered to harm the significance or setting of Wimbledon Theatre.
- 7.13 Given the listed status of Wimbledon Theatre located adjacent to the site, Historic England and the Council's Conservation Officer were consulted. Historic England noted they did not consider the application reconsidered it necessary for the application to be notified to Historic England. The Council's Conservation Officer raised no objection to the proposed development.
- 7.14 Overall, the proposed development is considered acceptable in respect of the historic environment and would not cause harm to the setting of the listed theatre.

Neighbouring Amenity

- 7.15 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.
- 7.16 The applicant has provided a daylight, sunlight and overshadowing assessment produced by Syntegra Consulting (dated October 2019). The assessment analysed the set of plans first submitted by the applicant on daylight, sunlight and overshadowing in respect of 93 The Broadway, 19a-19e Russell Road, 14-20 Gladstone Road. The properties below are identified as being most likely to be impacted and are each considered in turn below:

Impact of 19a-19e Russell Road

Daylight sunlight and overshadowing

- 7.17 The southern side elevation of the proposed development faces windows on the north elevation of 19a-19e Russell Road. The layout of these residential units are somewhat of an anomaly compared with the majority of dwellings in the area. No. 19b-19e are served by north-facing front doors onto a passageway which runs adjacent to the application site. Bedrooms and bathrooms face northwards towards the application site, whilst living and kitchen spaces face south. No. 19a has a similar layout, however, for this flat the front door faces directly towards

Russell Road.

- 7.18 The proposed daylight, sunlight and overshadowing report provided by the applicant indicates that in terms of daylight, the proposed development would have a 'major adverse impact' on windows and doors for 19a-19c, a 'moderate adverse impact' on a single window and door at 19d and a 'minor adverse impact' on one small window at 19e. This set of results does not take into account the effect of vegetation on the boundary. The report indicates the development would have a negligible impact on sunlight for these properties. Owing to the orientation of the no. 19, overshadowing was not assessed given the proposed development lies directly to the north of no. 19.
- 7.19 The results described above indicate there would be some harm to the amenity of apartments at no. 19 Russell Road from loss of daylight. This harm is lessened to an extent due to the fact that windows facing the development are bathroom and bedroom windows as opposed to those serving principle living spaces which occupy the south of these properties. Furthermore, a row of reasonably thick vegetation runs along the boundary between no. 19 and the development site which currently limits existing daylight. Although the vegetation can be given limited weight, it is likely the proposed development would not result in any significant change to the amount of daylight received by no. 19 compared with the existing situation.

Outlook, sense of enclosure and overlooking

- 7.20 The proposed 1st, 2nd and 3rd floor windows directly facing no. 19 Russell Road would be obscure glazed. Similarly obscure glazed privacy screens are proposed on the side elevation of roof terraces on the 1st, 2nd and 3rd floor. As such, proposed development is not expected to result in material harm to neighbour amenity from overlooking.
- 7.21 The proposed development would result in some increased sense of enclosure and impact on outlook for 19a-19e Russell Road. The greatest impact would be to 19a and 19b Russell Road where the separating distance is limited and the height of the proposed building would be greater. Effort has been made in the design to mitigate the impact on no.19 by stepping down bulk of the building towards the south and the rear which does lessen the sense of enclosure upon 19c-e. Furthermore, as with daylight, the presence vegetation along the boundary means that the change in outlook and sense of enclosure is unlikely to change significantly as a result of the development.

Impact on no. 14-20 Gladstone Road

Daylight sunlight and overshadowing

- 7.22 The daylight/sunlight and overshadowing report supplied by the applicant indicates there would be a negligible impact on no.14-20 Gladstone Road.

Outlook, sense of enclosure and overlooking

- 7.23 Owing to the height of the building, there would be some increased sense of enclosure and change in outlook in respect of no. 14 and no. 16 Gladstone Road. Although still apparent, this impact would be somewhat less for 18-20 Gladstone positioned further to the south-west. It should be noted the drop in the level of

the land towards Gladstone Road does emphasise this sense of enclosure. However, the development steps down to the rear and the south helping to reduce the bulk of the building. The separating distance between the ground floor, 1st floor and 3rd floor of the proposed development would be roughly 18m, 21m and 27.7m respectively to the rear elevations of 14 and 16 Gladstone Road. 1.8m high obscure-glazed privacy screen would be installed on the rear of the first floor roof given its proximity to the boundary. Given the stepped form of the development, it is considered there would be no material harm to the amenity of 14-20 Gladstone Road from in respect of outlook, sense of enclosure and overlooking.

7.24 In light of the above, officers conclude the proposed development would result in harm to the amenity of no. 19b-19d Russell Road through loss of daylight demonstrated within the supporting daylight, sunlight overshadowing report. This harm is limited to an extent by the fact the principle living spaces are located to the south of these flats and the presence of vegetation along the boundary. A balance must be drawn between the disbenefit of the proposal in this respect, and the benefits of the scheme in terms of its design, character and provision of new homes.

7.25 The proposal would result in flats visible from other surrounding properties to the site, however, owing to resulting distances officers are satisfied that no harm would arise from the proposal.

Noise

7.26 London Plan Policy 7.15 and SPP Policy DM EP2 require development mitigates and avoids harmful effects of noise.

7.27 By virtue of its residential use, the development is not expected to result in significant noise generating activities. Nevertheless, a condition is attached to this planning permission requiring a noise report be undertaken to manage potential impact on the locality. This is in accordance with advice received from the Council's Environmental Health Officer. The development is acceptable in respect of noise subject to conditions met.

Standard of accommodation

7.28 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.

Internal

Flat No.	Level	Type	Proposed GIA (sqm)	Required GIA	Compliant
Flat 1	Ground	1B 2P	51.5	50	Yes
Flat 2	Ground	Studio	42	39	Yes
Flat 3	Ground	2B 4P	70	70	Yes
Flat 4	First	1B 2P	56	50	Yes
Flat 5	First	1B 1P	46	39	Yes
Flat 6	First	1B 2P	56	50	Yes
Flat 7	Second	1B 2P	56	50	Yes
Flat 8	Second	2B 3P	64.5	50	Yes
Flat 9	Third	2B 4P	70	70	Yes

7.29 Demonstrated by the table above, the proposed units would meet the London Plan minimum space standards.

External

7.30 In accordance with the London Housing SPG and Policy DMD2 of the Council's Sites and Policies Plan, it states that there should be 5sqm of external space provided for private outdoor space for 1-2 person dwellings and an extra 1sqm provided for each additional occupant.

Flat No.	Level	Type	External amenity space proposed	Required	Compliant
Flat 1	Ground	1B 2P	5	5	Yes
Flat 2	Ground	Studio	10	5	Yes
Flat 3	Ground	2B 4P	72	7	Yes
Flat 4	First	1B 2P	5	5	Yes
Flat 5	First	1B 1P	6	5	Yes
Flat 6	First	1B 2P	12	5	Yes
Flat 7	Second	1B 2P	5	6	Yes
Flat 8	Second	2B 3P	14	6	Yes
Flat 9	Third	2B 4P	21	7	Yes

7.31 Demonstrated by the table above, the proposed development would meet the

requirements of the Local Plan and London Housing SPG with regard to outdoor amenity space.

Housing mix

- 7.32 Policy CS 14 also states that schemes involving dwelling conversions that result in the loss of an existing family sized unit must incorporate the re-provision of at least one family sized unit – a family sized unit is one which has at least 3 bedrooms.
- 7.33 For the avoidance of doubt no. 17 Russell Road is a two-bed single dwelling, whilst no. 15 is split into two self-contained 2-bed units. As such, the existing site does not contain a family house in policy terms and a 3-bed unit does not need to be re-provided for. The housing mix proposed comprising of 1-bed and 2-bed flats affording a relatively high density is considered acceptable given the developments proximity to Wimbledon Town Centre and high accessibility to public transport.

Transport and parking

- 7.34 Policies CS20 (Parking, Servicing and Delivery) of the Adopted Merton Core Planning Strategy (2011) DM T2 (Transport Impacts of Developments) and (DM T3 (Car Parking and Servicing Standards) of the Adopted Merton Sites and Policies Plan (2014) require developers to demonstrate that their development would not adversely affect pedestrian and cycle movements, safety, the convenience of local residents or the quality of bus movements and/or facilities; on street parking and traffic management and provision of parking to the council's current standards.
- 7.35 The proposed development is well served in respect of public transport given its location adjacent to Wimbledon Town Centre and in close proximity to Wimbledon Underground and Railway Station and local bus routes. The site has a PTAL of 6b. The site is located within Controlled Parking Zone (W4) with restrictions in place between 830am and 11pm Monday through Saturday and between 2pm and 6pm on Sunday.
- 7.36 Given the good accessibility of the site, the existing parking pressures in the area and policy drive for car free developments, the development is considered acceptable subject to a restriction on on-street residential parking permits for occupiers. This is in accordance with advice received from the Council's Transport Planner.
- 7.37 12 no. of cycle parking spaces would be provided as part of the development which would be compliant with accordance with London Plan Standards.
- 7.38 Overall, the development is acceptable in respect of transport subject to conditions being met and the development being permit-free via Section 106 Agreement.

Refuse

- 7.39 A suitable area for bins has been provided along the southern elevation of the site accessed by a side passageway. This would be within 10m of the public highway. Space has been allocated for 8 nos. of bins which would be sufficient

for capacity for the 9 units proposed.

Sustainability

- 7.40 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 in outlined in Chapter 5 of the London Plan (2016).
- 7.41 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.
- 7.42 The development is supported by a sustainability report. The report recommends the use of solar panels which have been incorporated within the proposed plans. The report notes the development can achieve the CO₂ emissions reduction of 19.25% in the residential units over Building Regulations Part L 2013, once all measures at each Energy Hierarchy are taken into account. The report also notes that the total internal water consumption of 104.5 litres per day.
- 7.43 The development is therefore acceptable in respect of sustainability subject to a pre-occupation condition attached should planning permission be granted to ensure sustainability standards are met.

8. CONCLUSION

- 8.1 The proposed development is considered acceptable in respect of character and appearance, standard of accommodation and sustainability subject to conditions being met. However, the daylight/sunlight/overshadowing report supplied by the applicant has demonstrated there would be harm to the amenity of 19a-19d Russell Road through loss of daylight through windows facing the development contrary to SPP Policy DM D2. Given this, the benefits of redeveloping the site must be weighed against the harm to the amenity of these properties.
- 8.2 The proposed development would provide a net increase of 6 units in a sustainable location in respect of transport accessibility and proximity to Wimbledon Town Centre helping to deliver homes in accordance with the London Plan and the Local Plan. The development would improve the visual appearance of the street providing a visual improvement on the existing properties which are in poor condition. The loss of daylight to the windows at 19a-19d Russell Road would be to bedroom and bathroom windows as opposed to principle living spaces located on the southern side of these properties. The presence of vegetation at the boundary would mean the daylight conditions following development would not be significantly different from the existing conditions (as tested in the daylight/sunlight report). Further, the proposal has a stepped the design so as to help reduce the impact and keep the tallest parts of the building furthest away from the south boundary. Given the above, on balance it is considered the benefits of the scheme would outweigh the impact to neighbouring amenity and therefore officers recommend permission be granted.

9. RECOMMENDATION

9.1 Grant permission subject to:

a) the completion of a Section 106 Agreement covering the following heads of terms:

1. Future Occupiers of the proposed development are restricted from obtaining residents parking permits for the CPZ.
2. The developer agreeing to meet the Councils costs of preparing (including legal fees) the Section 106 Obligations.

b) and subject to conditions:

1. A1 Commencement of development (full application)
2. A7 Approved Plans. The development hereby permitted shall be carried out in accordance with the following approved plans: 0193_PLN_001, 0193_PLN_002 (rev A), 0193_PLN_004 (rev A), 0193_PLN003 (rev A), 0193_PLN_001 (rev A)
Reason: For the avoidance of doubt and in the interests of proper planning.
3. External Materials to be approved: No development shall take place until details of particulars and samples of the bricks and mortar to be used on external surfaces have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details.
Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.
4. Access to the flat roof of the development hereby permitted (apart from designated outdoor terraces) shall be for maintenance or emergency purposes only, and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area.
Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.
5. Construction Times: No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.
Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2016 and policy DM EP2 of Merton's Sites and Policies Plan 2014.
6. 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.

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

7. A Non Standard Condition: The back gardens for both the existing and proposed dwelling shall be separated by a 2m high close boarded fence (or other means of enclosure as may be agreed in writing by the local planning authority) with the fence erected before occupation of the new dwelling and fence shall thereafter be permanently retained.
Reason: To ensure the provision of suitably private and adequately sized gardens in the interests of the amenities of the occupiers of the existing and proposed dwellings and to comply with Sites and Policies Plan policy DM D2 and Merton LDF Core Planning Strategy policy CS14.
8. A Non Standard Condition: Due to the potential impact of the surrounding locality on the development a noise survey undertaken by a competent acoustic consultant is to be undertaken having regard to all relevant planning guidance, codes of practice and British Standards for the investigation of noise and residential noise acceptability standards. The survey shall include recommendations and appropriate remedial measures, including methods of ventilation and actions to minimise the impact of the surrounding locality on the development and shall be agreed and approved by the Local Planning Authority. Thereafter the recommendations shall be implemented prior to first occupation.
9. Obscure Glazing (windows and doors): Before the development hereby permitted is first occupied, the south facing windows of Flat 4, Flat 6 and Flat 7 shall be glazed with obscured glass and shall be maintained as such thereafter.
Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.
10. Balcony Screening: The screening or enclosure to the balcony as shown on the approved plans shall be implemented before the development is first occupied and retained permanently thereafter.
Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.
11. Construction and Logistics Plan (to be submitted): Prior to the commencement of the development hereby permitted, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction and Logistics Plan should have regard to needs of surrounding commercial premises, notably Wimbledon Theatre whose load-in door is located opposite the application site. The approved measures shall be implemented prior to the first occupation of the

development hereby permitted and shall be so maintained for the duration of the use, unless the prior written approval of the Local Planning Authority is first obtained to any variation.

Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2016, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

12. Landscaping scheme

13. Cycle parking (details)

14. Boundary treatments (details)

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