

PLANNING APPLICATIONS COMMITTEE
18th March 2021

Item No:

UPRN

APPLICATION NO.

DATE VALID

20/P2095

10/11/2020

Address/Site:

Units C & D, Elm Grove Business Centre, Elm Grove, Wimbledon, SW19 4HE

(Ward)

Hillside

Proposal:

Erection of first and second floor extension in connection with creation of two self-contained flats (2 x 2 bedroom)

Drawing Nos:

5151-BAL-XX-ZZ-DR-A-07-0010(P1), 0011(P2), 0012(P2) & 0013(P1)

Contact Officer:

David Gardener (0208 545 3115)

RECOMMENDATION

GRANT Planning Permission Subject to Conditions & S106 Agreement

CHECKLIST INFORMATION

- Heads of agreement: Permit free
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice: No
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 11
- External consultations: None

1. INTRODUCTION

- 1.1 The applications have been brought before the Planning Applications Committee due to the number and nature of representations received as a result of public consultation.

2. SITE AND SURROUNDINGS

- 2.1 The site comprises a vehicle repair workshop (Use Class B1) and ancillary offices which are partly two-storey with a subordinate single storey garage. The

site forms part of the Cromwell Works Industrial Park, which comprises a number of commercial units. The industrial park is located at the southern end of Elm Grove, a cul-de-sac which is accessed from Worple Road, Wimbledon. Commercial buildings forming part of the industrial park are located immediately to the north and east of the site, a public footpath which is located between the site and the railway is located to the south whilst tennis courts are located to the west.

- 2.2 The site is not located in a conservation area but is within a controlled parking zone (Zone W6). The site also has a PTAL rating of 2 (Low).

3. CURRENT PROPOSAL

- 3.1 The proposal is to erect a first and second floor extension comprising 2 x 2 bedroom flats with private roof terraces.
- 3.2 The extension would comprise brick elevations and metal windows.
- 3.3 No off-street car parking and 4 x cycle parking spaces are proposed.

4. PLANNING HISTORY

The following planning history is relevant:

- 4.1 MER74/78 - Two storey factory building and demolition of existing factory. Granted - 27/04/1978
- 4.2 MER192/82 - Erection of new industrial building involving demolition of existing building. Granted - 04/05/1982
- 4.3 18/P1346 - Demolition of building and the erection of 4 x 3 storey dwellings and 1 x 4 storey office building. Registered.
- 4.4 19/P0290 - Application for outline planning permission for the demolition of workshop and the erection of a residential block containing 34 flats. Withdrawn.
- 4.5 19/P1016 - Application for outline planning permission for the demolition of workshop and the erection of a six storey residential building (access and scale to be determined) containing 24 self-contained flats (100% affordable). Withdrawn.
- 4.6 19/P1017 - Application for outline planning permission (access and scale to be determined) for the demolition of workshop and the erection of a six storey residential building containing 42 flats (100% affordable) and erection of additional storey (level 5) on building currently being constructed at Crownall Works comprising 2 self-contained private flats. Withdrawn.

4.7 19/P3180 - Application to determine whether prior approval is required in respect of the proposed change of use from light industrial (Class B1c) to residential (Class C3). Granted - 24/10/2019

4.8 20/P0693 - Refurbishment of exterior including raising the walls to form parapets, replacing the roof, alteration of existing windows and installation of new windows. Granted - 31/03/2020

5. POLICY CONTEXT

5.1 The following policies from the Adopted Sites and Policies Plan and Policies Maps (July 2014):

DM D1 (Urban design and the public realm), DM D2 (Design considerations in all developments), DM D3, (Alteration and extensions to buildings), DM E3 (Protection of scattered employment sites), DM F1 (Support for Flood Risk Management), DM F2 (Sustainable urban drainage systems (SuDS), DM O2 (Nature Conservation, Trees, hedges and landscape features), DM T1 (Support for sustainable transport and active travel), DM T2 (Transport impacts of development), DM T3 (Car parking and servicing standards)

5.2 Adopted Core Strategy (July 2011)
CS.13 (Open space, nature conservation, leisure and culture), CS.14 (Design)

5.3 London Plan 2021
D4 (Delivering Good Design), D5 (Inclusive Design), D6 (Housing quality and standards), H1 (Increasing housing supply), SI 2 (Minimising greenhouse gas emissions), T5 (Cycling), T6 (Car parking), T7 (Deliveries, servicing and construction)

5.4 National Planning Policy Framework (2019)

5.5 Department for Communities and Local Government 'Technical housing standards – nationally described space standard'

6. CONSULTATION

6.1 The application has been publicised by means of individual letters sent to occupiers of neighbouring properties. In response, five letters of objection were received on the following grounds:

- Overlooking and loss of privacy
- Overdevelopment
- Excessive height
- Development creep
- Lack of parking, amenity, street lighting and public paths in the estate, safety concerns

7. PLANNING CONSIDERATIONS

The main planning considerations concern the principle of development, design and appearance of the proposal, impact on residential amenity, standard of accommodation, parking and highways, and sustainability.

7.1 Principle of Development

7.11 The proposal would result in the provision of two self-contained residential units which is supported by Policy CS.9 of the Core Planning Strategy 2011 which states that the Council will work with housing providers to facilitate the provision of a minimum of 4,800 additional homes for the period 2011-2026.

7.12 The site is located in the south corner of El Grove Business Park. The business park has been subject to change over time from commercial to residential, with the implementations of various planning permissions and prior approval applications. The proposal would be sited over an existing workshop building. This workshop building has been subject to prior approval application for change of use to residential flats (19/P3180) and external alterations to the building under planning permission 20/P0693. Officers consider the current proposal would only be acceptable if it is implemented in conjunction with the prior approval change of use under 19/P3180 and alterations to the building under 20/P0693. The reason for this is that the current site circumstances are such that the existing commercial building is a commercial workshop wherein access and amenity issues would likely conflict with the proposed 2 residential flats once occupied. Officers therefore recommend an appropriately worded condition to ensure that the dual implementation of the relevant consents is achieved.

7.13 The principle of development is therefore considered acceptable, subject to the condition being applied as referred above.

7.2 Visual Amenity

7.21 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be required to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings, whilst using appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting.

7.22 The proposed extension is considered to be acceptable in terms of design and appearance. The proposed extension would feature brick elevations and metal windows which is designed to replicate and integrate with an extant planning permission (LBM Ref: 20/P0693) to extend the remainder of the existing building. The proposed height and massing is also considered to be acceptable with the extension being a similar height to the aforementioned permission. The application site is located in the south corner of the wider site wherein the wider visibility of the proposal would be limited. In any event, officers consider the

extension to be visually acceptable within the context of the site and surroundings.

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 It is considered that the proposed extension would not be visually intrusive, overbearing or result in an unacceptable level of daylight/sunlight or privacy loss. The extension would be similar in height to the approved extension to the remainder of the building (LBM Ref: 20/P0693) and is sited so that it would have little impact on surrounding buildings. For example, an existing garage building abuts the northeast side of the building, and a public path is located to the rear of the site. The site is sited in the south corner of the business park wherein it is a considerable distance away from the residential properties in Elm Grove and the newly built properties within the business park. Overall, the proposal would not cause harm to surrounding neighbouring amenity.

7.4 Standard of Accommodation

7.41 The technical housing standards – nationally described space standard (March 2015) as well as the London Plan 2016, and Table 3.3 of policy 3.5 of the London Plan (March 2016) sets 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 The proposed residential units all meet or exceed national and regional standards in terms of gross internal floor size and bedroom sizes (each flat would be 75 sq m in floorspace). The flats have satisfactory layouts with each flat receiving adequate levels of daylight/sunlight and having good outlook being dual aspect. The proposed flats all have private roof terraces of 46 sq m each in size which comply with the minimum space standards set out in policy DM D2 of the Adopted Merton Sites and Policies Plan and Policies Maps (July 2014), which requires for flatted dwellings, a minimum of 5sqm of private outdoor space should be provided for 1-2 person flatted dwellings with an extra 1sqm provided for each additional occupant.

7.5 Parking and Highways

- 7.51 Policy DM T3 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that development should only provide the level of car parking required to serve the site taking into account its accessibility by public transport (PTAL) and local circumstances in accordance with London Plan standards unless a clear need can be demonstrated. Policy T6.1 of the London Plan 2021 allows for up to 0.75 space per 1 – 2 bedroom unit in Outer London where there is a PTAL rating of 2, however these are maximum standards and as such the proposed level of parking is considered acceptable.
- 7.52 The proposal would result in the provision of 2 x 2 bedroom self-contained residential units. Given no off-street car parking spaces are proposed, it would comply with London Plan policy. Further, the proposal also includes a Unilateral Undertaking to secure the new residential units as being 'Permit free', and therefore no future occupiers could apply for parking permits on the surrounding road network. Officers are therefore satisfied there are no highway implications with the proposal and no objections raised in this regard. It should be noted that the prior approval application granted on the adjoining building also included a permit-free agreement.
- 7.53 Policy DM T1 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that development must provide cycle parking in accordance set out in the London Plan. It states that residential cycle parking facilities should be provided in secure and conveniently sited positions with good access to the street. Secure cycle storage is located in the front courtyard of the building with 4 spaces provided. This is considered to be acceptable and complies with London Plan policies, which requires 1 space per 1 bedroom unit and 2 spaces per all other dwellings.

7.6 Sustainability

- 7.61 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 9 (Sustainable infrastructure) of the new London Plan.
- 7.62 The development will need to achieve internal water usage rates not in excess of 105 litres per person per day and to demonstrate a 19% reduction in CO2 levels over and above the 2013 Building regulations.
- 7.63 The application is accompanied by an Energy Statement which identifies that the flat roof of the development would be utilised with solar panels facing south, amongst other measures to meet the policy requirements. However, this matter can be addressed by way of pre-occupation condition to ensure the relevant targets are met with the detail to be provided as part of the condition discharge.

- 7.64 Therefore, subject to condition, the proposal would comply with the policies within Chapter 9 of the new London Plan and Policy CS15 of the Core Planning Strategy 2011.

8. SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS

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

9. CONCLUSION

- 9.1 The proposed development would provide 2 self-contained residential units, and is considered to be acceptable in terms of visual and residential amenity, standard of accommodation and impact on traffic and parking, and accordingly, it is recommended that planning permission is granted.

RECOMMENDATION

GRANT PLANNING PERMISSION subject to the following conditions:

1. A.1 (Commencement of Development)
2. B.3 (External Materials as Specified)
3. Approved drawing numbers: 5151-BAL-XX-ZZ-DR-A-07-0010(P1), 0011(P2), 0012(P2) & 0013(P1)
4. C.10 (Hours of Construction)
5. C.6 (Refuse and Recycling (Details to be Submitted))
6. H.6 (Cycle Parking – Details to be Submitted)
7. 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 CS15 of Merton's Core Planning Strategy 2011.

8. Landscaping scheme
9. Implementation only in conjunction with prior approval consent 19/P3180 and planning permission 20/p0693.

10. Construction Management Plan