

PLANNING APPLICATIONS COMMITTEE

20th August 2020

Item No:

UPRN

APPLICATION NO.

DATE VALID

19/P2120

06/06/2019

Address/Site:

64 – 76 Kingston Road, Wimbledon, SW19 1LA

(Ward)

Abbey

Proposal:

Restoration and extensions to the existing manor house building (including basement extension) at No.76, and redevelopment of the adjoining site at No.64 - 68 with the erection of a new four storey residential block (plus additional basement level) creating a total of 26 x self-contained flats (7 x 3 bed, 4 x 2 bed 15 x 1 bed units)

Drawing Nos:

KING-AB-EX-1, KING-A-PR-1.1D, 1.2D, 1.3C, 1.4C, 2.1D, 2.2C, 2.3C, 2.4D, 2.5D, 3.1E, 5D, KING-B-PR-1.1E, 1.2E, 1.3D, 2.1D, 2.2C, 2.3D, 4.2E, 4.3E, 4.4D, 4.5D, KING-AB-PR-1E

Contact Officer:

David Gardener (0208 545 3115)

RECOMMENDATION

GRANT Planning Permission Subject to Conditions and S106 Agreement

CHECKLIST INFORMATION

- Heads of agreement: Permit free, Affordable housing, Carbon offset contribution
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice: Yes
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 162
- External consultations: Transport for London

1. INTRODUCTION

1.1 The application has been brought before the Planning Applications

Committee due to the number and nature of objections received following public consultation.

2. SITE AND SURROUNDINGS

- 2.1 The application site (Nos. 64 – 76 Kingston Road) comprises a vacant two-storey detached building with additional roof space accommodation located at No.76 Kingston Road, which was formerly used as a Private members club (Sui generis Use). Although it's not possible to confirm, it appears that the building was also more recently used as a concert venue (Use Class D2). A two-storey building with associated car parking is located at No. 64 - 68 Kingston Road, which is currently used as a car show room (Sui Generis Use). The site is located on the south side of Kingston Road at the junction with Brisbane Avenue, Wimbledon. The surrounding area comprises a mixture of commercial and residential uses with two-storey residential houses located immediately to the south, east and south-west of the site. No. 78, which sits immediately to the west is locally listed and is currently being converted into a church. A piece of land at the rear of No. 76, which was formerly used as a bowling green is designated Open Space.
- 2.4 The application site has good public transport links (PTAL rating of 5) being sited in close proximity to South Wimbledon tube station and a number of bus routes. The site is also located in a Controlled Parking Zone (Zone S1).

3. CURRENT PROPOSAL

- 3.1 The application proposes the redevelopment of 64 – 76 Kingston Road to provide 26 self-contained residential units (15 x 1, 4 x 2 & 7 x 3 bed) involving refurbishment and extensions to the existing building at No. 76 Kingston Road (Building A) and demolition of the existing commercial building at 64 – 68 Kingston Road and replacement with a new four storey building which would sit adjacent and abut the flank wall of the existing building at No.76 (Building B). Private balconies are proposed for the majority of flats with a large outdoor communal area proposed at the rear.
- 3.2 Note: The application has been amended since it was first submitted with Building B reduced in height from five to four storeys above ground. The total number of flats has also been reduced from 28 to 26. Further amendments have been made to the external appearance of Buildings A and B. Proposed materials for Building B includes yellow multi stock and red multi stock brick.
- 3.3 One off-street disabled parking space proposed which is accessed from Brisbane Road. Secure cycle storage is provided at the rear of Building A and in the basement of Building B. The permanent bin store would be located between buildings A and B with a temporary bin store located to the side of Building B fronting Brisbane Road (for collection from Brisbane Road).

4. PLANNING HISTORY

The following planning history is relevant:

- 4.1 87/P1162 - Erection of a two storey side and rear extension to existing club premises. Granted - 12/01/1988
- 4.2 88/P1106 - Erection of a single storey side and rear extension to club premises. Granted - 09/09/1988
- 4.3 92/P0605 - Erection of a single storey rear extension to club premises. Granted - 29/09/1992
- 4.4 In 2018, pre-application advice was sought for the redevelopment of 64 – 76 Kingston Road to create 35 self-contained residential units, involving refurbishment and extensions to the existing building at No. 76 Kingston Road and demolition of the existing commercial building at 64 – 68 Kingston Road and replacement with a new six storey building. (LBM Ref: 18/P3868)

5. POLICY CONTEXT

- 5.1 The following policies from the Adopted Sites and Policies Plan and Policies Maps (July 2014):
DM C1 (Community facilities), DM D1 (Urban Design and Public Realm), DM D2 (Design considerations in all developments), DM D3 (Alterations and extensions to existing buildings), DM D4 (Managing Heritage Assets), DM E3 (Protection of scattered employment sites), DM F2 (Sustainable Urban Drainage Systems (SuDS) and Wastewater and Water Infrastructure), DM H2 (Housing Mix), DM H3 (Support for Affordable Housing), 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)
- 5.2 The relevant policies in the Adopted Core Strategy (July 2011) are:
CS.8 (Housing Choice), CS.9 (Housing Provision), CS.11 (Infrastructure), CS.12 (Economic Development), CS.13 (Open Space, Nature Conservation, Leisure and Culture), CS.14 (Design), CS.15 (Climate Change), CS.18 (Active Transport), CS.19 (Public Transport), CS.20 (Parking, Servicing and Delivery)
- 5.3 The relevant policies in the London Plan (2016) are:
3.5 (Quality and Design of Housing Development), 3.16 (Protection and Enhancement of Social Infrastructure), 5.2 (Minimising carbon dioxide emissions), 5.3 (Sustainable Design and Construction), 5.9 (Overheating and cooling), 6.3 (Assessing effects of development on transport capacity), 6.9 (Cycling), 6.13 (Parking), 7.2 (An inclusive environment), 7.4 (Local character), 7.6 (Architecture), 7.8 (Heritage assets and archaeology).
- 5.4 National Planning Policy Framework (NPPF) 2019
- 5.5 The London Plan Intend to Publish Version (December 2019)

6. CONSULTATION

6.1 The application was originally publicised by means of a site notice and individual letters to occupiers of neighbouring properties. In response, 99 letters of objection and one letter of comment was received.

6.2 The letters of objection are on the following grounds:

- Excessive height of new building/out of character with local area/impact on Manor Club building and surrounding terrace houses
- Loss of daylight/sunlight and privacy
- Increase traffic congestion/lack of parking
- Not sustainable
- Pressure on local infrastructure/too dense/too many flats proposed
- Poor design
- Visually intrusive
- Lack of consultation from developer with local community prior to submission
- Set harmful precedent
- Does not provide the required 40% affordable housing
- Loss of existing social club
- Lack of greenery/private garden areas/new balconies not appropriate given location fronting Kingston Road
- Poor housing mix and standard of accommodation
- Clarification required regarding location of refuse and recycling stores

6.3 Following the amendments to the proposed scheme, two further re-consultations were carried out. In response, 4 further objections were received on the following grounds:

- New block still out of character/too high
- Balconies would be insightly due to occupants possessions being located on them
- Density still too high/too many flats/overdevelopment
- Proposal would be leasehold
- Loss of privacy
- Excessive pressure on infrastructure

6.4 John Innes Society

6.41 Raised concerns regarding the proposed new building as originally submitted stating that it is completely out of keeping with its surroundings and with the form, style, height, scale and character of the Manor Club and Merton Hall. The balconies, which appear to be the main amenity space for most residents, would be unsafe to use due to the level of air pollution, noise and disturbance from traffic on Kingston Road. That would result in unsatisfactory living conditions for the residents. It would also have the result, as it has at Plough Lane, of people using their balconies for storage, leading to a very unsightly street scene. Also object to the provision of on affordable housing.

6.5 Merton Green Party

6.51 Request that 40% of units are affordable to comply with planning policy.

6.61 Future Merton - Urban Design Officer

6.61 Raised concerns regarding height and design of the new build element as originally proposed. Concerns included the proposed 5 storey height above ground level, stepping up of building height at corner of Kingston Road/Brisbane Road given Brisbane Road is only a narrow side road, the twin pitch roof feature fronting Kingston Road, large recessed balconies, lack of local context, and no direct access to communal amenity area.

6.7 Council's Conservation Officer

6.71 The proposed front light wells are oversized. They should be reduced just to give light into the front rooms. The oversized light wells will not serve a good purpose. They will not form a useable outside amenity space unlike the rear ones which could form a court yard garden. These may benefit by being slightly enlarged. It is important for the integrity of the historic building that the chimneys are maintained, rebuilt, even introduced to maintain the traditional roof line. There are fine stained glass windows which should be preserved.

6.72 The proposed new build block (building B) needs to lose the top floor. The current proposal is too high in the context of the adjacent buildings and would overshadow them. This is in reference to the heritage assets; local listed building and the Manor Club. It would reduce their significance. This is also in reference to the Edwardian terraces at the rear and late Victorian terraces across the road. The design of the building needs to be simplified. The gable is not working and it would be better if it was removed. It would be better from the street scene angle if the two building were independent of each other. The single storey connecting wing should be removed or reduced so the two building are separated.

6.8 Future Merton - Transport Planning

6.81 No objections regarding proposed impact on traffic and parking. The proposed cycle parking and bin storage arrangement are also considered to be acceptable. Recommends signing of S106 agreement requiring the residential units are parking permit free, provided with a 3 year car club membership. Conditions regarding submission of demolition and constructions logistics plan, and service management plan are also advised.

6.9 Future Merton - Highways

6.91 No objection subject to appropriate conditions.

6.10 Future Merton – Flood Risk Officer

6.101 If seasonal fluctuations of groundwater does occur in this location (perched groundwater may exist), the lower parts of the proposed basement level may sit within the water table and furthermore, dewatering maybe required during

construction and appropriate waterproofing of the structure will be needed and measures must be considered to prevent uplift.

6.102 Prior to construction, groundwater monitoring must be undertaken to take into account fluctuations in groundwater levels due to seasonal variation.

6.103 The submitted GeoSmart Information Ltd Sustainable urban Drainage Strategy(dated 31.05.19, reference 71518R1) states that the proposed solution comprises of rainwater harvesting butts and lines permeable paving. Hydrograph storage calculations were carried out for a 1 in 100 year storm event plus 40% climate change allowance, and these show that a storage volume of 51.9 m³ is required and the proposal would be able to provide a total of 53.8m³. This is compliant with the London Plan 5.13 and Merton's policy DM F2 and DM D2.

6.104 It is recommended that consideration of installation of non-return valves and a FLIP device is installed on the foul drainage to prevent flooding and back up from the sewer network.

6.11 Future Merton – Structural Engineer

6.111 The submitted CMS demonstrates that the proposed basement can be built safely without affecting the surrounding natural and built environment.

6.12 Environmental Health Officer

6.121 No objection subject to appropriate conditions.

6.13 Future Merton – Climate Change

6.131 Confirms that the proposed energy approach to the development is policy compliant and recommends that Merton's Standard Sustainable Design and Construction (New Build Residential - Major) Pre-Occupation Condition and District Heating Condition are applied to the development.

6.14 Metropolitan Police

6.141 Many of the principles of Secured by Design appear to have been considered in the design and recommend conditions if the LPA wish to approve the application.

6. 15 Transport for London (TFL)

6.151 No comments received.

7. PLANNING CONSIDERATIONS

7.1 Principle of Development

- 7.11 Policies 3.16 of the London Plan 2016 and CS.11 of the Core Planning Strategy 2011 resists the loss of community facilities in areas with identified need. Policy 3.16 states that proposals which would result in a loss of social infrastructure in areas of defined need for that type of social infrastructure without realistic proposals for re-provision should be resisted. The suitability of redundant social infrastructure premises for other forms of social infrastructure for other forms of social infrastructure for which there is a defined need in the locality should be assessed before alternative developments are considered. This is supported by Policy DM C1 of the Sites and Policies Plan and Policies Maps 2014 which states that any redevelopment proposal resulting in a net loss of existing community facilities will need to demonstrate that the loss would not create, or add to, a shortfall in provision for the specific community use; and that there is no viable demand for any other community uses on the site.
- 7.12 The applicant has submitted a Marketing Report stating that the building was used as a Private Members Club (Sui Generis Use) until 2012 and the building has remained vacant since. The Council however understands that the site was also used as a live music venue up until March 2016, with an approximate capacity of 250 (Class D2 use), although it is unclear how frequently it was used in this capacity.
- 7.13 It is considered that the proposed change of use is acceptable in this instance because the previous community value of the building was somewhat limited because it was restricted to private members before very briefly being used intermittently as a concert venue. The applicant has stated that they did contact a number of local community groups in March 2019 but other than one site visit from a local nursery no offers were made. It is considered that the building has not been in permanent use since 2012 and that it requires significant works to upgrade and make the space commercially viable for any use. A change of use to residential which would bring a vacant building that is of an age that requires re-furbishment back into use, whilst also involve restoring some of the buildings original features is therefore considered acceptable in this instance.
- 7.14 It is intended through Policy DM E3 (Protection of scattered employment sites) of the Adopted Sites and Policies Plan and Policies Maps (July 2014) to protect other uses located on scattered employment sites such as sui generis uses where appropriate. The proposal would result in the change of use of No. 64 – 68 from a Car Showroom (Sui Generis Use) to residential use (Use Class C3). It is considered that this is acceptable in this instance given the current sui generis use is a low intensity commercial use which means there is only a small number of employees employed on the site.
- 7.15 It is also considered the loss of the car showroom use and private members club/concert venue use would be outweighed by the benefit of providing 26 residential flats (which include on-site Affordable Housing) which would help contribute to the council's housing provision in the Borough.

7.2 Design, impact on streetscene and wider area

- 7.21 Policy CS.14 of the Core Planning strategy promotes high quality sustainable design that improves Merton's overall design standard. Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be expected to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings.
- 7.22 Following advice from Council Planning Officers, the applicant has made significant alterations to the scheme since its original submission. The new build block (building B) has been reduced in height from 5 to 4 storeys above ground level. The buildings design has been simplified with the removal of the twin pitch element fronting Kingston Road and large recessed balconies. The building would also no longer step up to the corner of Brisbane Road on the building's Kingston Road elevation, and facing materials including detailing have been amended. With regards to building A, original cornice detailing over the entrance will be restored.
- 7.23 The proposed 4 storey building height of the new block is not considered to be excessive and is proportionate to surrounding buildings along Kinston Road and Brisbane Road. It should be noted that flatted blocks of similar heights have been built in the surrounding area (such as 121 Kingston Road). The design has been simplified with the building stepping up from the two-storey terraces to four storeys on its Brisbane Road elevation at the corner of Kingston Road. The top floor is set back with the use of different facing materials to further reduce the building's bulk and massing when viewed from both adjacent streets. Balconies are also fully recessed and the use of yellow multi stock and red mixture stock brick with a 45 degree pattern creates more visual interest whilst incorporating some local context to the buildings elevations. All of the ground floor flats fronting Kinston Road would have their own front doors which is desired. It is considered that the proposed amended scheme to building B are acceptable and would provide an appropriate building to the Kingston Road and Brisbane Road streetscenes.
- 7.24 The proposed extensions to building A are not excessive in terms of their size and are located at the rear of the building mirroring the profile of the existing building above ground floor level, with matching materials, which means this element will have very limited impact when viewed from the street. The proposed front lightwells have also been reduced in size, which means they will have only a very limited impact when viewed from the street. Original features such as the stained glass windows on the side elevation will be retained and some original features such as the cornices over the front entrance will be restored. The extensions at the rear would also be of a suitable scale and design that would not harm the setting of the adjacent locally listed building. Further, the context with the locally listed building is such that the extensions would be viewed adjacent to the new modern extension under construction on the adjacent locally listed building, and thereby separated from the original building. Overall, it is considered that the proposal accords with all relevant design policies and the extensions to the building would be appropriate and would maintain the buildings character. The extensions to the existing building (Block A) are therefore considered to be acceptable.

7.3 Residential Amenity

- 7.31 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be required to ensure provision of appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy, to both proposed and adjoining buildings and gardens. Development should also protect new and existing development from visual intrusion.
- 7.32 The rear elevations of properties located along Brisbane Road face the eastern side boundary of the proposed communal area with the rear elevation of the new build block facing the north facing flank wall and side boundary of No.1 Brisbane Road. The recently refurbished and extended Merton Hall (No.78 Kingston Road), which is occupied by a church is located to the west of the Manor Club Building, which is being extended.
- 7.33 The bulk of the proposed new build block B would face the north facing flank wall of No.1 Brisbane Road, which does not feature any windows. Part of the new building block would extend beyond the rear wall of this property, however it is considered that given the proposed set backs on the upper floors (2nd and 3rd floor levels), it would not be visually intrusive or overbearing when viewed from No.1. It should also be noted that the building is located to the north of No.1 which means any impact on daylight/sunlight will also be acceptable. It should be noted that those windows and winter gardens in the rear elevation, which could potentially overlook the rear garden of No.1 would either feature screens, be obscure glazed or positioned so that this is not possible. All other neighbouring residential properties are positioned further away and as such no material harm would be caused by the proposal. The large outdoor communal space would be to the rear and would be laid to lawn and would adjoin other surrounding residential properties garden spaces, which is a common and acceptable relationship. Overall, it is considered that the proposed development would have an acceptable impact on residential amenity.

7.4 Standard of Accommodation

- 7.41 Policy 3.5 of the London Plan 2016 and the Department for Communities and Local Government 'Technical housing standards – nationally described space standard' set out a minimum gross internal area standard for new homes. This provides the most up to date and appropriate minimum space standards for Merton. In addition, adopted policy CS.14 of the Core Strategy and DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) encourages well designed housing in the borough by ensuring that all residential development complies with the most appropriate minimum space standards and provides functional internal spaces that are fit for purpose. New residential development should safeguard the amenities of occupiers by providing appropriate levels of sunlight & daylight and privacy for occupiers of adjacent properties and for future occupiers of proposed dwellings. The living conditions of existing and future residents should not be diminished by increased noise or disturbance.

7.42 All the proposed flats would comply with minimum space standards. It should also be noted that each flat is at least double aspect with habitable rooms providing good outlook, light and circulation, and as such it is considered the proposal would provide a satisfactory standard of accommodation. All the flats in the new build block would feature balconies or terraces which comply with minimum space standards. With regards to the extended building A, five of the flats do not provide private amenity space (two basement/ground floor duplex flats, one first floor flat and two second floor flats). This however is not considered to warrant a refusal of the application given the constraints of the existing building floorplate. It should also be noted that there is a large communal amenity area (653sqm), including a 110sqm child play area, provided at the rear which occupants of these flats can use. Overall, it is considered that the proposal would comply with policy 3.5 of the London Plan (March 2016), CS.14 of the Core Planning Strategy (July 2011) and DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) in terms of standard of accommodation.

7.5 Housing Mix

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

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

7.52 It is considered that the proposal provides an acceptable mix of properties with 15 one bedroom units (58%), 4 two bedroom units (15%) and 7, three bedroom units (27%). It is noted that there is a disproportionate number of one bedroom units however, this is generally at the expense of more 2 bedroom units rather than larger family sized units which make up 27% of the proposed units. Although the number of 3 bedroom units is below the recommended threshold it is considered that this acceptable given it is only marginal.

7.6 Parking and Traffic

7.61 Policy 6.1 of the London Plan (2016) supports development which generates high levels of trips at locations with high levels of public transport accessibility and improves the capacity and accessibility of public transport, walking and cycling. At a local level Policy CS.18 promotes active transport and encourages design that provides attractive, safe, covered cycle storage, cycle parking and

other facilities (such as showers, bike cages and lockers). Policy CS.20 of the Core Planning Strategy states that the Council will require developers to demonstrate that their development will not adversely affect pedestrian and cycle movements, safety, the convenience of local residents or the quality of bus movement and/or facilities; on-street parking and traffic management. Developments should also incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway.

- 7.62 Kingston Road is a main route. The application site has a PTAL rating of 5, which means that it has very good access to public transport services. There is a bus stop located outside the application site and South Wimbledon Tube station is located a short walking distance away.
- 7.63 One off-street disabled parking space is proposed and this complies with London Plan Policy 6.13 which states that all developments in areas of good public transport accessibility in all parts of London should aim for significantly less than 1 space per unit, and adequate parking spaces for disabled people must be provided preferably on-site. Given the site is within a Controlled Parking Zone (S1) and has a PTAL rating of 5 the development would be subject to a S106 'permit free' Agreement. Policy CS.20 of the Core Planning Strategy states that the Council will support permit free developments in areas within CPZ's benefiting from good access to public transport (PTAL 4-6).
- 7.64 A total of 56 secure cycle spaces would be provided with 20 located to the rear of Building A and 36 spaces provided in the basement of Building B, which can be accessed using a bicycle ramp. This exceeds the 37 (17 for Building A and 20 for Building B) spaces required by London Plan Policy 6.9 (1 space per studio/1 bedroom unit and 2 spaces per all other dwellings).
- 7.65 Refuse is to be stored between buildings A and B with refuse collection proposed to be undertaken from a temporary bin collection area on Brisbane Road which is considered acceptable. During the assessment of the application, the Council's Transport Planner initially raised objection with collection of refuse/recycling off Kingston Road as the refuse lorry would have to stop in the Bus Stop. Therefore the solution was to provide a temporary bin store for collection day only adjacent to the east elevation of building B so that collection can take place from Brisbane Road. This was found to be acceptable by the Council's Transport Planner.
- 7.71 **Sustainability**
- 7.71 The submitted energy report indicates that the proposed development has been designed to achieve a 35% improvement in CO2 emissions on Part L 2013 on site, in accordance with the policy requirements of Merton's Core Planning Strategy Policy CS15 (2011) and Policy 5.2 of the London Plan.
- 7.72 As the proposal is for a major residential development, a S.106 agreement for the carbon offset cash in lieu contribution will need to be finalised prior to planning approval to achieve zero carbon compliance, in accordance with

Policy 5.2 of the London Plan. The calculated carbon offset payment for the development is £16,336. This will be secured by S.106 and paid upon commencement of the scheme. The Council's Climate Change Officer has reviewed the submitted details and finds the energy strategy for the proposal to be acceptable.

7.8 Flood Risk

- 7.81 The site lies within Flood Zone 1 wherein principle residential development and basement construction is acceptable, having regard to national and local planning policy.
- 7.82 The submitted GeoSmart Information Ltd Sustainable urban Drainage Strategy (dated 31.05.19, reference 71518R1) outlines a solution comprising of rainwater harvesting butts and lines permeable paving. Hydrograph storage calculations were carried out for a 1 in 100 year storm event plus 40% climate change allowance, and these show that a storage volume of 51.9 m³ is required and the proposal would be able to provide a total of 53.8m³. This is compliant with the London Plan 5.13 and Merton's policy DM F2 and DM D2. It is recommended that consideration of installation of non-return valves and a FLIP device is installed on the foul drainage to prevent flooding and back up from the sewer network. Subject to conditions, the Council's Flood Risk officer raises no objection to the proposal. There are therefore no flood risk or drainage concerns with the proposal, subject to conditions.

7.9 Affordable Housing

- 7.91 Planning policy CS 8 (Housing Choice) of Merton's Core Planning Strategy states that development proposals of 10 units or more require an on-site affordable housing target of 40% (60% social rented and 40% intermediate). In seeking affordable housing provision, the Council will have regard to site characteristics such as site size, its suitability and economics of provision such as financial viability issues and other planning contributions.
- 7.92 A total of 7 affordable units (5 x 1 bed & 2 x 2 bed) are proposed in block B which equates to 27% of the total number of units and all of the units would be intermediate housing units with no social rent proposed. This falls short of the 40% affordable housing target with a 60/40 split between social rented/intermediate sought by policy CS.8 of the Core Planning Strategy. The applicant has submitted an Affordable Housing Viability Appraisal, which the Council has had independently assessed by viability consultants, who have concluded that it is viable to provide the 7 shared ownership units only in this instance. It is further recommended to apply the early and late stage reviews to be built into the S106 Agreement in order to ensure the maximum amount of Affordable Housing is secured for the development.

8. ENVIRONMENTAL IMPACT ASSESSMENT

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

9. LOCAL FINANCIAL CONSIDERATIONS

- 9.1 The proposal would result in a net gain in gross floor space and as such will be liable to pay a Community Infrastructure Levy (CIL). The funds will be spent on the Crossrail project, with the remainder spent on strategic infrastructure and neighbourhood projects.

10. SECTION 106 LEGAL AGREEMENT

10.1 Permit Free

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

10.3 Carbon Offset Contribution

- 10.4 As the proposal is for a major residential development, a S.106 agreement for the carbon offset cash in lieu contribution will need to be finalised prior to planning approval to achieve zero carbon compliance, in accordance with Policy 5.2 of the London Plan. The calculated carbon offset payment for the development is £16,336.

10.5 Affordable Housing

- 10.51 A total of 7 affordable units (5 x 1 bed & 2 x 2 bed) are proposed in block B which equates to 27% of the total number of units and all of the units would be intermediate housing units with no social rent proposed. These are to be secured within the S106 Agreement, along with early and late stage review mechanisms.

10.6 Car Club Membership

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

11. CONCLUSION

- 11.1 It is considered that the proposed change of use of Nos. 64 – 68 and redevelopment of No 76 to residential use is acceptable as it would bring both a vacant building back into use and provide 26 new residential dwellings, whilst delivering a high quality design and layout which preserves the character and appearance of Kingston Road and Brisbane Avenue. The proposed development is also considered to have an acceptable impact on neighbouring properties, traffic/parking and provides a satisfactory standard of accommodation. Overall, it is considered that the proposal would comply with

all relevant planning policies and as such planning permission should be granted.

RECOMMENDATION

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

- 1) Permit free
- 2) Provision of 7 affordable housing dwellings in block B (100% intermediate housing units), including early and late stage reviews.
- 3) Zero carbon cash in lieu financial contribution (£16,336)
- 4) Free Car club membership for each residential unit for a period of 3 years
- 5) Paying the Council's legal and professional costs in drafting, completing and monitoring the legal agreement.

And subject to the following conditions:

1. A.1 (Commencement of Development)
2. A.7 (Approved plans)
3. B.1 (External Materials to be Approved)
4. B.4 (Details of surface treatment)
5. B.5 (Details of Walls/Fences)
6. C.7 (Refuse and Recycling (Implementation))
7. C.8 (No use of flat roof)
8. D.11 (Construction Times)
9. No works will commence on site until the below documents have been submitted and agreed by the local planning authority:
 - a) Detailed Construction Method Statement produced by the respective Contractors responsible for the underpinning, piling, excavation and construction of the permanent retaining wall. This shall be reviewed and agreed by the Structural Engineer designing the basement.
 - b) Underpinning and piling sequence drawing produced by the respective appointed Contractor/s.

- c) Detailed design calculations and structural drawings of the cantilevered reinforced concrete underpinning retaining wall submitted by the respective Consultant/Contractor responsible for the design works. The design has to be undertaken in accordance with Eurocodes.
 - d) Detailed design calculations and structural drawings of the cantilevered piled retaining wall and the permanent lining wall submitted by the respective Consultant/Contractor responsible for the design works. The design has to be undertaken in accordance with Eurocodes. We would recommend using full height hydrostatic pressure and at-rest soil pressures for the design of all retaining walls and a highway loading surcharge of 20 KN/m² (due to traversing of abnormal loads on Kingston Road) where applicable.
 - e) Movement monitoring report produced by specialist surveyors appointed to install monitoring gauges to detect any movement of the property under development, highway, and the affected neighbouring properties from start to completion of the project works. The report should include the proposed locations of the horizontal and vertical movement monitoring, frequency of monitoring, trigger levels, and the contingency measures for different trigger alarms.
10. The disabled parking space shown on the approved plan KING-B-PR-1.2E shall be provided and demarcated as a disabled parking space before first occupation of the block B and shall be retained for disabled parking purposes for occupiers and users of the development and for no other purpose.

Reason: To ensure suitable access for persons with disabilities and to comply with the following development plan policies for Merton: Policy CS.8 of the Core Planning Strategy 2011 and policy DM D2 of the Site and Policies Plan 2014.

11. The development hereby permitted shall not be occupied until the cycle parking, washing and locker facilities shown on the approved plans have been provided and made available for use. These facilities shall be retained for the occupants of and visitors to the development at all times.

Reason: To ensure the provision of satisfactory facilities to promote sustainable modes of transport and to comply with Policy CS18 (Active Transport) of the Adopted Merton's Core Planning Strategy 2011

12. Development shall not commence until a Delivery and Servicing Plan (the Plan) has been submitted in writing for approval to the Local Planning Authority. The Plan shall include details of loading and unloading arrangements. The plan shall also include any necessary works to the highway to be carried out prior to occupation of the extended building. The approved measures shall be maintained, in accordance with the Plan, for the duration of the use, unless the prior written approval of the Local Planning Authority is first obtained.

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 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3 and T5 of Merton's Sites and Policies Plan 2014.

13. 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.

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 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

14. No external windows and doors shall be installed until detailed drawings at 1:20 scale of all external windows and doors, including materials, set back within the opening, finishes and method of opening have been submitted to and approved by the local planning authority. Only the approved details shall be used in the development hereby permitted.

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 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

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

Reason: In order to achieve the principles and objectives of Secured by Design to improve community safety and crime prevention in accordance with Policy 14 (22.17) of Merton Core Strategy: Design, and Strategic Objectives 2 (b) and 5 (f); and Policy 7.3 Designing out Crime of the London Plan.

16. Prior to occupation a Secured by Design final certificate shall be submitted to and approved by the Local Planning Authority.

Reason: In order to achieve the principles and objectives of Secured by Design to improve community safety and crime prevention in accordance with Policy 14 (22.17) of Merton Core Strategy: Design, and Strategic Objectives 2 (b) and 5 (f); and Policy 7.3 Designing out Crime of the London Plan.

17. No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the development has achieved CO2 reductions in accordance with those outlined in the Energy and Sustainability Statement (dated 30 July 2020), and

wholesome 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.

18. No development shall commence until the applicant submits to, and has secured written approval from, the Local Planning Authority evidence demonstrating that the development has been designed to enable connection of the site to an existing or future district heating network, in accordance with the Technical Standards of the London Heat Network Manual (2014).

Reason: To demonstrate that the site heat network has been designed to link all building uses on site (domestic and non-domestic), and to demonstrate that sufficient space has been allocated in the plant room for future connection to wider district heating, in accordance with London Plan policies 5.5 and 5.6.

19. H3 (Redundant Crossovers)

20. No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been submitted to and approved in writing by the local planning authority. The drainage scheme shall include detailed drainage layout construction drawings and dispose of surface water by means of a sustainable drainage system (SuDS) at a restricted runoff rate (no more than 2l/s), in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

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

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

22. Informative: No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge

to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system