

## PLANNING APPLICATIONS COMMITTEE

15<sup>th</sup> July 2021

Item No:

UPRN

APPLICATION NO.

DATE VALID

20/P2235

15/07/2020

**Address/Site:**

296 Coombe Lane, Raynes Park, London, SW20 0RW

**(Ward)**

Village

**Proposal:**

DEMOLITION OF DWELLINGHOUSE AND ERECTION OF THREE NEW DWELLINGHOUSES.

**Drawing Nos:**

125 111, 125 110, 125 112, 125 113, 125 114, 125 120, 125 121, 125 122, 125 123, 125 130, 125 LP0.

**Contact Officer:**

Tim Bryson (0208 545 3981)

---

### RECOMMENDATION

**GRANT Planning Permission Subject to Conditions and no objection received from Thames Water**

---

### CHECKLIST INFORMATION

- Heads of agreement: No
- 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: 3
- External consultations: None
- Flood Zone: Flood Zone 1

#### **1. INTRODUCTION**

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

#### **2. SITE AND SURROUNDINGS**

- 2.1 The site comprises a detached two storey dwelling with associated garden, driveway and double garage on the northern side of Coombe Lane. The site has one vehicle access point off Coombe Lane. The site has a large rear garden, with a diamond shaped rear boundary where beyond lies allotments. The site surroundings comprise neighbouring residential properties which front Coombe Lane and allotments to the north.
- 2.2 The site is not located in a Conservation Area but adjoins the Copse Hill Conservation Area to the north. The site is not within a controlled parking zone and has a PTAL rating of 1B (Low).

### **3. CURRENT PROPOSAL**

- 3.1 The proposal is for the demolition of the existing dwelling and garage on site and the erection of 3 dwellings in the form of a row of 3 terrace houses. Each dwelling would have 5 bedrooms and would be accommodated over 4 floors.
- 3.2 The external appearance of the dwelling would be facing brick elevations with slate tiled roof. Floor to ceiling height windows and doors are proposed, along with front and rear facing dormer windows. The height of the building would be 9.09m, have a depth of 12.6 m and width of 19.5 m.
- 3.3 Each dwelling would have a new vehicle access off Coombe Lane which would provide space for 2 on-site car parking spaces.
- 3.4 Note: Amended plans were received making the following changes to the proposal in response to consultation:
- Reduction in ridge height by 0.65 m to be identical height to neighbouring properties;
  - Removal of 3 dormer windows on both the front and rear elevations;
  - Reduction in depth of remaining dormer windows
  - Alteration to roof form to create mansard roof elevations with crown flat top;
  - Addition of flat roof light to serve bedroom 5 in mid-terraced dwelling;
  - Additional parking space added for each dwelling

### **4. PLANNING HISTORY**

The following planning history is relevant:

- 4.1 MER768/78 - RETROSPECTIVE PERMISSION FOR 7' BRICK BOUNDARY WALL. Granted - 30/11/1978
- 4.2 97/P0505 - ERECTION OF ADDITIONAL SECTION OF BOUNDARY WALL TO MATCH EXISTING – Granted 30/05/1997
- 4.2 19/P3813 - PRE-APPLICATION ADVICE FOR DEMOLITION OF EXISTING BUILDING AND ERECTION OF 9X SELF-CONTAINED APARTMENTS.

## **5. POLICY CONTEXT**

- 5.1 The following policies from the Adopted Sites and Policies Plan and Policies Maps (July 2014):
- DM H2 Housing mix
  - DM D1 Urban Design
  - DM D2 Design considerations
  - DM D4 Managing heritage assets
  - DM F2 Sustainable urban drainage systems
  - DM T2 Transport impacts of development
  - DM T3 Car parking and servicing standards
  - DM T4 Transport infrastructure
  - DM T5 Access to road network
  - DM O1 Open space
- 5.2 Adopted Core Strategy (July 2011)
- CS 8 Housing choice
  - CS 9 Housing provision
  - CS 12 Economic development
  - CS13 Open space, nature conservation, leisure and culture
  - CS 14 Design
  - CS 15 Climate change
  - CS 17 Waste management
  - CS 18 Active Transport
  - CS 19 Public transport
  - CS 20 Parking servicing and delivery
- 5.3 London Plan 2021
- Relevant policies include:
- GG1 Building strong and inclusive communities
  - GG2 Making the best use of land
  - GG3 Creating a healthy city
  - GG4 Delivering the homes Londoners need
  - GG6 Increasing efficiency and resilience
  - D3 Optimising site capacity through the design-led approach
  - D4 Delivering good design
  - D5 Inclusive design
  - D6 Housing quality and standards
  - D8 Public realm
  - H1 Increasing housing supply
  - H2 Small sites
  - SI2 Minimising greenhouse gas emissions
  - SI5 Water infrastructure
  - SI13 Sustainable drainage
  - T3 Transport capacity, connectivity and safeguarding
  - T4 Assessing and mitigating transport impacts
  - T5 Cycling
  - T6.1 Residential parking
  - T7 Delivery servicing and construction

- 5.4 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
- 5.5 Other guidance:  
Department for Communities and Local Government 'Technical housing standards – nationally described space standard'.  
London Housing SPG – 2016

## **6. CONSULTATION**

- 6.1 The application has been publicised by means of individual letters sent to occupiers of neighbouring properties and site notice and press notice procedure. In response, 11 letters of objection were received on the following grounds:

- Overlooking and loss of privacy;
- group of houses is out of keeping with the area;
- noise and disruption;
- impact on house prices;
- Loss of light to neighbouring windows;
- Would be more appropriate to limit it to two dwellings;
- Will set a precedent for other houses in the road;
- Flood risk concerns;
- Visually intrusive development and design;
- poor parking situation and need for more off street parking spaces;
- Overdevelopment
- Excessive height

### Wimbledon Society:

- Proposed new building would be three storeys with a very wide street frontage and a large brick façade and a number of prominent dormers on the second floor.
- The appearance, scale and massing of the proposed building totally out of keeping with the surrounding buildings and as such the proposal is not in compliance with policy DM D2(a).
- Not possible to determine the height of the upper rooms as no cross-sectional view.
- Lack of information on sustainability.

### Action for Swifts:

- encourage swift nesting opportunities within the site on the building.

- 6.2 Council's Transport Planner:

The proposal is for a residential scheme of 3 townhouses that results from the demolition of the former dwelling.

## PTAL

The site lies within an area with a PTAL 1b, which is considered poor. A poor PTAL rating suggests that only a few journeys could be conveniently made by public transport

## Car Parking

The amended layout shows 3 single dropped kerbs, one for each of 3 dwellings, each with 2 car parking spaces to the front forecourt. The layout as shown is acceptable.

## Cycling parking

The proposal provides 2 bicycle spaces per dwelling which satisfies the London Plan Standards.  
Cycle storage should be secure and undercover.

## Refuse:

Waste collection points should be located within 30m of residential units and within 20m of collection vehicles.  
Refuse vehicles will collect from on-street as per the existing arrangements

Informative: It is Council's policy for the Council's contractor to construct new vehicular access. The applicant should contact Council's Highway Team on: 0208 545 3829 prior to any work starting to arrange for this works to be done.

Highways must be contacted prior to any works commencing on site to agree relevant licences, and access arrangements – no vehicles are allowed to cross the public highway without agreement from the highways section.

Recommendation: The proposal is unlikely to have a significant impact on the adjoining highway network.

Raise no objection subject to:

- Car parking maintained.
- Cycle parking (secure & undercover) maintained.
- Condition requiring Refuse collection.
- 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.
- H3 Redundant crossover; The development shall not be occupied until the existing redundant crossover/s have been removed by raising the kerb and reinstating the footway in accordance with the requirements of the Highway Authority.

Council's Highways Officer: No objection, subject to conditions and informatives.

Council's Structural Engineer:

As the basement retaining wall is 6 to 8m away from the highway boundary, this application does not require reviewing from a highway safety perspective.

Council's Flood Risk Officer:

Following review of the revised/amended Flood Risk Assessment. While this addresses the issue in relation to the proposed drainage strategy, there are still concerns that basements are proposed on this site given that the proposed surface water flood depths could be in order of 600mm and this would result in internal flooding.

While there are a number of 'recommendations' made within the FRA to try and minimise the risk, internal flooding from surface water will occur in the design flood event.

There are elements missing to demonstrate that a full water exclusion strategy can be implemented to the basements (with no bedrooms/sleeping accommodation), to no less than +700mm above ground level.

For instance, a 'typical' section is shown but we would need to see several sections and in plan for all of the dwellings. Furthermore, no inclusion or consideration from backflow from the sewer or drainage network is a concern, so the final scheme would require non return valves. The highway on Coombe Lane has a history of flooding which does occur as a result of the sewer network becoming over loaded/over capacity during heavy rainfall events. This occurs in very close proximity to this site.

If you are minded to approve, please include the following conditions:

**Condition:**

The provision of final details showing a water exclusion strategy which provides protection to the basements and ground floor dwellings, to a level no less than 700mm above ground floor, shall be submitted to and approved in writing by the local planning authority. This must also include measures to prevent the backflow of drainage and sewerage, via non return valves. The discharge to the receiving sewer network must be investigated by CCTV inspection and provision of the report, prior to utilising the connection/s.

Reason: To reduce the risk of internal flooding from surface water and foul drainage.

**Condition:**

The basements must not be used for sleeping accommodation or bedrooms.

Reason: To ensure the safety of occupants due to the risk of flooding.

**Condition**

Prior to the commencement of development, a detailed scheme for the provision of surface and foul water drainage shall be submitted to and approved in writing by the local planning authority. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) to include a hydrobrake limited to

greenfield rates, attenuation volume of 23.37m<sup>3</sup>, rainwater harvesting or waterbutts, infiltration devices, all areas of hardstanding to be permeable surfacing 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.

**Condition:**

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

Reason: To ensure flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

**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.

Council's Environmental Health Officer:

No objection, subject to condition.

Historic England (Archaeology):

Not required to be consulted on the application.

Thames water:

No comments have been received.

## **7. PLANNING CONSIDERATIONS**

The key issues in the assessment of this planning application are:

- Principle of development and housing need
- Design and impact upon the character and appearance of the area, including adjacent Open Space, MOL Land and Conservation Area
- Impact upon neighbouring amenity
- Housing mix
- Standard of accommodation
- Transport and parking
- Flood Risk and Basement accommodation
- Trees and landscaping

- Sustainability

**7.1 Principle of development and housing need**

- 7.11 The proposal would result in the provision of three 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 Policy H1 of the new London Plan 2021 sets the ten-year targets for net housing completions that each local planning authority should plan for. The ten year target for the London borough of Merton is 9,180 (i.e. 918 per year)
- 7.13 The National Planning Policy Framework, London Plan Policy H1 and the Council's Core Strategy Policies CS8 and CS9 all seek to optimise the potential of suitable sites for housing delivery in order to increase sustainable housing provision and access to a mixture of dwelling types for the local community, providing that proposals are well designed and provide an acceptable standard of accommodation.
- 7.14 Policy D3 of the new London Plan requires all development to make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site.
- 7.15 Further, London Plan Policy H2 encourages boroughs to support well-designed new homes on small sites (below 0.25 hectares in size), so to recognise that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites. The scheme would make a small contribution towards the Council's housing stock with the net-gain provision of two family sized dwellings.
- 7.16 The site comprises a detached family sized dwelling. Council's Policy CS14 seeks to resist the loss of such units unless a new family sized dwelling (3+ bed) is re-integrated within the proposed development. The proposal would provide 3 x family sized dwellings and as such the principle of development is considered acceptable.
- 7.17 However, whilst the principle of the development is considered acceptable, the scheme is also subject to the following criteria being equally fulfilled and compliant with the relevant policies set out in the London Plan, Merton's Core Strategy, Merton's Sites and Policies Plan and supplementary planning guidance.

**7.2 Design and impact upon the character and appearance of the area, including adjacent Open Space, MOL Land and Conservation Area**

- 7.21 The National Planning Policy Framework (NPPF) states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. London-wide planning



policy advice in relation to design is found in the new London Plan in Policies D3 (Optimising site capacity through the design-led approach) and D4 (Delivering Good Design). These policies state that Local Authorities should seek to ensure that developments promote high quality inclusive design, enhance the public realm, and seek to ensure that development promotes world class architecture and design.

7.22 Policy DM D2 seeks to ensure a high quality of design in all development, which relates positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area. Policy DM D4 seeks to ensure that development within Conservation Areas either preserves or enhances their character and also seeks to protect heritage assets. Core Planning Policy CS14 supports these SPP Policies.

7.23 The site comprises a detached dwelling and double garage on a wider single plot than is commonly seen in the immediate surroundings in Coombe Lane. Coombe Lane is predominantly made up of a mixture of detached and semi-detached dwellings on smaller plots than that subject of the application. The result of this is that residential dwellings in the road are largely sited in reasonably close proximity to each other with relatively small gaps to the side boundaries. Whilst the proposal would result in a wider building in the street than others, it would retain gaps to the side boundaries of 2.15 m (north-west boundary) and 1.37 m (south-east boundary). These gaps are consistent with properties in Coombe Lane. In terms of position on site, the proposal would be set slightly behind the front building line of number 290 and forward of 298. Officers note this is the existing situation with the existing dwelling on site. Although the existing dwelling is smaller in scale and massing than the proposed development, officers do not consider that the position of the proposed building would be harmful in the streetscene.

The proposal has been amended during the application process, which has included a reduction in height and reduction in the size and number of dormer windows. The revised height of the building would match that of neighbouring properties and the reduction in size and number of dormer windows is considered to allow a cleaner roof form to the front and rear. Officers note there is a mixture of massing and designs of front facing dormer windows on the north side of Coombe Lane several properties north of the site. Taking into account the amended scale, reduced number and design of the front facing dormer windows in the proposal, officers are satisfied that these would not cause harm to the streetscene.

The revised design incorporates a crown flat roof with mansard roof elevations to the front and rear. Although not a conventional roof form in the immediate surroundings, the materials to be used in the development would be traditional (facing brick and slate tile) and the height of the building would match that of immediate neighbouring properties. Owing to the position of existing building lines of neighbouring properties, the crown flat roof design would be more discernible when viewed from the north-west heading south-east on Coombe

Lane. Officers view is such that whilst this is due to the proposed building line being forward of neighbouring properties 298 and 300, it would be on similar building lines of the remaining properties beyond at numbers 308, 310, 312, 314, 316 and 318. Officers are therefore satisfied that the roof design would not cause a visually harmful addition to the streetscene.

Beyond the site to the north lies designated Open Space, MOL Land and the Copse Hill Conservation Area. Although a different scale and design to that of the existing dwelling, the height of the development would be identical to neighbouring properties and there are other larger rear facing dormer windows on neighbouring properties in comparison to the proposal. Therefore officers are satisfied any views of the proposal from the area to the north would not be harmful. The proposal is therefore not considered to cause any harm to the setting of either the Conservation Area, Open Space or MOL Land.

Overall, the proposal is considered to be of a suitable scale and design and would be an acceptable addition to the site and surroundings, and is considered compliant with policy in this regard.

### **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 site is adjoined by neighbouring properties 290 and 298 Coombe Lane. Number 290 is a two storey semi-detached dwelling which has a single storey rear and side extension up to the boundary, and rear facing dormer window at roof level. There is 1 side facing window in number 290 which faces the application site. This window is small and serves a hallway, which is a non-habitable space. A rooflight is in the flat roof of the side extension at 290 and the approved plans show this serves a utility room. Both above windows serve non-habitable spaces and whilst there would be an impact on natural light received to these two windows it would not be materially harmful. The proposal would have a rear building line of 1.2 m beyond the single storey rear building line of 290 and be stepped in off the boundary by 1.0 m. Taking into account this position in relation to 290 it would not cause material harm to the rear facing kitchen/diner room at 290. The closest windows at first floor and second floor at 290 serve bathrooms. Rear bedroom windows are set further away from the application site and overall officers are satisfied that the proposal would not cause material harm to the outlook or light serving these bedrooms.
- 7.33 Number 298 is a two storey semi-detached dwelling with ground floor wrap-around extensions. There is one first floor side facing window which faces the application site and this serves a hallway. There are a further 3 ground floor side facing windows which serve a kitchen. This kitchen is also served by

windows which face down the garden of 298. The proposal would not extend beyond the single storey rear building line at number 298 and would be set back by 2.5 m, with a gap retained of the side boundary of 1.0 m. Officers acknowledge that the proposal would effect the natural light received to the side facing windows of the kitchen at 298, however, this room is also served by rear facing windows. Officers are therefore satisfied that the proposal would be sited in an acceptable position in relation to the ground floor of 298 and would not cause material harm. The closest first floor rear windows in 298 serve a bathroom, with rear facing bedroom further away. Officers are therefore satisfied that the proposal would not cause harm to the outlook or natural light received to the habitable rooms at this neighbouring property.

- 7.34 Officers note there is an extant planning permission at number 298 (Ref: 20/P1814) which consented a ground floor wrap-around extension up to the shared boundary, along with rear dormer window. The ground floor extension would contain high level side windows which would serve a utility room and kitchen. The utility room is a non-habitable space and therefore officers raise no concern with the effect on natural light to this potential room. Further, the kitchen would be served by additional rear facing windows which would provide a natural light resource. The closest window on the rear dormer window would serve a bathroom and officers remain satisfied that the proposal would not cause harm to the amenities of 298 should they implement their planning permission.
- 7.35 Officers acknowledge that the proposal would result in an uplift in outlook from rear facing windows which would be visible from both neighbouring properties rear gardens. However, this is considered a common relationship within the existing residential road where some properties have third floor rear dormer windows and some don't. Officers are therefore satisfied that the scale and position of the proposed development would be acceptable and would not cause harmful overlooking. Proposed side facing windows at first and second floor are recommended to be conditioned to be obscurely glazed up to 1.7 m from internal finished floor level as these windows would directly face the sides of the neighbouring properties where some overlooking could occur.
- 7.36 The proposal would result in an increase in outlook to the properties opposite on the south side of Coombe Lane, however, owing to the distance this would not be materially harmful.
- 7.37 Overall, the proposal would not cause harm to surrounding neighbouring amenity and is considered to be compliant with policy.

#### **7.4 Housing Mix**

- 7.41 New London Plan Policy H12 and associated planning guidance promotes housing choice and seeks a balance of unit sizes in new developments.
- 7.42 Policy DM H2 sets out that residential development proposals will be considered favourably where they contribute to meeting the needs of different householders 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.

- 7.43 The supporting text to the policy explains that there has been a disproportionate provision of smaller homes compared to larger homes: 84% of dwellings completed in the borough between April 2000 and March 2011 consisted of 1 or 2 bedroom units.
- 7.44 The supporting text to the policy sets out borough level indicative proportions which are as follows:

*Number of Bedrooms and Percentage of units:*

One 33%

Two 32%

Three+ 35%

The mix is informed by a number of factors, including Merton's Strategic Housing Market Assessment 2010.

- 7.45 The current scheme proposes 3 x 5-bedroom houses. Whilst this would not accord with the mix requirements under policy, officers note the site surroundings largely comprise family sized dwellings wherein the prevailing character is such and the supporting text to the policy outlines that Merton gains a disproportionate number of 1 and 2-bedroom units being built in the Borough. Therefore the current application site provides an opportunity for new family sized units and officers see no reason to object on this ground.

## **7.5 Standard of Accommodation**

- 7.51 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.

Policy D6 of the London Plan states that housing developments should be of the highest quality internally and externally. New residential development should ensure that it reflects the minimum internal space standards (specified as Gross Internal Areas).

7.52 The proposed residential units all exceed national and regional standards in terms of gross internal floor size (all dwellings have a floorspace of 304 sq m). The dwellings would have satisfactory layouts with each flat receiving adequate levels of daylight/sunlight and having good outlook being dual aspect. The use of floor to height doors and windows ensures valuable light would gain each unit. Officers note that bedroom 5 in the mid-terraced dwelling would only be served with a rooflight in the flat roof. Whilst this is not ideal, the dwelling would have 4 other bedrooms which are served by good outlook and the overall size of accommodation for the dwelling would be generous at 304 sq m. Officers therefore consider that no objection can be made to this aspect. The proposed dwellings all have outdoor amenity space in excess of 50sq m in size (85sq m, 54sq m and 90sq m, which complies with the minimum space standards set out in policy DM D2 of the Adopted Merton Sites and Policies Plan and Policies Maps (July 2014).

## **7.6 Parking and Highways**

7.61 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 1.5 spaces per 3+ bedroom unit in Outer London where there is a PTAL rating of 0-1, and up to 1 space for 3+ bedroom unit in Outer London where there is a PTAL rating of 2-3. The proposal was amended following advice from Council's Transport Planner to increase the parking on site from 1 space to 2 spaces per dwelling, recognising the low PTAL score the site lies within and to reduce pressure for on-street parking on Coombe Lane. Although higher than the London Plan standards, Officers consider that this approach would be acceptable, given the space to the front of each dwelling and the sites location.

7.62 The proposed off-street car parking could result in vehicles reversing out on to Coombe Lane. The Council's Transport Planner and Highways officer have reviewed the proposal and raised no objection to this. Officers note that a number of properties in Coombe Lane on its north side have similar driveways where some reversing out would be expected. Visibility is considered good at the site due to the straight nature of the road. In order to ensure good visibility splays are achieved, a condition is sought securing details of the front boundary treatment.

7.63 Officers are therefore satisfied there are no highway implications with the proposal and no objections raised in this regard. Appropriate conditions are proposed in order to mitigate the construction process (Demolition and Construction Logistics Plan) and the re-instatement of the existing dropped kerb.

7.64 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. Officers are satisfied that secure cycle storage could be accommodated in either the front or rear gardens for the two end of terrace units, and at the front for the mid-terraced unit. A condition will be attached to any permission to ensure that final details of the cycle parking storage facilities are agreed.

- 7.65 In terms of refuse collection, this would be done on-street (as per the existing arrangement) and appropriate facilities can be accommodated on site for each unit. A condition securing final details of the storage units is recommended.

## **7.7 Flood Risk and basement accommodation**

- 7.71 New London Plan policies SI 12 (Flood risk management) and SI 13 (Sustainable drainage), Core Planning Strategy policy CS16 and SPP policies DM F1 and DM F2 seek to minimise the impact of flooding on residents and the environment and promote the use of sustainable drainage systems to reduce the overall amount of rainfall being discharged into the drainage system and reduce the borough's susceptibility to surface water flooding.
- 7.72 The site lies within flood zone 1 wherein principle the redevelopment for housing and provision of basement accommodation is acceptable in principle. The Council's Flood Risk officer has commented on the proposal and has outlined that the site is within a critical drainage area and is at medium risk of surface water flooding. The applicants have submitted a drainage strategy for the proposal and a flood risk assessment. The Council's Flood Risk Officer has outlined that the proposed drainage strategy is acceptable and that suitable measures can be secured via conditions. A concern does remain with the basement accommodation provision, however, officers note that a similar issue was considered by the Council and at Appeal under ref 15/P2082 at 258 Coombe Lane for a residential scheme of 6 units. The scheme at this nearby site included basement accommodation and the Council and the Planning Inspector did not raise objection to the provision of basement accommodation. Officers note the condition recommended which would restrict the use of the basement from being used for bedroom or sleeping accommodation. Officers do not consider this can reasonably be enforced or would be reasonable, given the accommodation forms part of a domestic residential premises.
- 7.73 The basement accommodation would provide further space for the occupants of the dwellings, with the provision of additional usable space. The space sought would not, however, be primary bedrooms or provide the main living accommodation. The basement s would provide media, study, laundry and cellar rooms. As such, officers are satisfied that the outlook from these spaces are acceptable.
- 7.74 Overall, officers are satisfied the proposal would not cause an increase in flood risk on or off site, subject to conditions and informatives.

## **7.8 Trees and landscaping**

- 7.81 Merton Core Strategy Policy CS13 and Sites and Policies Plan Policy DMO2

outline that the Council will protect trees, hedges and other landscape features of amenity value and to secure suitable replacements in instances where their loss is justified.

- 7.82 There is only one tree which is located at the front of the site in the north-west corner. The tree would be protected and retained a part of the proposal. Appropriate tree protection conditions are recommended to be imposed should permission be granted. The proposal offers opportunities for soft landscaping at the front and rear of the dwellings, including tree planting. A landscaping condition is therefore recommended to ensure soft landscaping is provided for each dwelling. Further, a condition is recommended to secure details of the boundary treatment for each plot.

## **7.9 Sustainability**

- 7.91 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.
- 7.92 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.
- 7.33 The application is not accompanied with an Energy Strategy, 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.
- 7.94 Therefore, subject to imposition of the 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. 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 3 new family sized residential dwellings in a residential area. The proposal would retain suitable gaps to the boundaries to ensure that it would not cause an overdevelopment of the plot. The overall appearance and design of the development is considered to be acceptable to the site and surrounding area and whilst it would have a modern appearance, it would be constructed of traditional materials and this combination satisfies officers that the development would not cause visual harm. The development would retain suitable distances to adjoining boundaries

and would not cause material harm to neighbouring occupiers. Accordingly, it is recommended that planning permission is granted, subject to conditions.

## **RECOMMENDATION**

### **GRANT PLANNING PERMISSION subject to the following conditions and no objection received from Thames Water**

- 1 The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: 125 111, 125 110, 125 112, 125 113, 125 114, 125 120, 125 121, 125 122, 125 123, 125 130, 125 LP0.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 No development shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors (notwithstanding any materials specified in the application form and/or the approved drawings), 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: policies D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no extension, enlargement or other alteration of the dwellinghouse other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties or to the character of the area and for this reason would wish to control any future Development plan policies for Merton: policy D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

- 5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no window, door or other opening other than those



expressly authorised by this permission shall be constructed in any elevation and roof elevation without planning permission first being obtained from the Local Planning Authority.

Reason: To safeguard the amenities and privacy of the occupiers of nearby properties and to comply with the following Development Plan policies for Merton: policy D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

- 6 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: policies D14 and T7 of the London Plan 2021 and policy DM EP2 of Merton's Sites and Policies Plan 2014.

- 7 Before the development hereby permitted is first occupied, the windows in the side elevations at first floor and above shall be glazed with obscured glass up to 1.7 m from internal finished floor level 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: policies D3 and D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

- 8 No development shall take place until full details of a landscaping and planting scheme has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved before the commencement of the use or the occupation of any building hereby approved, unless otherwise agreed in writing by the Local Planning Authority. The details shall include on a plan, full details of the size, species, spacing, quantities and location of proposed plants, together with any hard surfacing, means of enclosure, and indications of all existing trees, hedges and any other features to be retained, and measures for their protection during the course of development.

Reason: To enhance the appearance of the development in the interest of the amenities of the area, to ensure the provision sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policies G7 and D8 of the London Plan 2021, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, DM F2 and DM O2 of Merton's Sites and Policies Plan 2014.

- 9 No development [including demolition] pursuant to this consent shall commence until an Arboricultural Method Statement and Tree Protection Plan, drafted in accordance with the recommendations and guidance set out in BS 5837:2012 has been submitted to and approved in writing by the Local Planning Authority and the approved details have been installed. The details and measures as approved shall be retained and maintained, until the completion of all site operations.

Reason: To protect and safeguard the existing retained trees in accordance with the following Development Plan policies for Merton: policy G7 of the London Plan 2021, policy CS13 of Merton's Core Planning Strategy 2011 and policy O2 of Merton's Sites and Policies Plan 2014.

- 10 No development shall take place until a scheme for the storage of refuse and recycling has been submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the scheme has been approved, and the development shall not be occupied until the scheme has been approved and has been carried out in full. Those facilities and measures shall thereafter be retained for use at all times from the date of first occupation.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with the following Development Plan policies for Merton: policies SI 7 and D6 of the London Plan 2016, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

- 11 No development shall commence until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.

Reason: To ensure satisfactory facilities for cycle parking are provided and to comply with the following Development Plan policies for Merton: policy T5 of the London Plan 2021, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Policies Plan 2014.

- 12 No development shall take place until details of the surfacing of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, footpaths, hard and soft have been submitted in writing for approval by the Local Planning Authority. No works that are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details have been approved and works to which this condition relates have been carried out in accordance with the approved details.

Reason: To ensure a satisfactory standard of development in accordance with the following Development Plan policies for Merton: policy D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.

- 13 No development shall take place until details of all boundary walls or fences are submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details are approved and works to which this condition relates have been carried out in accordance with the approved details. The walls and fencing shall be permanently retained thereafter.

Reason: To ensure a satisfactory and safe development in accordance with the following Development Plan policies for Merton: policies D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.

- 14 The development hereby permitted shall incorporate swift bricks into the design and the details of which shall be submitted to the local planning authority for approval in writing prior to first occupation of the development..

Reason: To enhance biodiversity through encouraging nesting opportunities for swift birds, in accordance with Policy DM O2 of the Sites and Policies Plan 2014.

- 15 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 SI 2 and SI 3 of the London Plan 2021 and Policy CS15 of Merton's Core Planning Strategy 2011.

- 16 Prior to the commencement of the development hereby permitted, a Demolition and Construction Logistics Plan (including a Construction Management plan in accordance with TfL guidance) shall be submitted to and approved in writing by the Local Planning Authority. The details of which shall include:

- hours of operation
- the parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development
- the erection and maintenance of security hoarding including decorative -displays and facilities for public viewing, where appropriate
- wheel washing facilities
- measures to control the emission of noise and vibration during construction.
- measures to control the emission of dust and dirt during construction/demolition
- a scheme for recycling/disposing of waste resulting from demolition and construction works.

The approved measures shall be implemented prior to the commencement of the development hereby permitted and shall be so maintained for the duration of the demolition and construction phase, 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 T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

- 17 The development shall not be occupied until the existing redundant crossover/s have been removed by raising the kerb and reinstating the footway in accordance with the requirements of the Highway Authority.

Reason: In the interests of the safety of pedestrians and vehicles and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

- 18 The vehicle parking area shown on the approved plans shall be provided before the first occupation of the dwellings hereby permitted and shall be retained for parking purposes for occupiers and users of the development and for no other purpose.

Reason: To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy T6 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Policies Plan 2014.

- 19 No development shall commence until details of the proposed vehicular access to serve the development have been submitted in writing for approval to the Local Planning Authority. No works that are subject of this condition shall be carried out until those details have been approved, and the development shall not be occupied until those details have been approved and completed in full.

Reason: In the interests of the safety of pedestrians and vehicles and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

- 20 The development hereby approved shall not be occupied until the proposed vehicle access has been sited and laid out in accordance with the approved plans.

Reason: In the interests of the safety of pedestrians and vehicles and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

- 21 Prior to the occupation of the development 2 metre x 2 metre pedestrian visibility splays shall be provided either side of the vehicular access to the site. Any objects within the visibility splays shall not exceed a height of 0.6 metres.

Reason: In the interests of the safety of pedestrians and vehicles and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

- 22 The development shall not commence until details of the provision to accommodate all site workers', visitors' and construction vehicles and loading /unloading arrangements

during the construction process have been submitted to and approved in writing by the Local Planning Authority. The approved details must be implemented and complied with for the duration of the construction process.

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 T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

- 23 The provision of final details showing a water exclusion strategy which provides protection to the basements and ground floor dwellings, to a level no less than 700mm above ground floor, shall be submitted to and approved in writing by the local planning authority. This must also include measures to prevent the backflow of drainage and sewerage, via non return valves. The discharge to the receiving sewer network must be investigated by CCTV inspection and provision of the report, prior to utilising the connection/s.

Reason: To reduce the risk of internal flooding from surface water and foul drainage.

- 24 Prior to the commencement of development, a detailed scheme for the provision of surface and foul water drainage shall be submitted to and approved in writing by the local planning authority. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) to include a hydrobrake limited to greenfield rates, attenuation volume of 23.37m<sup>3</sup>, rainwater harvesting or waterbutts, infiltration devices, all areas of hardstanding to be permeable surfacing 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.

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

Reason: To ensure flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

- 26 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.

27 INFORMATIVE

It is Council policy for the Council's contractor to construct new vehicular accesses. The applicant should contact the Council's Highways Team on 020 8545 3829 prior to any work starting to arrange for this work to be done. If the applicant wishes to undertake this work the Council will require a deposit and the applicant will need to cover all the Council's costs (including supervision of the works). If the works are of a significant nature, a Section 278 Agreement (Highways Act 1980) will be required and the works must be carried out to the Council's specification.

28 INFORMATIVE

Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be co-ordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Merton. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with the London Borough of Merton, Network Coordinator, (telephone 020 8545 3976). This must take place at least one month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are co-ordinated to take place wherever possible at the same time.

29 INFORMATIVE

The applicant is advised to check the requirements of the Party Wall Act 1996 relating to work on an existing wall shared with another property, building on the boundary with a neighbouring property, or excavating near a neighbouring building. Further information is available at the following link:  
<http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/currentlegislation/partywallact>