

PLANNING APPLICATIONS COMMITTEE
17th March 2022

Item No:

UPRN

APPLICATION NO.

DATE VALID

21/P3808

21/10/2021

Address/Site

225 Streatham Road Streatham London SW16 6NZ

(Ward)

Graveney

Proposal:

Retrospective Planning Permission for demolition of single storey buildings (shops and garage/workshop) and erection of a steel frame single storey structure for use as motor repairs (Class B2), provision of hand car wash business (Sui Generis) and car sales (Sui Generis)

Drawing Nos:

Site drainage plans x 2 by BIM Architectural Services 2021, Existing site drainage document by BIM Architectural Services 2021, Existing site plan, New Temporary Structure drawing, Noise assessment, Proposed elevations, Proposed site plan, Site location plan and Transport Statement. (Drawings are not individually numbered but the job reference on all drawings is: Ag/21/10/FP/Ex)

Contact Officer:

Tim Lipscomb (0208 545 3496)

RECOMMENDATION

Refuse Planning Permission

CHECKLIST INFORMATION

- Heads of Agreement: n/a
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: No
- Design Review Panel consulted: No
- Number of neighbours consulted: 170
- External consultations: No
- Conservation area: No
- Listed building: No
- Tree protection orders: No
- Controlled Parking Zone: Yes (Zone GC1)
- Green corridor – Yes (bordering the site to the south)
- Site of importance for nature conservation (SINC) – Yes (bordering the site to the south)
- PTAL 2

1. **INTRODUCTION**

- 1.1 The application has been brought before the Planning Applications Committee for consideration as it falls outside of the Scheme of Delegation due to the nature and scale of the development, officer recommendation of grant permission subject to conditions and S106 agreement and the number of objections received from local residents.

2. **SITE AND SURROUNDINGS**

- 2.1 The application site is located at 225 – 231 Streatham Road and 1 The Bungalows, Streatham, SW16. Along the northern boundary, the site has a frontage to Ridge Road, a residential cul-de-sac; along the western boundary, the site has a frontage to Streatham Road, a main arterial route; and along the southern boundary the site is bordered by railway tracks and associated buffer/embankment land. Streatham Road at the location of the site reduces in height as the road goes under the railway bridge. The site is roughly triangular in shape, coming to an elongated point where the railway land intersects Streatham Road. The site has an area of 975sq.m (0.0975ha). The site has a public transport access level of 3 (1 being poor and 6 being excellent).
- 2.2 The site is currently occupied by a parade of 4 single storey shops and a garage/workshop (225 – 231 Streatham Road) which front Streatham Road along with a single storey building (1 The Bungalows) that fronts The Bungalows. The remainder of the site is hardstanding and has been used for a variety of purposes including storage of plant and vehicles along with mechanical repairs (Use Class B8/Sui Generis). No. 1 The Bungalows has been associated with this use and has been used as an office and for storage. The Class B8/Sui Generis use does not appear to have been authorised, albeit it has become lawful for planning purposes through the passage of time (continued use for over 10 years). The site has a vehicle access from the Bungalows, near its junction with Streatham Road.
- 2.3 The site is currently operating as a hand car wash and motor repair business. A metal garage, workshop building, and canopy have been erected. 2m high palisade fencing encloses the site. Cars have been sold at the site recently also as part of this use. The existing use is unauthorised and is the subject of a planning enforcement investigation. This application seeks to regularise the existing unauthorised use and erection of new buildings.
- 2.4 The site has approximately 40m of frontage along Streatham Road and 19m of frontage along The Bungalows. Immediately to the south is an elevated railway line which is a designated 'green corridor' and 'site of importance for nature conservation' (SINC). There is a railway bridge bordering the southwest corner of the site where the railway crosses Streatham Road. Immediately to the east of the site is a residential property occupied by a bungalow (No.2 The Bungalows).
- 2.5 The area is characterised by varied development both in terms of architectural style and scale. The site is located within a mixed use area comprising shops, takeaways, cafes, auto- repairs, offices and residential premises. The Bungalows is a residential cul-de-sac which is characterised by a mixture of bungalows and two storey dwellings with pitched roofs. To

the north of the site are two storey dwellings with high pitched roofs, the equivalent height of a three storey building. To the immediate west are two storey dwellings with pitched roofs. Immediately to the east are single storey dwellings, beyond which are two storey dwellings with pitched roofs. Beyond the railway bridge to the south are three storey buildings with pitched roofs, buildings of this scale are present on both sides of Streatham Road.

2.6 Immediately to the south of the railway bridge is 223 Streatham Road, which is a site occupied by a series of single storey buildings including offices for a coach depot (Mitcham Belle Coaches), garages and an MOT garage with the remainder of the site being hardstanding and being used for coach parking.

2.7 The site is not located within a conservation area.

3. **PROPOSAL**

3.1 The proposal is for the use of the site as a hand car wash, motor repairs garage, tyre sales and fitting and motor sales.

3.2 In terms of built form, a three bay workshop building is located towards the southern boundary of the site. 6 car parking spaces (one of which would be a Blue Badge holders space) are located to the eastern boundary, to serve the motor repair garage.

3.3 The south-eastern most corner of the site would be used to store cars for sale – up to 6 cars are indicatively shown on the submitted drawings. The 3D rendering of the site layout shows the workshop building and the proposed canopy but the canopy is not shown on the site layout drawings (the canopy is, however, shown on the elevation drawings).

3.4 4 car parking spaces are proposed for cars waiting to be washed, with two washing bay spaces. A further unmarked parking area for approximately 3 cars would be provided adjacent to the north-west boundary, beneath the proposed canopy. This area would be used for cars awaiting pick up following tyre fitting or servicing works.

3.5 Vehicles would enter the site from Streatham Road for the car wash service and then exit via The Bungalows. Cars using the motor repair, tyre fitting service and car sales would enter and exit via The Bungalows.

3.6 The site plans sets out that the garage workshop building is temporary in its construction.

3.7 Three water butts are proposed around the site, TFR shampp and water stored above ground in locked cabinets (x 2) are proposed.

3.8 A Silt Trap with Metal Grille over, which collects any residue below, is proposed. Any overflow goes to Foul Drain at Manhole.

3.9 It is noted that the Design and Access Statement appears to be incomplete and no further details of site operation and management are provided.

3.10 It is of note that the existing use and buildings are unauthorised and a Temporary Stop Notice has been served by the Council's Planning Enforcement Team.

4. PLANNING HISTORY

- 4.1 89/P1195: Continued use for display and sale of motor vehicles with ancillary office – Refused.

Reasons for refusal:

The proposal represents an unneighbourly form of development which is detrimental to the amenities of local residents by reason of general disturbance and visual intrusion in the street scene, contrary to Policy E.30 of the Draft Reviewed Borough Plan.

The proposal is leading to an increase in on-street parking to the detriment of the safety and convenience of pedestrians and highway users contrary to Policies M.13 and M.18 of the Draft Revised Merton Borough Plan.

- 4.2 99/P1943: Continued use of the site for the following purposes;

A) Parking and storage of vehicles, plant and equipment associated with a concrete pumping business.

B) Parking and storage of vehicles, plant and materials associated with a construction site clearance landscaping business.

C) Retention of a portacabin for storage of tools and spare parts – Refused.

Reasons for refusal:

The use represents an unneighbourly form of development detrimental to the amenities of neighbouring residents through general disturbance caused by increased vehicular activity associated with the uses, visual intrusion, increased demand for on-street vehicle parking within The Bungalows, and obstruction of the public highway, detrimental to highway safety and residential amenity, contrary to policies W.8, M.12 and M.29 of the Adopted Unitary Development Plan (April 1996) and policies E.11, PE.3 and PK.3 of the Deposit Draft Unitary Development Plan (September 1999).

- 4.3 99/P1945: Application for a certificate of lawfulness in respect of the existing use for vehicle maintenance and repairs and storage of skips and other machinery – Refused.

Reason for refusal: The Existing Use began less than 10 years and therefore requires planning permission.

- 4.4 01/P0533: Application for a certificate of lawfulness in respect of the existing use for servicing and repair of cars, vans and lorries – Refused.

Reason for refusal: The use of the site currently taking place is not solely the use the subject of the Application for the Lawful Development Certificate. As a consequence a number of elements of the said use began less than 10 years prior to the date of the Application.

- 4.5 16/P3598 - Demolition of existing single storey buildings on site, comprising retail, a workshop, and a storage yard with associated office, and redevelopment of the site to provide a part three, part four and part five storey mixed-use building, comprising retail use at ground floor and 25 residential units above. Grant Permission Subject to Section 106 Obligation or any other enabling agreement. 23-06-2017.
- 4.6 17/P3632 - Application for discharge of condition 22 part 1 (Contamination remediation strategy) ATTACHED TO APPLICATION 16/P3598 RELATING TO THE Demolition of existing single storey buildings on site, comprising retail, a workshop, and a storage yard with associated office, and redevelopment of the site to provide a part three, part four and part five storey mixed-use building, comprising retail use at ground floor and 25 residential units above. N.B: Parts 2 and 3 of condition 22 require separate discharge. Partial Grant Discharge of Condition 17-11-2017.
- 4.7 19/P0866 - Demolition of existing single storey buildings and erection of a part three, part four, part five and part six storey mixed use building comprising retail (class a1) on ground floor and 28 x residential units above. Grant Permission Subject to Section 106 Obligation or any other enabling agreement. 20-04-2020

5. **POLICY CONSIDERATIONS**

5.1 **POLICY CONTEXT**

5.2 National Planning Policy Framework (2021)

2. Achieving sustainable development
4. Decision-making
6. Building a strong, competitive economy
8. Promoting healthy and safe communities
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change

5.3 London Plan (2021)

- D1 London's form, character and capacity for growth
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- D13 Agent of Change
- D14 Noise
- H1 Increasing housing supply
- E2 Providing suitable business space
- E11 Skills and opportunities for all
- G1 Green infrastructure
- G4 Open Space
- G5 Urban greening
- G6 Biodiversity and access to nature
- SI 1 Improving air quality
- SI 5 Water infrastructure
- SI 7 Reducing waste and supporting the circular economy

- SI 8 Waste capacity and net waste self-sufficiency
 - SI 10 Aggregates
 - SI 12 Flood risk management
 - SI 13 Sustainable drainage
 - T3 Transport capacity, connectivity and safeguarding
 - T4 Assessing and mitigating transport impacts
 - T5 Cycling
 - T6 Car parking
 - T6.3 Retail parking
 - T7 Deliveries, servicing and construction
- 5.4 Merton Local Development Framework Core Strategy – 2011 (Core Strategy)
- CS 9 Housing provision
 - CS 11 Infrastructure
 - CS 12 Economic development
 - CS 13 Open space, leisure and nature conservation
 - CS 14 Design
 - CS 15 Climate change
 - CS 17 Waste management
 - CS 18 Active Transport
 - CS 20 Parking servicing and delivery
- 5.5 Merton Sites and Policies Plan – 2014 (SPP)
- DM E4 Local employment opportunities
 - DM EP2 Reducing and mitigating noise
 - DM EP3 Allowable solutions
 - DM EP4 Pollutants
 - DM F2 Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure
 - DM O2 Nature conservation, Trees, hedges and landscape features
 - DM D2 Design considerations
 - DM F2 Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure
 - DM T2 Transport impacts of development
 - DM T3 Car parking and servicing standards
- 5.6 Supplementary planning considerations
- National Design Guide – October 2019
 - London Environment Strategy - 2018
 - Mayor’s Air Quality Strategy - 2010
 - LB Merton – Air quality action plan - 2018-2023.
 - LB Merton - Draft Sustainable Drainage (SUDS) Design and Evaluation Supplementary Planning Document (SPD) 2018
6. CONSULTATION
- 6.1 Press Notice, Standard 21-day site notice procedure and individual letters to 170 neighbouring occupiers. Representations have been received from 37 individuals, raising objection on the following grounds:
- Noise impact
 - Fails to provide housing
 - Low quality development
 - Unsightly appearance, industrial appearance – not in keeping with the area.

- Environmental concerns from water and chemicals entering the drainage system and local area.
- Air quality impact
- Traffic and congestion increase
- Road safety concerns
- Parking in the area is limited and this would exacerbate the impact.
- The buildings have been constructed and signs erected without planning permission.
- A car wash is not needed, there are plenty nearby.
- Legal covenants prevent the erection of buildings on the land
- Owners have damaged water mains when erecting the fencing.
- Suggestion of potential illegal activities.

6.2 One of the representations received expressed support in for the development for the following reasons:

- Small scale commercial use is suitable and would be an improvement to the site.
- The provision of further residential uses would add pressure to local infrastructure and services.

6.3 Internal consultees:

6.4 LBM Environmental Health Officer (contaminated land):

With regards contaminated-land we recommend three conditions, the first two, subject to prior agreement:

- 1) No development shall occur until a preliminary risk-assessment is submitted to the approval of the LPA. Then an investigation conducted to consider the potential for contaminated-land and shall be submitted to and approved in writing by the local planning authority. Reason: To protect the health of future users of the site in accordance with policy 9.10.6 of the London Plan 2021 and policy DM EP4 of Merton's sites and policies plan 2014.
- 2) No development shall occur until a remediation method statement, described to make the site suitable for, intended use by removing unacceptable risks to sensitive receptors, and shall be submitted to and approved in writing by the local planning authority. Reason: To protect the health of future users of the site in accordance with policy 9.10.6 of the London Plan 2021 and policy DM EP4 of Merton's sites and policies plan 2014.
- 3) Prior to first occupation, the remediation shall be completed and a verification report, produced on completion of the remediation, shall be submitted to and approved in writing by the local planning authority. Reason: To protect the health of future users of the site in accordance with policy 9.10.6 of the London Plan 2021 and policy DM EP4 of Merton's sites and policies plan 2014.

6.5 LBM Environmental Health Officer (noise):

The acoustic report seems to relate to a previous development for residential/commercial, which states 'The development will provide a mixed-use scheme comprising 28 residential apartments on the first to fifth floor

and 315m² of retail/commercial space on the ground floor level.' This does not deal with the noise associated with proposed use of the site in this application. I would require further details in the report which are more specific to the end use and plant/equipment used at the site together with the likely impact on local residents.

I do not support the application until additional information regarding the emission and control of noise from the end use of the development is assessed.

6.6 LBM Highway Officer:

H9 INF9 and INF12 Highways must be contacted prior to any works to ensure all relevant highway licenses are in place

6.7 LBM Transport Officer:

Proposal

The proposed development would involve proposed change of use from E to B2 (General Industrial) for use as a Hand Car Wash, Motor repairs, Tyre Sales and Car Sales

Location

The site has a vehicle access from The Bungalows, near its junction with Streatham Road (A216).

CPZ

The local area forms part of Controlled Parking Zone GC1. Restrictions are enforced from Monday to Friday between 8:30 am and 6.30 pm with a maximum stay of 2 hours for pay and display customers.

Transport Statement

The transport statement submitted relates to an earlier scheme and is not relevant to the current proposal.

Layout

The layout indicates two vehicular accesses to service the proposal. One off Streatham Road and the second from an existing access on The Bungalows near to the main Streatham Road.

Entrance to car wash is taken off streatham road using existing dropped kerb.

The second access will be used by all other vehicles including those who have used car wash services.

Second access will also be used by other service vehicles such as heavy goods vehicles delivering tyres and car carrying transporter trailers.

There will be a severe impact at this exit for those vehicles leaving the site and those on Streatham Road waiting to get into the site.

HGV's and large car transporters will be unable turn into to the site due to the restricted geometry of the Streatham Road with The Bungalows.

Cycle Parking

The proposal does not provide cycle parking for the staff in accordance with the London Plan cycle parking standards.

Recommendation: Refuse

The increased use of the existing access on to The Bungalows with the generation of additional conflicting traffic movements, resulting from the proposed development, would be prejudicial to road safety.

6.8 LBM Flood Risk Engineer:

I have reviewed this application and have no objections on flood risk grounds.

With regards to drainage, the scheme must be implemented in accordance with the drainage layout and must comply with the drainage notes submitted here:

https://planning.merton.gov.uk/MVM.DMS/Planning%20Application/1000116000/1000116531/21P3808_Drainage%20Notes.pdf

All drainage must be connected and discharged to the foul sewer network and not surface water.

Thames Water should be consulted on the planning application. Please include the following condition/informative.

Condition:

Prior to the commencement of development, a detailed final scheme for the provision of surface and foul water drainage shall be submitted to and approved in writing by the local planning authority.

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.

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.

7. **PLANNING CONSIDERATIONS**

7.1 Key Issues for consideration

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

- Principle of development
- Housing Need & Optimising the Site
- Design and impact upon the character and appearance of the area

- Impact on neighbouring amenity
- Transport, highway network, parking and sustainable travel
- Air quality and potentially contaminated land
- Flooding and site drainage

7.2 Principle of development

7.2.1 S.38 (6) of the Planning and Compulsory Purchase Act 2004, which essentially requires that a determination made under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise.

7.2.2 The site has historically been used as an employment site and would amount to a 'scattered employment site' for the purposes of Policy DM E3. Generally, the policy seeks to resist the loss of employment sites. Therefore, the use for a car repair, tyre fitting and car wash would be acceptable in principle on this site.

7.3 Planning history background

7.3.1 Planning permission has been granted under application ref.19/P0866 for and the erection of a part three, part four, part five and part six storey mixed use building comprising retail (Class A1) on the ground floor and 28 x Residential units above. The permission has not been implemented (when does it end?).

7.4 Housing Need & Optimising the Site

7.4.1 Policy H1 of the London Plan 2021 states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher densities. Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space.

7.4.2 Policy H1 of the London Plan 2021 has set Merton a ten-year housing target of 9,180 new homes. The proposal would make a valuable contribution to meeting that target and providing much needed new housing.

7.4.3 London Plan policy D3, Optimising site capacity through the design-led approach, sets out that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

7.4.4 London Plan, Policy D6 sets out that:

"Development proposals must make the most efficient use of land and be developed at the optimum density. The optimum density of a development should result from a design-led approach to determine the capacity of the site. Particular consideration should be given to:

1. the site context

2. its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL)

3. the capacity of surrounding infrastructure”

Optimising the Site:

7.4.5 In terms of site optimization, the NPPF sets out at para 130.

“Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

7.4.6 At a regional level, Policy D3 of the London Plan states:

“The design-led approach

All development must 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. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site’s context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2 Infrastructure requirements for sustainable densities), and that best delivers the requirements set out in Part D.

7.4.7 In supporting text para 3.3.1 “For London to accommodate the growth identified in this Plan in an inclusive and responsible way every new development needs to make the most efficient use of land by optimising site capacity. This means ensuring the development’s form is the most appropriate for the site and land uses meet identified needs. The optimum

capacity for a site does not mean the maximum capacity; it may be that a lower density development – such as gypsy and traveller pitches – is the optimum development for the site.”

7.4.8 In relation to the delivery of housing, Policy H1 of the London Plan sets out:

2) optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially the following sources of capacity:

a) sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m distance of a station or town centre boundary

b) mixed-use redevelopment of car parks and low-density retail parks and supermarkets

c) housing intensification on other appropriate low-density sites in commercial, leisure and infrastructure uses

d) the redevelopment of surplus utilities and public sector owned sites

e) small sites (see Policy H2 Small sites)

f) industrial sites that have been identified through the processes set out in Policy E4 Land for industry, logistics and services to support”

7.4.9 The National Planning Policy Framework 2021, London Plan 2021 and the Council’s Core Strategy Policy CS9 all seek to increase sustainable housing provision where it can be shown that an acceptable standard of accommodation will also provide a mix of dwelling types dwellings at locations with good public transport accessibility.

Site Condition

7.4.10 The agent has set out that “the site had fallen into disrepair and parts were unsafe and it recently was attracting a very unsociable group that were squatting there or carrying out the dealing of drugs.

7.4.11 Officers note that the site has been in various states over the last few years with illegal fly-tipping and anti-social behaviour occurring. The use of the site for a commercial business, with suitable fencing will assist in reducing this issue.

Policy

7.4.12 The site is not allocated for residential use in the Development Plan. Whilst the site is considered as a small site, which could deliver housing, there is no adopted policy allocation for housing on the site or legal mechanism for the extant permission to be implemented.

PTAL Score

7.4.13 In relation to the delivery of housing, Policy H1 of the London Plan sets out:

2) optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially the following sources of capacity:

a) sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m distance of a station or town centre boundary

7.4.14 The site has a PTAL score of 2 and is not within 800m of a station or town centre boundary and therefore this site does not have the characteristics identified in Policy H1.

Proposed Use

7.4.15 The agent has confirmed that the structures on site are temporary in nature and could be removed should the residential scheme be implemented in the future. The applicant has agreed to a temporary permission in principle but at this stage no agreement of this has been provided in writing.

Conclusion on principle of development

7.4.16 Officers acknowledge that the site has the potential to deliver new housing in the future which would be fully supported and welcomed, however each site must be considered on its own merits, its context and planning policy. In this instance, the site is not an allocated site for residential in the Local Plan, the site remains commercial, there is no legal requirement for planning permission 19/P0866 for housing to be implemented and the site has relevantly poor access to public transport with a low PTAL score of 2.

7.4.17 As set above, the land had fallen into disrepair, parts were unsafe and the overall the plot was a blot on the landscape. Officers would not be keen to see the site remain vacant and in a poor condition. A material planning consideration in site optimization in this instance is that the applicant has verbally agreed to a temporary planning permission. Buildings on the site are temporary in their design and could be removed relatively cheaply and quickly. The applicant, by agreeing a temporary planning permission will be fully aware of the need to remove the existing use and buildings at the appropriate time. This would therefore not impede the site coming forward for housing at such a time when market forces decide.

7.4.18 It is noted that planning permission has been granted for a mixed use scheme on the site which involves the provision of residential units. Whilst the provision of residential units meets a specific need in Merton, officer conclude that the application could not reasonably be refused on the basis of a failure to optimise the site to include residential uses. The site is not allocated in any site allocation document to be used for residential purposes, it has a low PTAL. Therefore, whilst the provision of a mixed use scheme is welcomed, it is considered that insufficient justification exists to refuse the application on the basis of failing to optimise the site.

7.5 Design and impact upon the character and appearance of the area

7.5.1 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 London Plan (2021), in Policy D1-D5. 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.

7.5.2 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. Core Planning Policy CS14 supports these SPP Policies.

7.5.3 The proposed buildings are not of a high architectural quality. However, they are suitable for the intended purpose and officers conclude that the modest size buildings would not have an adverse impact on the character of the area.

7.6 Impact on neighbouring amenity

7.6.1 Planning policy CS policy 14 of Merton's Core Planning Strategy and policy DM D2 of Merton's Sites and Policies Plan seek to ensure new developments does not unacceptably impact on the amenities of the occupiers of any adjoining and nearby surrounding properties.

7.6.2 Planning policy DM D2 (Design considerations in all developments) states that amongst other planning considerations that proposals will be expected 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.

7.6.3 Planning policy DM EP2 (Reducing and mitigating noise) Merton's Sites and Policies Plan seeks to ensure that that development is sustainable and managed to minimise its impact on the local environment and residential amenity. Development which would have a significant effect on existing or future occupiers or the local amenity due to noise or vibration will not be permitted unless the potential noise problems can be overcome by suitable mitigation measures.

7.6.4 The proposed use, as a motor repair business, tyre fitting service, car sales and car wash has the potential to adversely impact on neighbouring amenity, primarily by way of noise as the bulk and massing of the building themselves is no objectionable.

7.6.5 The application has provided insufficient detail to demonstrate that the impact on neighbouring amenity would be acceptable. No details of likely noise levels, mitigation, hours of operation or any other restrictions or management measures are set out. Therefore, officers conclude that the applicant has failed to demonstrate that the impact on residential amenity would be acceptable.

7.7 Transport, highway network, parking and sustainable travel

7.7.1 Policies DMT1-T3 of the London Plan seek to ensure that developments do not result in congestion, have a minimal impact on existing transport infrastructure and provide suitable levels of parking. 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).

- 7.7.2 Planning Policy T5 (Cycling) of the London Plan 2021 states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle.
- 7.7.3 The site has a vehicle access from The Bungalows, near its junction with Streatham Road (A216).
- 7.7.4 The local area forms part of Controlled Parking Zone GC1. Restrictions are enforced from Monday to Friday between 8:30 am and 6.30 pm with a maximum stay of 2 hours for pay and display customers.
- 7.7.5 The transport statement submitted relates to an earlier scheme and is not relevant to the current proposal.
- 7.7.6 The layout indicates two vehicular accesses to service the proposal. One off Streatham Road and the second from an existing access on The Bungalows near to the main Streatham Road.
- 7.7.7 Entrance to car wash is taken off Streatham Road using the existing dropped kerb. The second access will be used by all other vehicles including those exiting the site who have used car wash services.
- 7.7.7 The Bungalows access will also be used by other service vehicles such as heavy goods vehicles delivering tyres and car carrying transporter trailers.
- 7.7.8 There will be a severe impact at this exit for those vehicles leaving the site and those on Streatham Road waiting to get into the site.
- 7.7.9 HGV's and large car transporters will be unable turn into to the site due to the restricted geometry of the Streatham Road with The Bungalows.
- 7.7.10 The proposal does not provide cycle parking for the staff in accordance with the London Plan cycle parking standards.
- 7.7.11 The increased use of the existing access on to The Bungalows with the generation of additional conflicting traffic movements, resulting from the proposed development, would be prejudicial to road safety. In addition the proposal provides no cycle parking, thus conflicting with London plan policies.

7.8 Air quality and potentially contaminated land

- 7.8.1 Planning Policy SI 1 (Improving air quality) of the London Plan 2021 states that to tackle poor air quality, protect health and meet legal obligations development should not lead to further deterioration of existing poor air quality, create any new areas that exceed air quality limits, delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits or create unacceptable risk of high levels of exposure to poor air quality. In order to meet the policy requirements, development proposals must be at least Air Quality Neutral, use design solutions to prevent or minimise increased exposure to existing air pollution and make provision to address local problems of air quality in preference to post-design or retro-fitted mitigation measures.
- 7.8.2 Planning Policy DM EP4 of Merton's Adopted Sites and Policies plan (2104) seeks to minimise pollutants and to reduce concentrations to levels

that have minimal adverse effects on people, the natural and physical environment in Merton. The policy states that to minimise pollutants, development:

a) Should be designed to mitigate against its impact on air, land, light, noise and water both during the construction process and lifetime of the completed development.

b) Individually or cumulatively, should not result in an adverse impact against human or natural environment.

7.8.3 In accordance with the aims of the National Air Quality Strategy, the Mayor's Air Quality Strategy seeks to minimise the emissions of key pollutants and to reduce concentration to levels at which no, or minimal, effects on human health are likely to occur.

7.8.4 To meet the aims of the National Air Quality Objectives, the Council has designated the entire borough of Merton as an Air Quality Management Area (AQMA). Therefore, development that may result in an adverse air quality including during construction, may require an Air Quality Impact Assessment in order for the Council to consider any possible pollution impact linked to development proposals.

7.8.5 The application includes no supporting information relating to the impact on air quality or necessary mitigation and officers conclude that the application has failed to demonstrate that the impact on air quality would be acceptable.

7.8.6 In relation to potentially contaminated land issues, conditions would be imposed relating to any potential contamination of the land on the site, to include remediation measures if necessary. Therefore, no objection is raised in relation to potentially contaminated land issues.

7.9 Flooding and site drainage

7.9.1 London Plan policies 5.12 and 5.13, CS 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.

7.9.2 The details provided relating to site drainage have been considered by the Council's Flood Risk and Drainage Officer and it is concluded that the proposals would be acceptable in this regard, subject to a condition to secure a detailed final scheme for the provision of surface and foul water drainage.

8. Conclusion

8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise.

8.2 As set out above, officers conclude that the principle of development is acceptable and that the failure to provide a mixed-use commercial and

residential scheme does not provide sufficient justification to refuse the application based on site optimisation considerations.

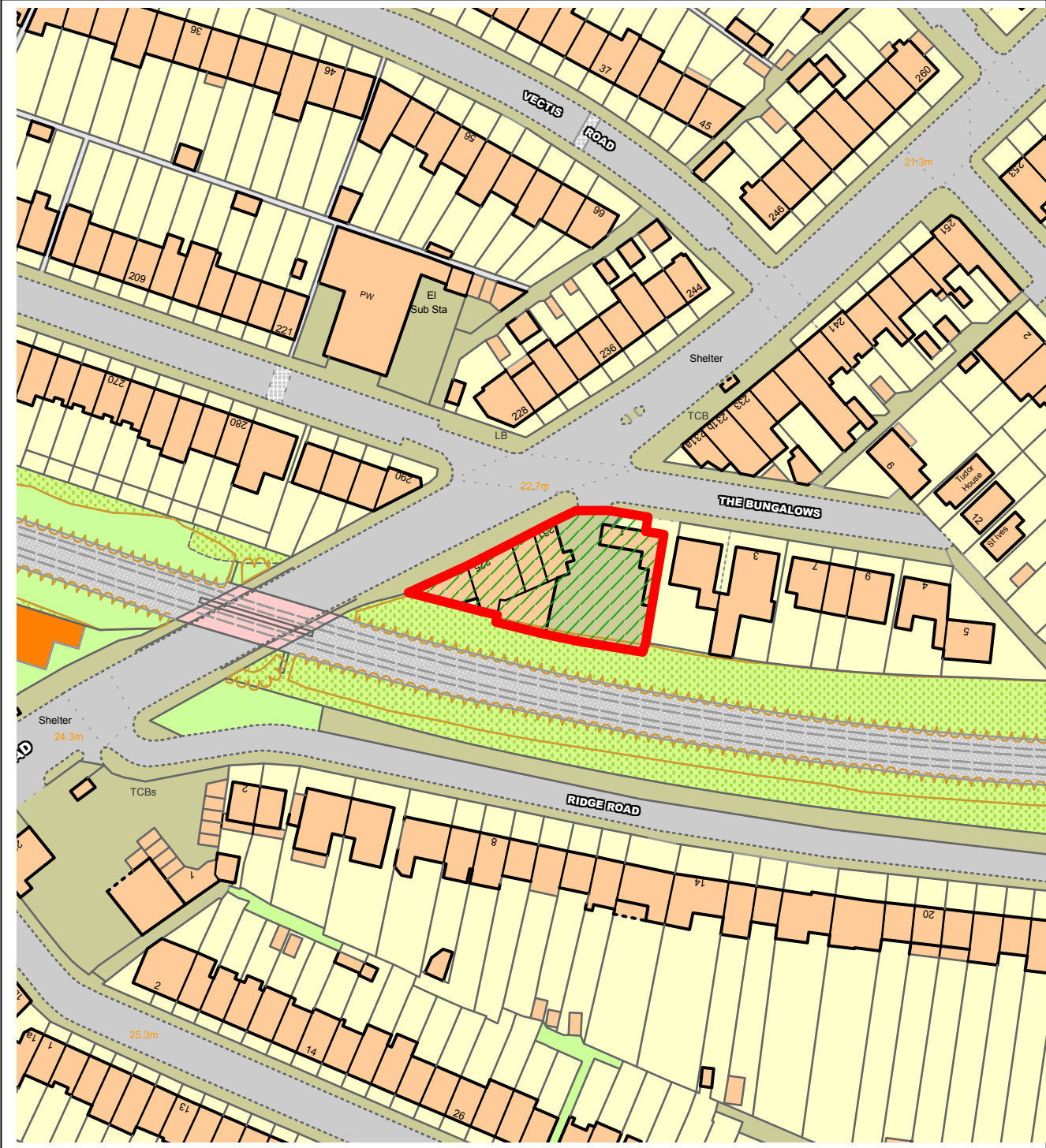
- 8.3 Notwithstanding the above, the applicant has failed to demonstrate that the proposed development would be acceptable in terms of disturbance to neighbouring occupiers, the impact on air quality and the impact on the safety and congestion of road networks.

9. **RECOMMENDATION**

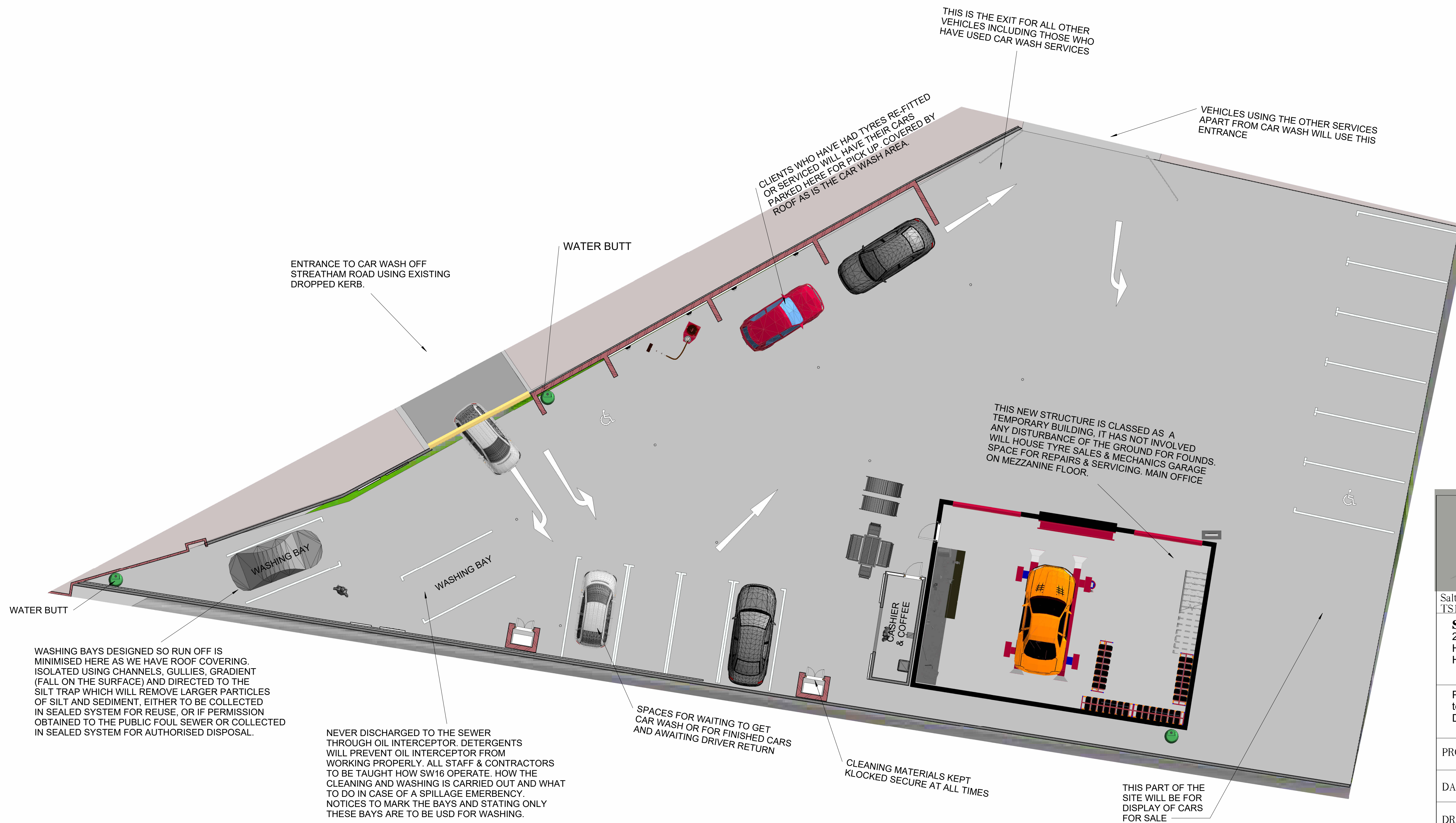
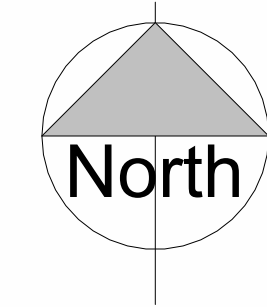
REFUSE for the following reasons:

1. The applicant has failed to demonstrate that the development would not adversely impact on the local environment and residential amenity in terms of air quality, emissions, pollutants and noise contrary to policies DM EP2 (Reducing and mitigating noise), DM E1 (Employment areas in Merton), DM E3 (Protection of scattered employment sites), DM D2 (Design considerations in all developments), DM EP4 (Pollutants), DM T2 (Transport impacts of development) and DM T3 (Car parking and servicing standards) of Merton's Adopted Sites and Policies Plan (July 2014), SI 1 (Improving air quality), T7 (Deliveries, servicing and construction), D13 (Agent of Change) and D14 (Noise) of the London Plan (2021).
2. The applicant has failed to demonstrate that the development would not adversely impact on the safety and congestion of Streatham Road and The Bungalows and would fail to provide minimum cycle parking standards contrary to policies DM D2 (Design considerations in all developments), DM T2 (Transport impacts of development), DM T3 (Car parking and servicing standards), DM E1 (Employment areas in Merton) and DM T5 (Access to the Road Network) of Merton's Adopted Sites and Policies Plan (July 2014), CS18 (Active Transport) and CS20 (Parking, Servicing and Delivery) of Merton's Adopted Core Planning Strategy (July 2011) and T5 (cycling) of the London Plan (2021).

NORTHGATE SE GIS Print Template



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ENTRANCE TO CAR WASH OFF STREATHAM ROAD USING EXISTING DROPPED KERB.

WATER BUTT

CLIENTS WHO HAVE HAD TYRES RE-FITTED OR SERVICED WILL HAVE THEIR CARS PARKED HERE FOR PICK UP COVERED BY ROOF AS IS THE CAR WASH AREA.

THIS IS THE EXIT FOR ALL OTHER VEHICLES INCLUDING THOSE WHO HAVE USED CAR WASH SERVICES

VEHICLES USING THE OTHER SERVICES APART FROM CAR WASH WILL USE THIS ENTRANCE

THIS NEW STRUCTURE IS CLASSED AS A TEMPORARY BUILDING, IT HAS NOT INVOLVED ANY DISTURBANCE OF THE GROUND FOR FOUNDATIONS. WILL HOUSE TYRE SALES & MECHANICS GARAGE SPACE FOR REPAIRS & SERVICING. MAIN OFFICE ON MEZZANINE FLOOR.

WASHING BAY

WASHING BAY

WATER BUTT

WASHING BAYS DESIGNED SO RUN OFF IS MINIMISED HERE AS WE HAVE ROOF COVERING. ISOLATED USING CHANNELS, GULLIES, GRADIENT (FALL ON THE SURFACE) AND DIRECTED TO THE SILT TRAP WHICH WILL REMOVE LARGER PARTICLES OF SILT AND SEDIMENT, EITHER TO BE COLLECTED IN SEALED SYSTEM FOR REUSE, OR IF PERMISSION OBTAINED TO THE PUBLIC FOUL SEWER OR COLLECTED IN SEALED SYSTEM FOR AUTHORISED DISPOSAL.

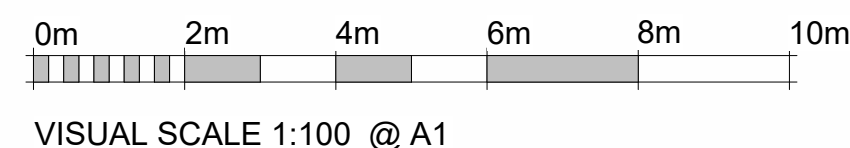
NEVER DISCHARGED TO THE SEWER THROUGH OIL INTERCEPTOR. DETERGENTS WILL PREVENT OIL INTERCEPTOR FROM WORKING PROPERLY. ALL STAFF & CONTRACTORS TO BE TAUGHT HOW SW16 OPERATE. HOW THE CLEANING AND WASHING IS CARRIED OUT AND WHAT TO DO IN CASE OF A SPILLAGE EMERGENCY. NOTICES TO MARK THE BAYS AND STATING ONLY THESE BAYS ARE TO BE USED FOR WASHING.

SPACES FOR WAITING TO GET CAR WASH OR FOR FINISHED CARS AND AWAITING DRIVER RETURN

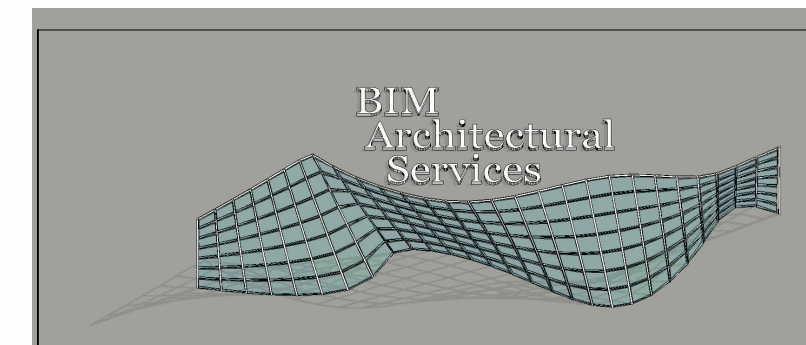
CLEANING MATERIALS KEPT KLOCKED SECURE AT ALL TIMES

CASHIER & COFFEE

THIS PART OF THE SITE WILL BE FOR DISPLAY OF CARS FOR SALE



VISUAL SCALE 1:100 @ A1



Saltburn by Sea TS12 1EQ info@bimarchitecturalservices.com tel.07789415312

SW16 MOTORS LTD.
214 High Road
HARROW
HA3 7BA

Planning Application for Change of Use to Car Valeting, Tyre Supplies and Motor Detailing Products.

PROJECT NUMBER Ag/21/10/FP/Ex

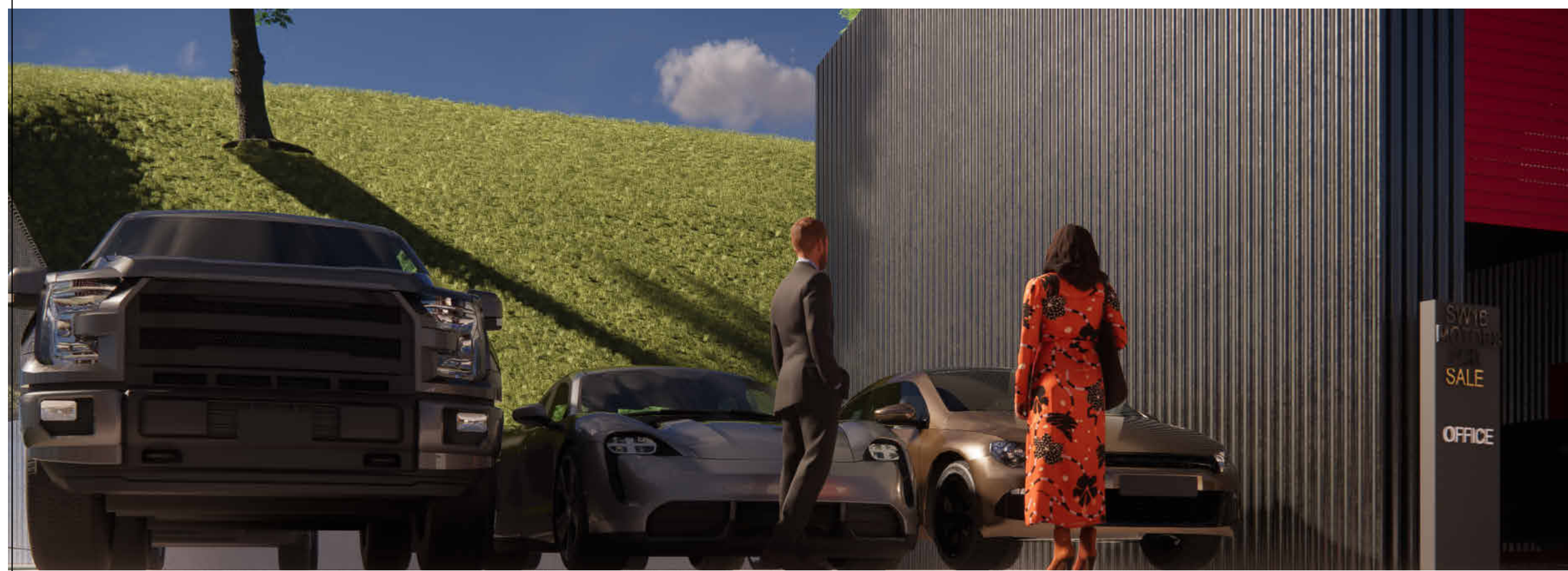
DATE october 2021

DRAWN BY Vanbrugh

CHECKED BY checkerman

PROPOSED SITE LAYOUT AT SW16 MOTOR SERVICES AND CARWASH

SCALE as stated



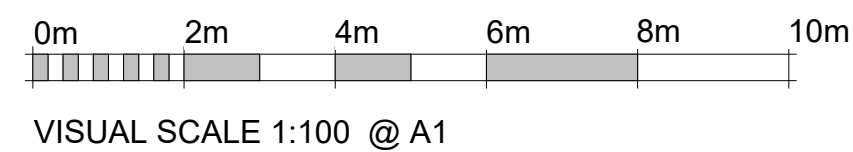
RENDERED VIEW OF CAR SALES PLOT



RENDERED VIEW OF CAR WASHING WAITING AREA and CASHIER



RENDERED VIEW OF KIT STEEL STRUCTURE



VISUAL SCALE 1:100 @ A1

Video Link
<https://youtu.be/9eDccFms7Hg>



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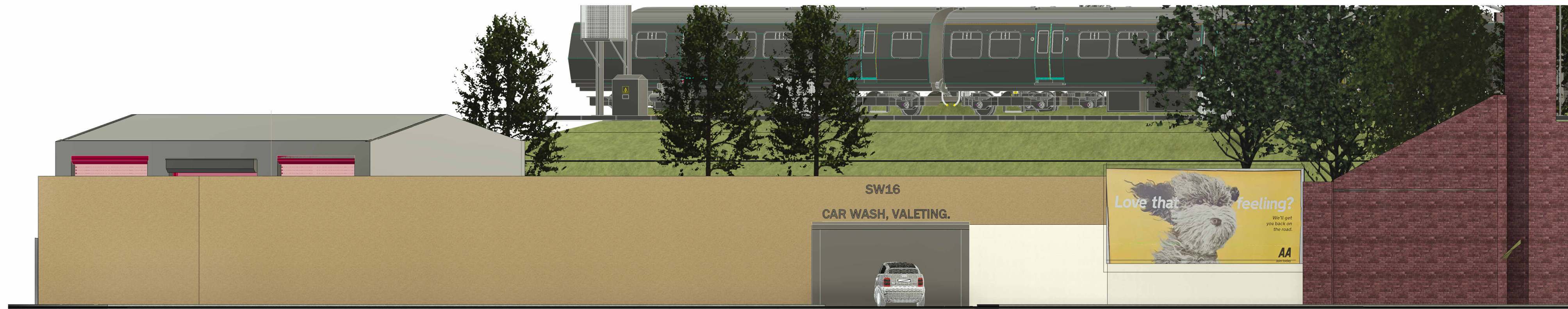
DATE october 2021

DRAWN BY Vanbrugh

CHECKED BY checkerman

EXTERNAL RENDERS

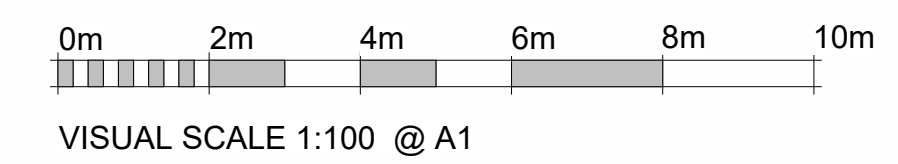
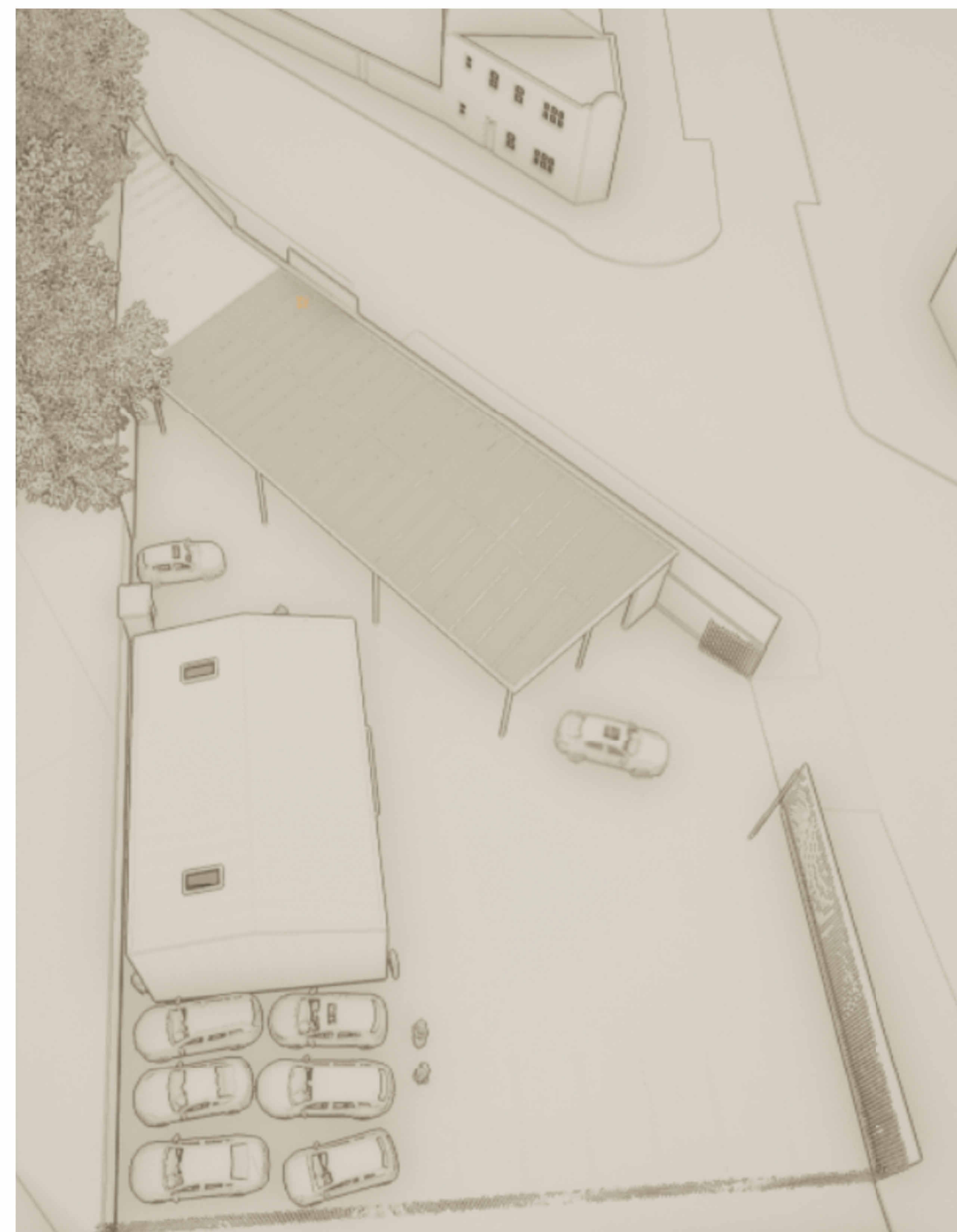
SCALE as stated



PROPOSED FRONT ELEVATION ALONG 225-231 STREATHAM ROAD Scale 1:100



SIDE ELEVATION ALONG THE BUNGALOWS. SCALE 1:100



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PROPOSED ELEVATIONS

SCALE



Existing site's surface water drainage

The site is located in Mitcham, south-west London. The site has had the parade of 4 single storey shops (225 – 231 Streatham Road) fronting Streatham Road and a single storey building (no. 1 The Bungalows) fronting onto The Bungalows demolished. The considerable rubbish that accrued from the fly tipping that went on has also been removed along with containers used for storage. The remaining area within the site is made up of a concrete hardstanding area. The vehicular access into the site is located at Streatham Road/The Bungalows junction.

The existing site levels are approximately 22.30m AOD in the south-west corner of the site. Levels rise to a high point of 23.00m AOD in the south-east corner of the site and 22.70m AOD in the north of the site, where the existing vehicular access is located.

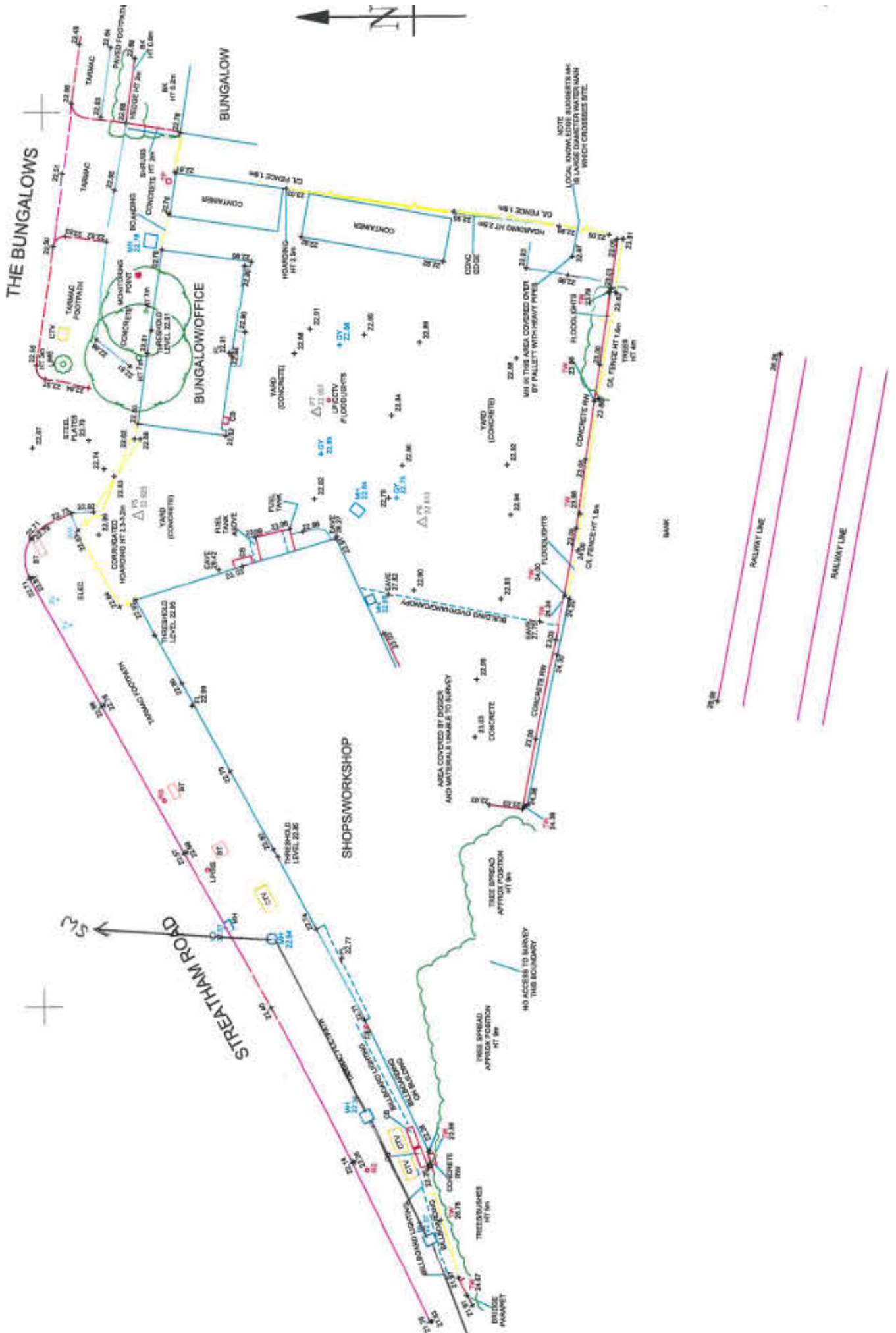
Immediately to the south is an elevated railway line which is a designated 'Green Corridor' and 'Site of Importance for Nature Conservation' (SINC). There is a railway bridge bordering the south-west corner of the site where the railway crosses Streatham Road. Immediately to the east of the site is a residential property occupied by a bungalow. The site levels are fairly flat and within the hardstanding concrete area there are a number of existing gullies located at the low points. A site location drawing and topographical survey for the site are provided.

The site occupies a gross area of approximately 975sq. m, and the peak discharge run-off from the site's impermeable area, using the Modified Rational Formula ($Q=2.78CiA$), is 13.1l/s.

Thames Water Utilities have existing surface water sewers locating in Streatham Road. Thames Water records are provided.

Taking advantage of the recent report carried out on the surface water drains for the last application we know that this site has reasons for not utilising SUDS and falls within a Groundwater Source Protection Zone and therefore the Environment Agency will not allow disposing of surface water to a soakaway as there is a risk of polluting ground water.

We are not able with this application to make use of Green Roofs but have introduced storage facilities with our Butts and we will undertake further talks with EA and take their advice, maybe some landscaping could be introduced if required. The technical note told us that infiltration is not possible at this site due to its location to the Source Protection Zone. The purpose of SPZs is to provide additional protection to safeguard drinking water quality through constraining the proximity of an activity that may impact upon a drinking water





EXISTING FRONT ELEVATION ALONG 225-231 STREATHAM ROAD SW16 6NZ



SIDE ELEVATION (THE BUNGALOWS) 225-231 STREATHAM ROAD SW16 6NZ



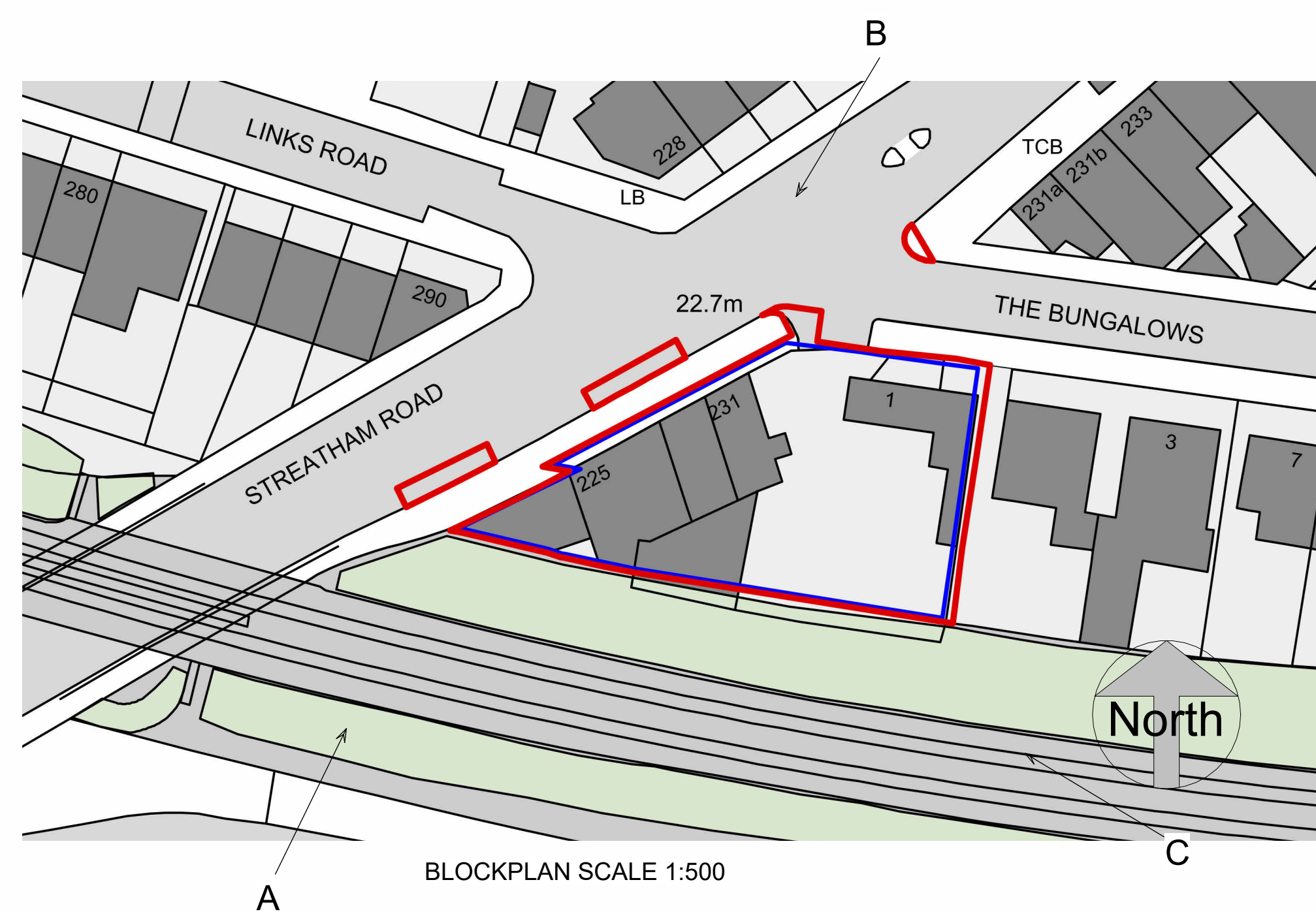
VIEW FROM A ABOVE TRAINLINE



VIEW FROM B ON STREATHAM ROAD



VIEW FROM C ALONG RAILWAY TRACKS



Saltburn by Sea
TS12 1EQ
info@bimarchitecturalservices.com
tel.07789415312

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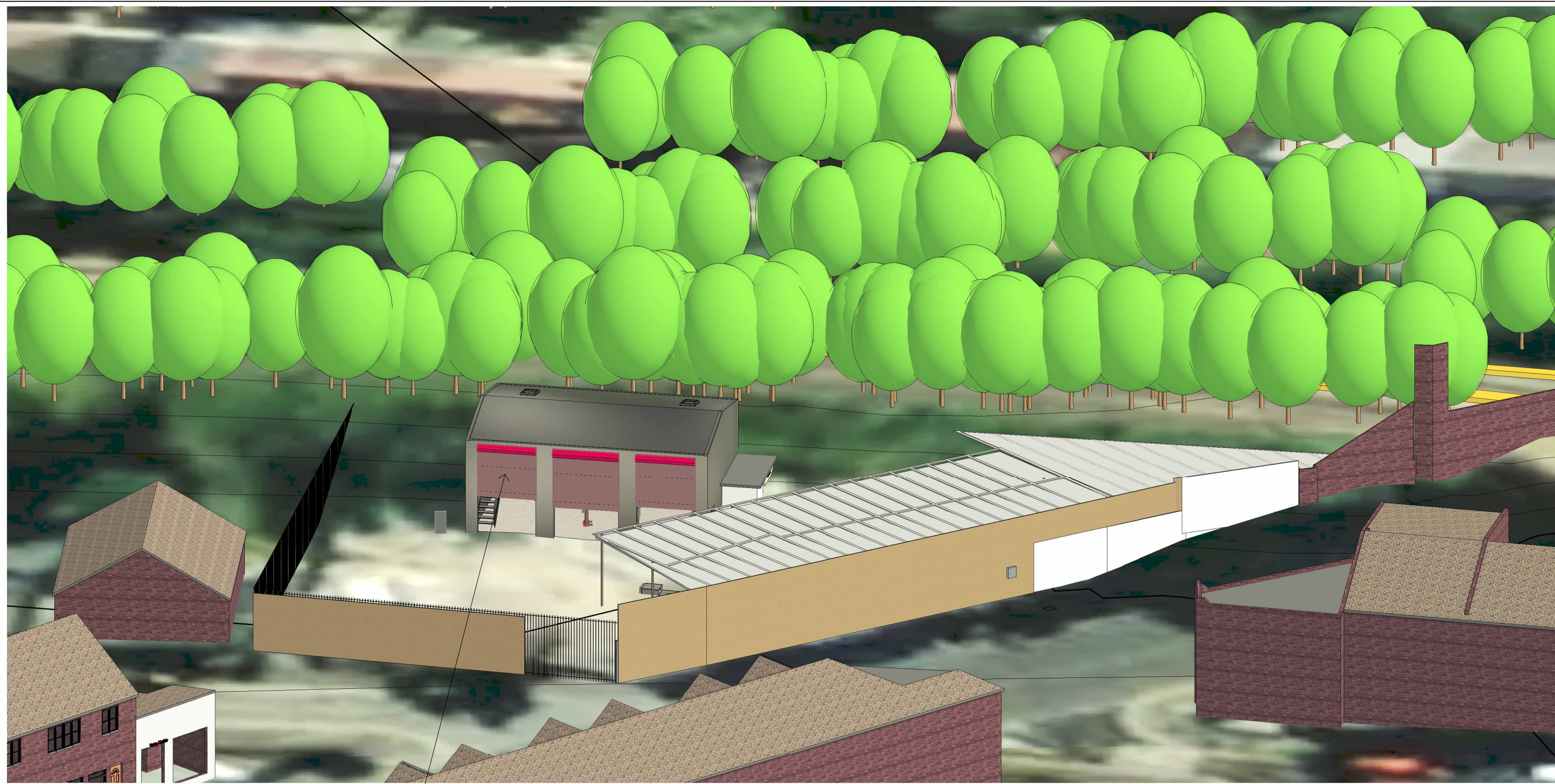
DATE october 2021

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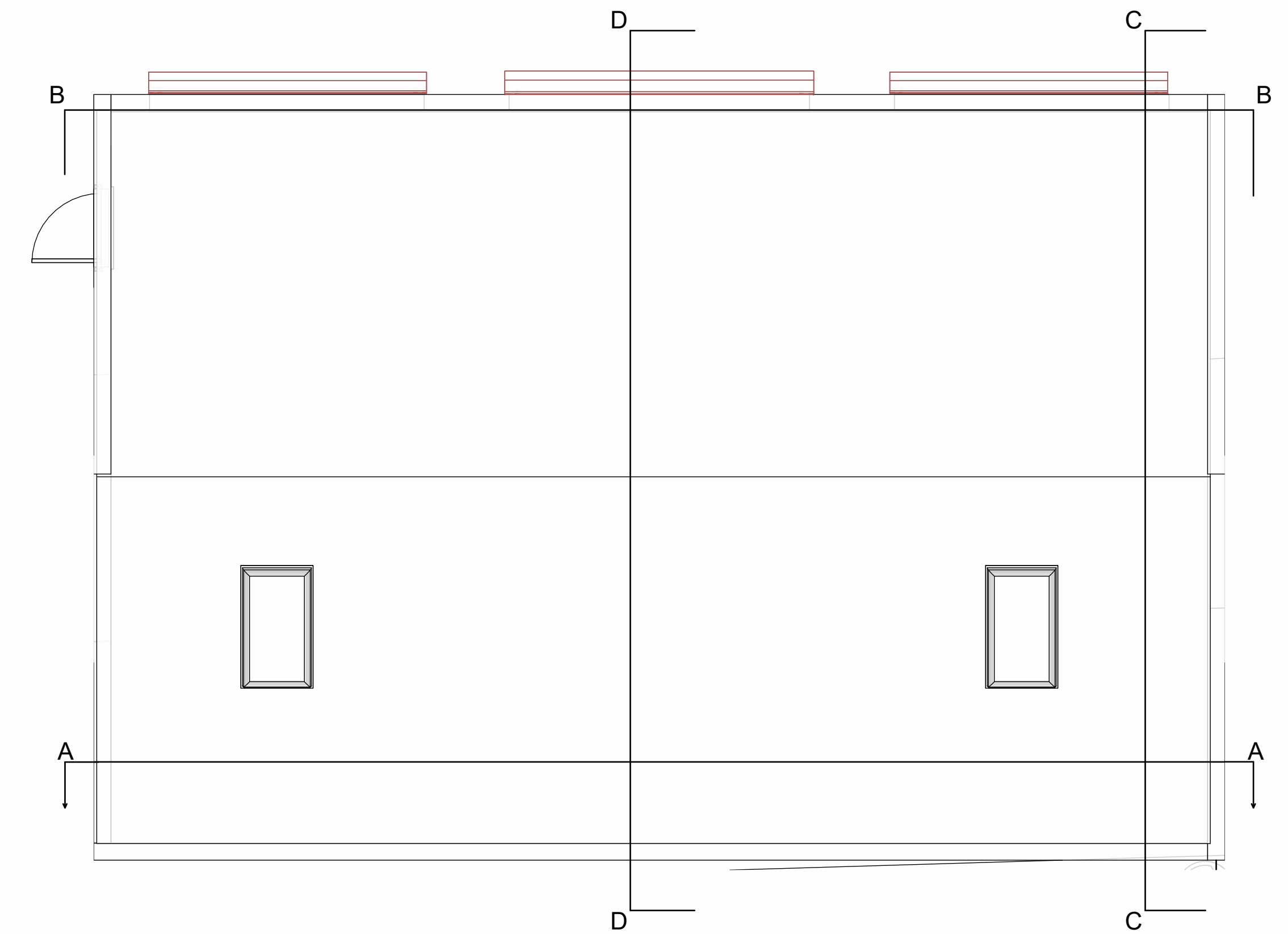
Existing
site at SW16 6NZ

SCALE as stated

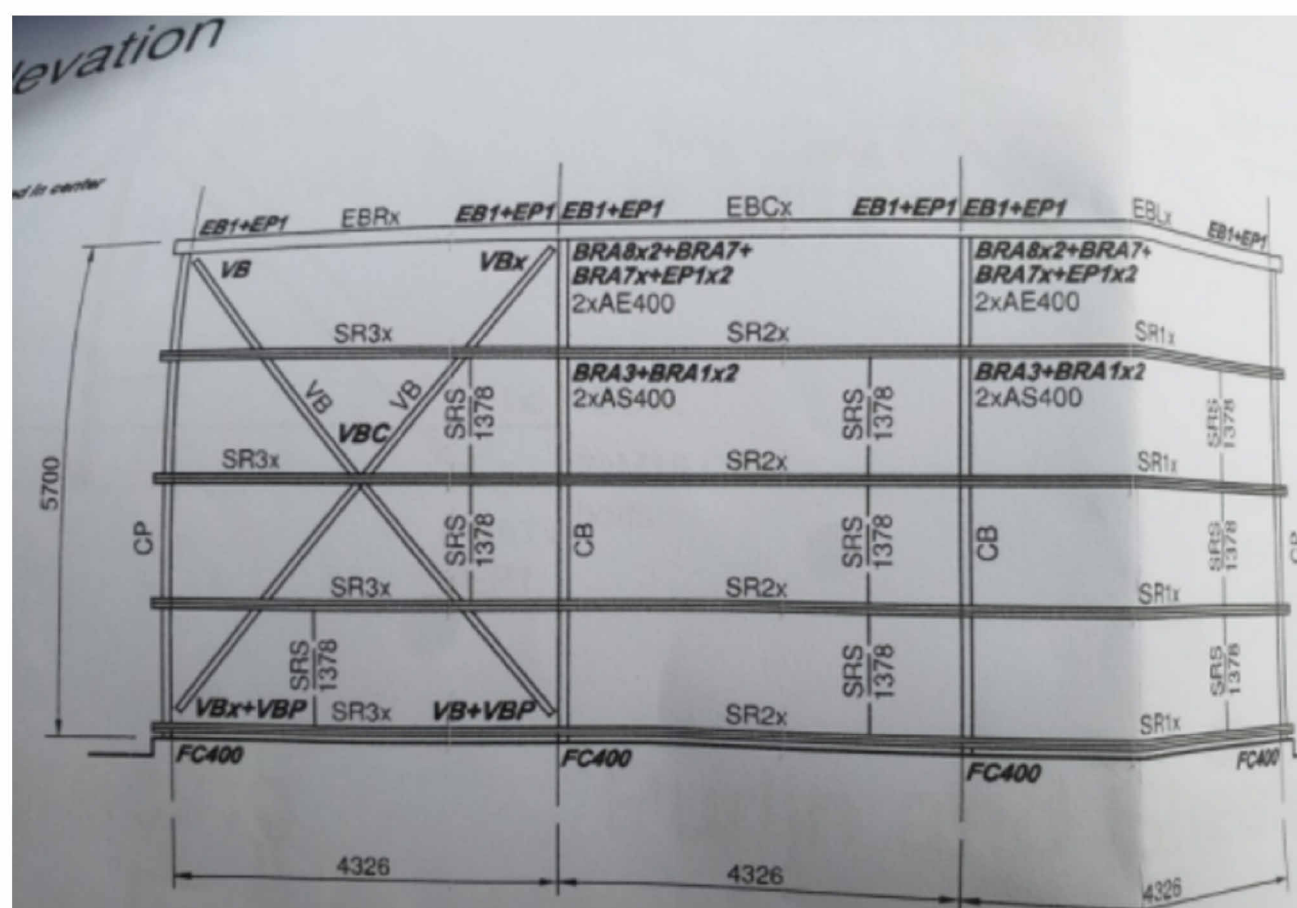


PROPOSED MODEL OF SW16 CAR WASH and MOTOR SERVICES. Scale 1:200

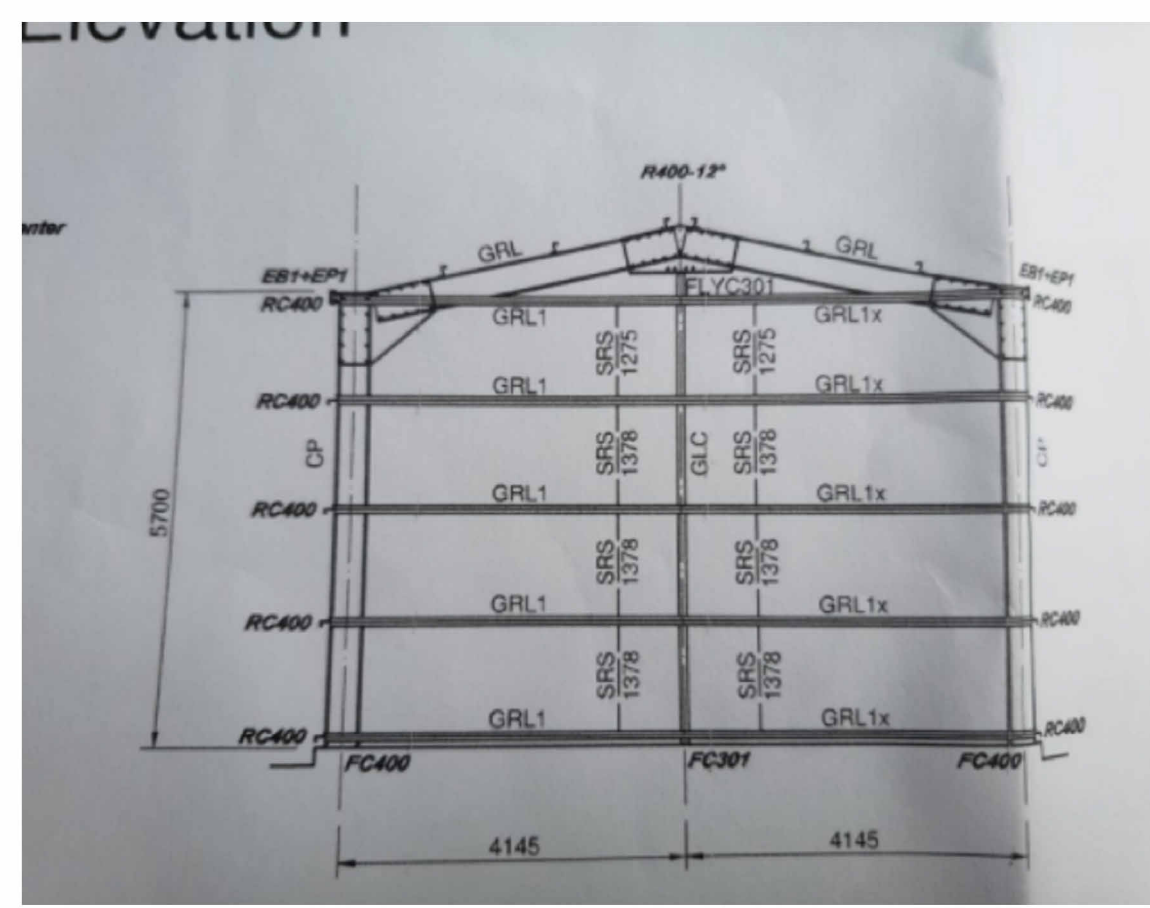
New Steel (Kit Form) Building.
Construction Details on this sheet.



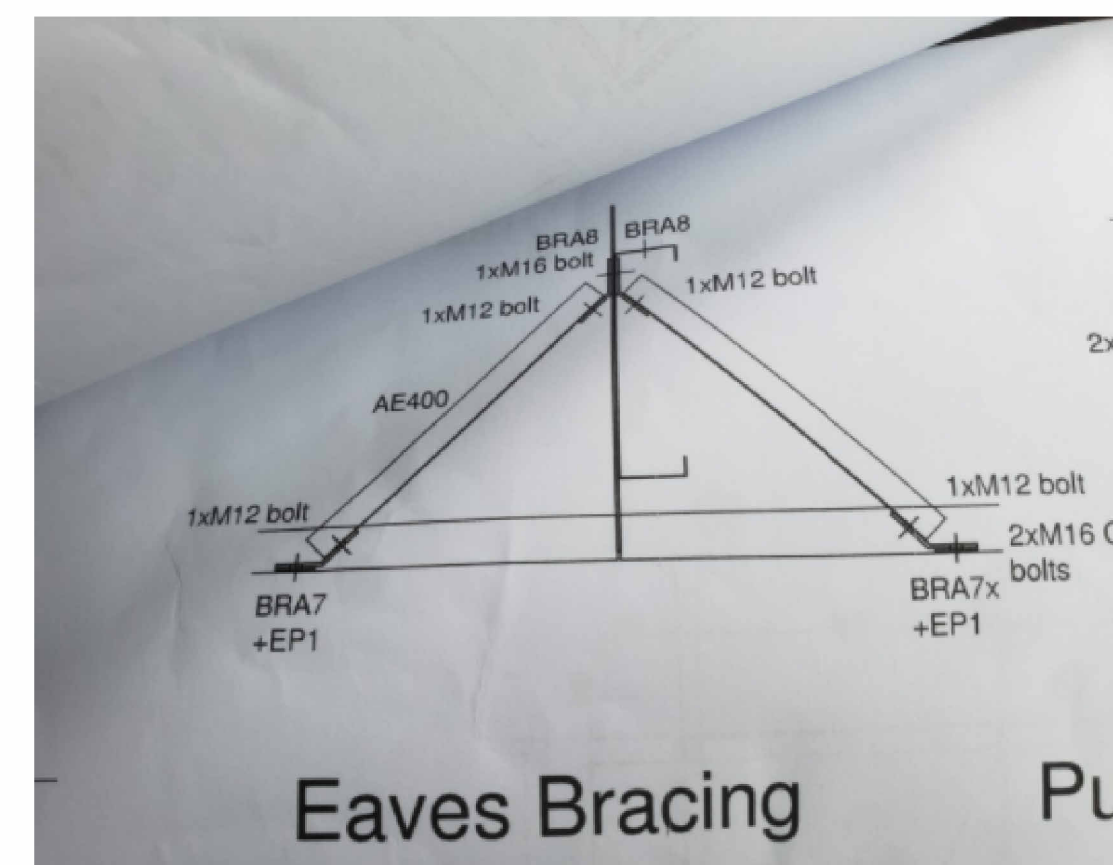
ROOFPLAN SCALE 1:59



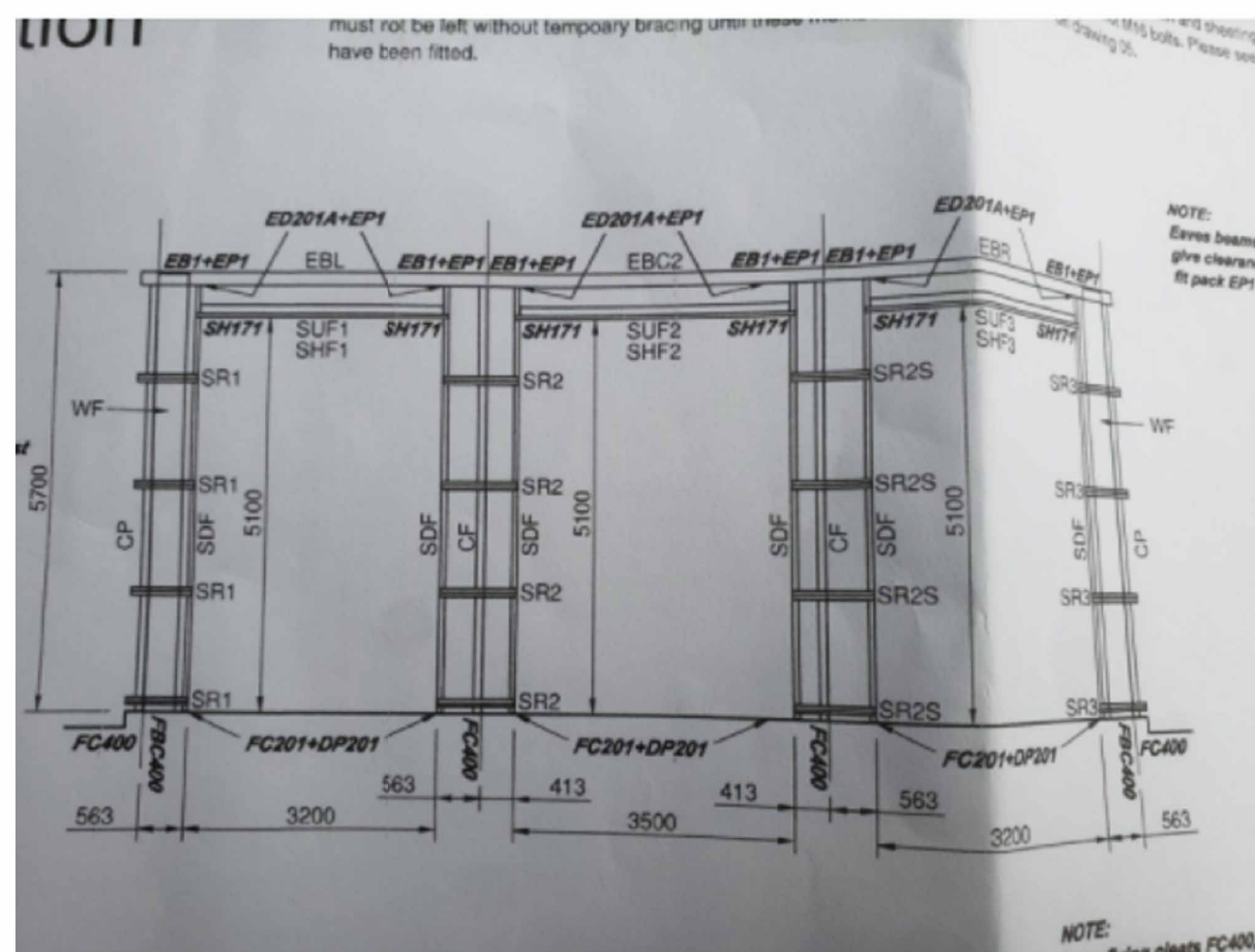
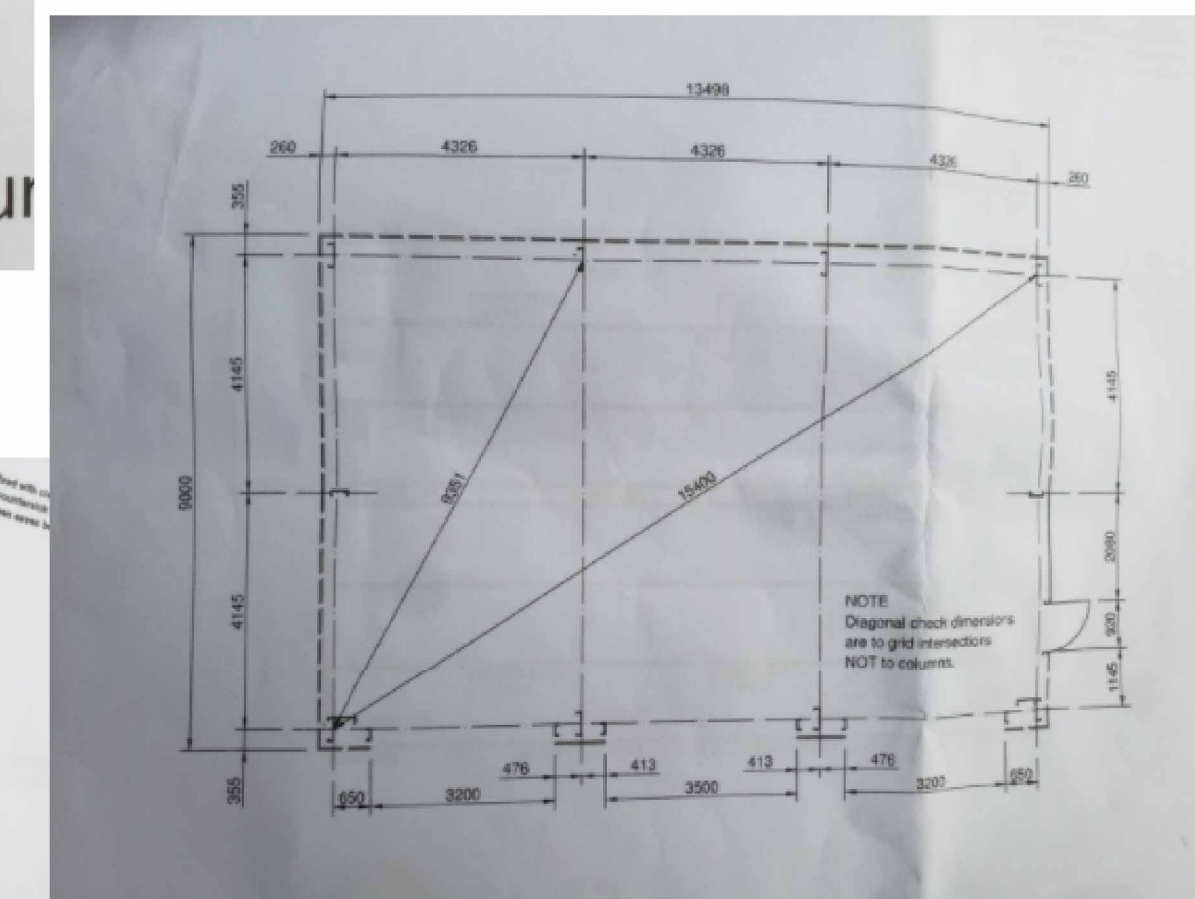
SECTION A-A



SECTION C-C



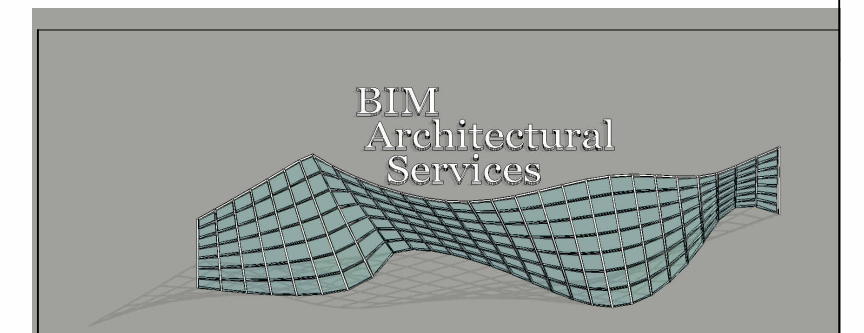
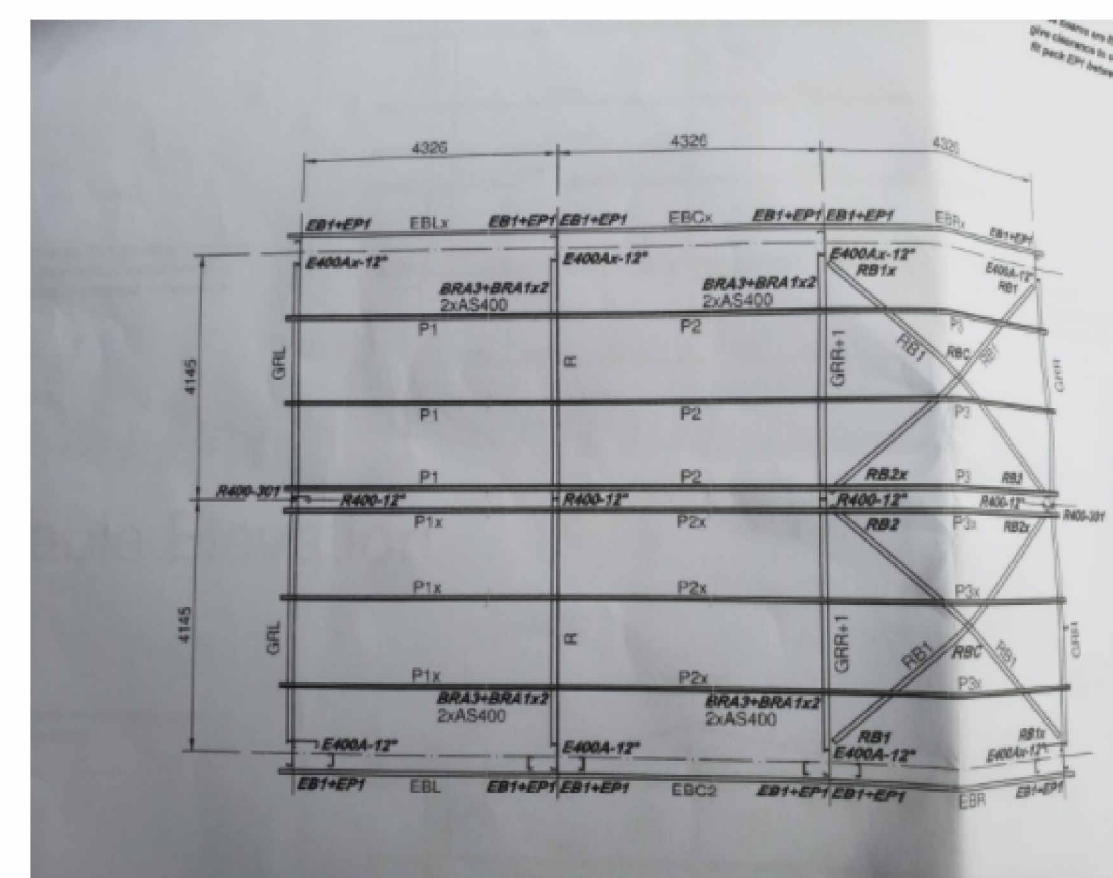
Eaves Bracing Purlin



SECTION B-B Front Elevation



SECTION D-D



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info@bimarchitecturalservices.com
tel.07789415312

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NEW TEMPORARY STRUCTURE
HOUSING TYRES, MOTOR REPAIRS
AND OFFICE. KIT FORM STEEL

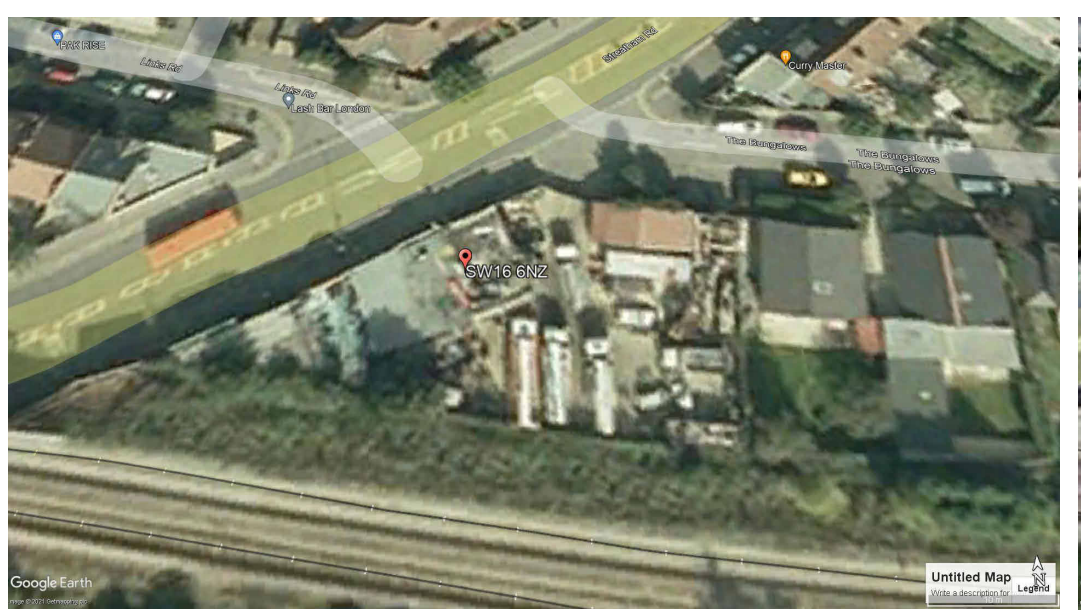
SCALE



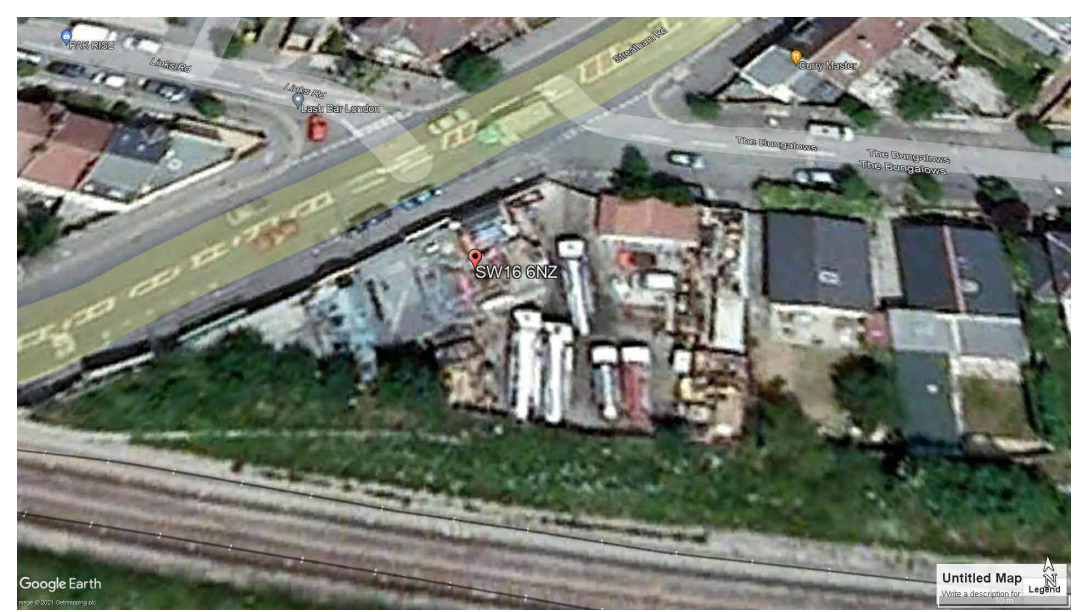
SITE 2003



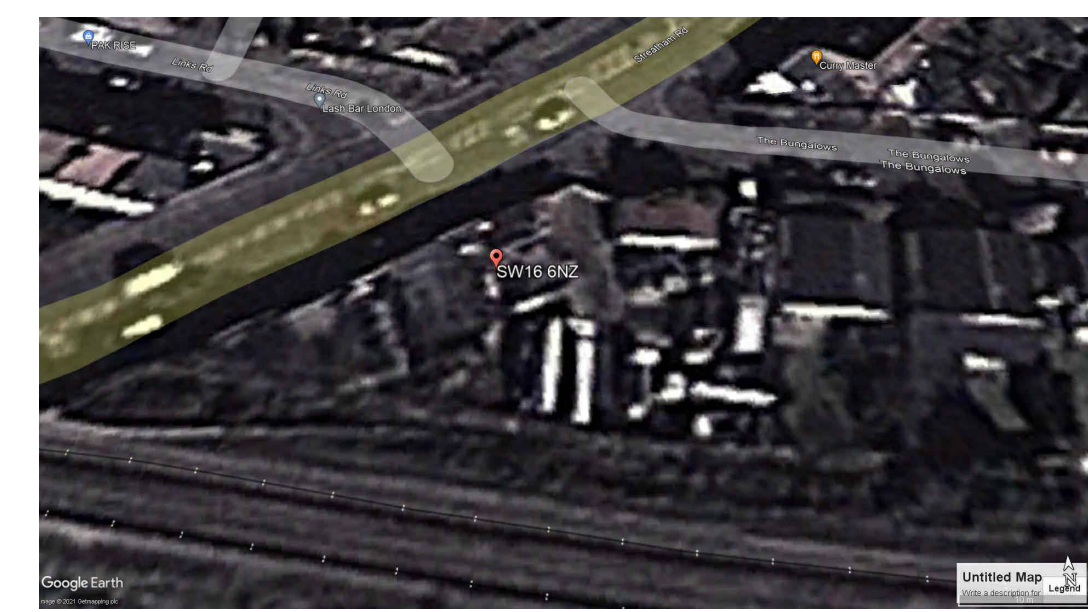
SITE 2006



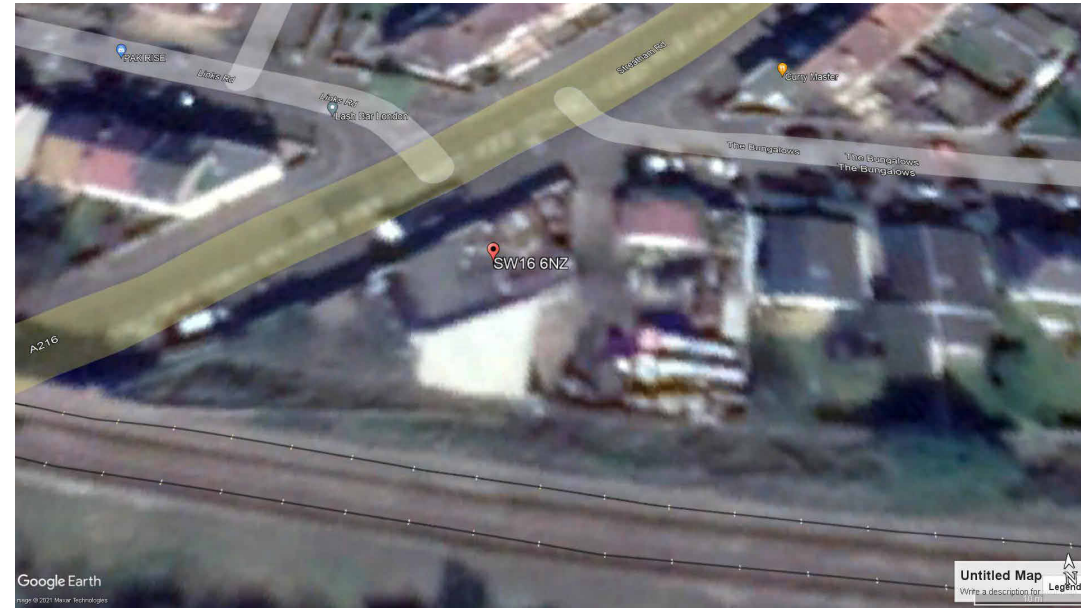
SITE 2008



SITE 2010



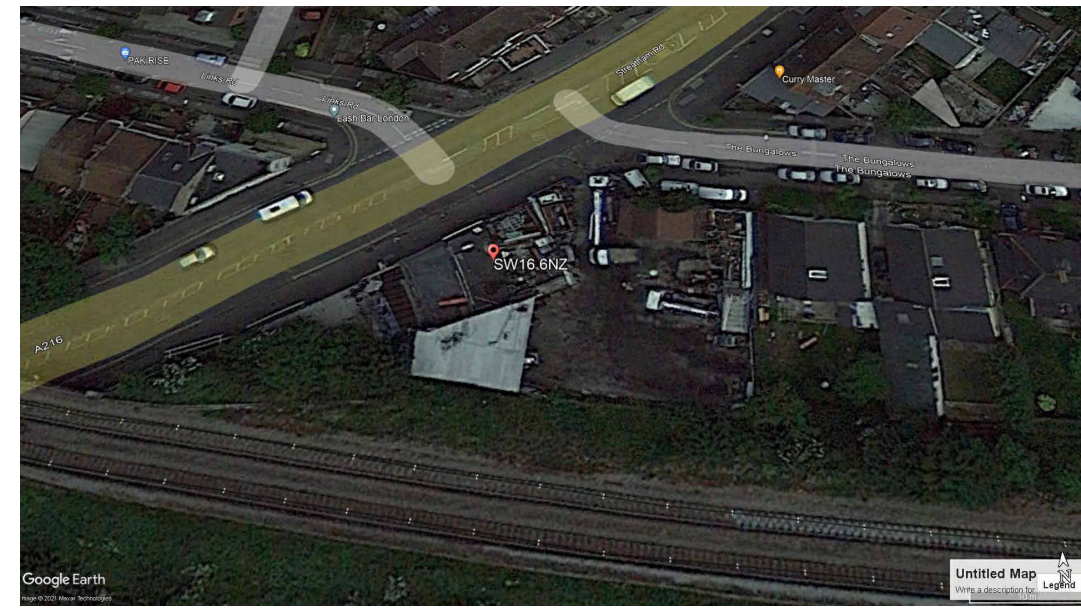
SITE 2011



SITE 2012



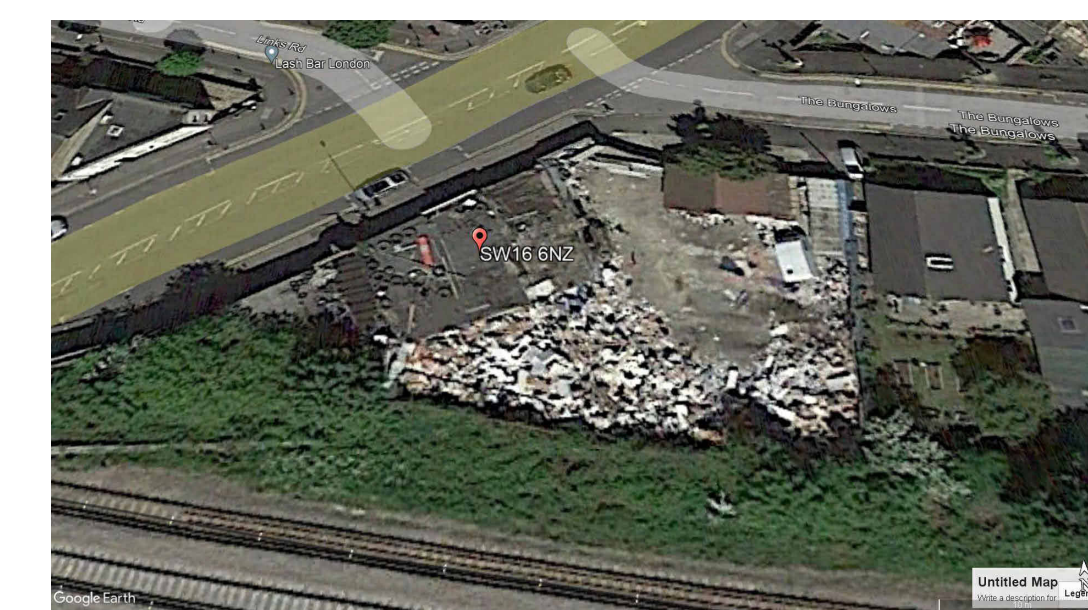
SITE 2013



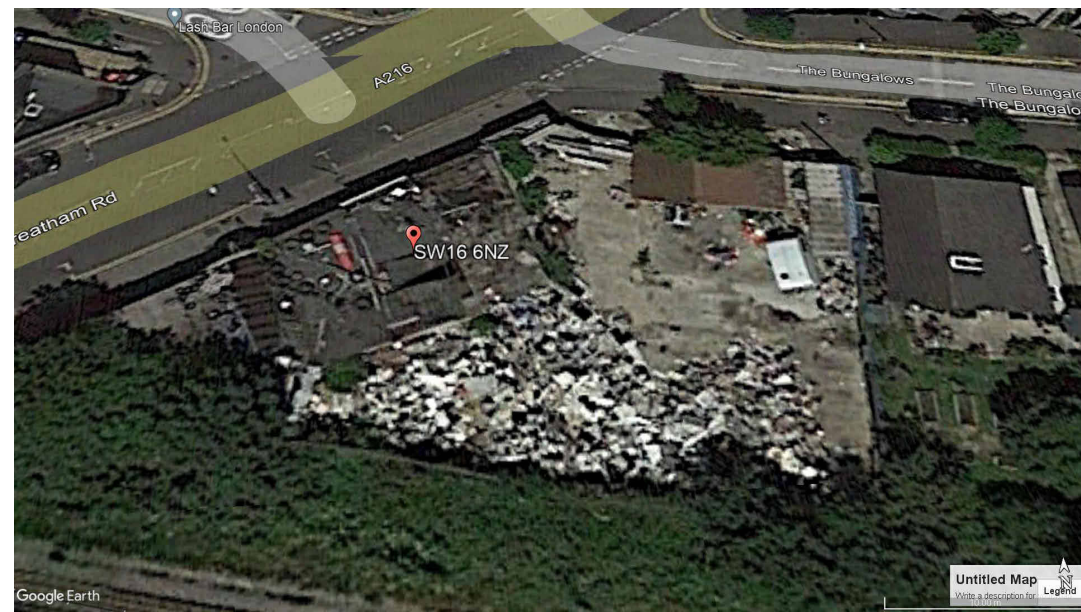
SITE 2015



SITE 2017



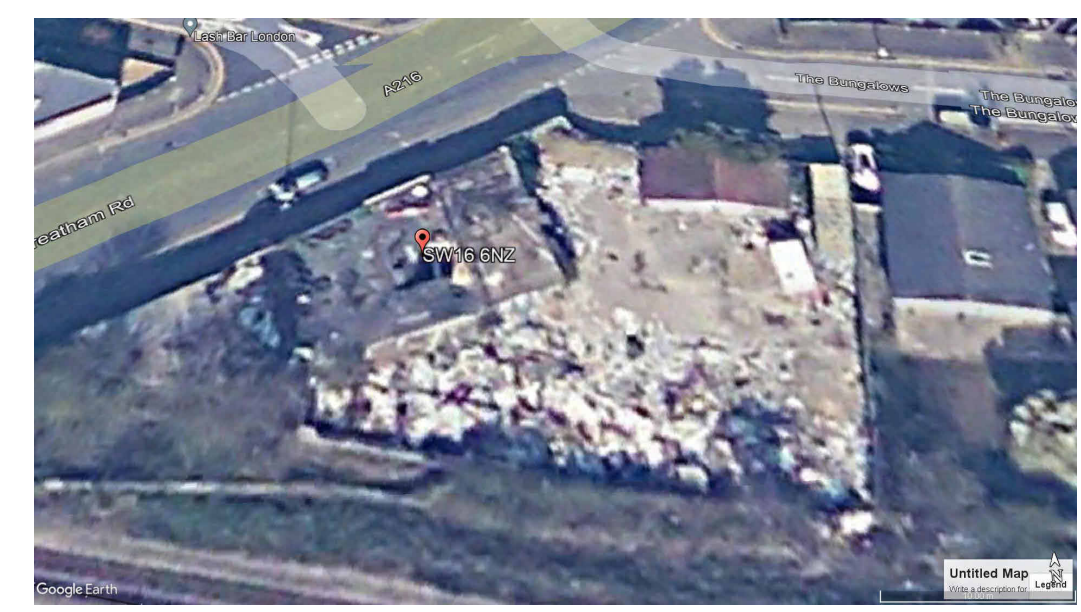
SITE 2018



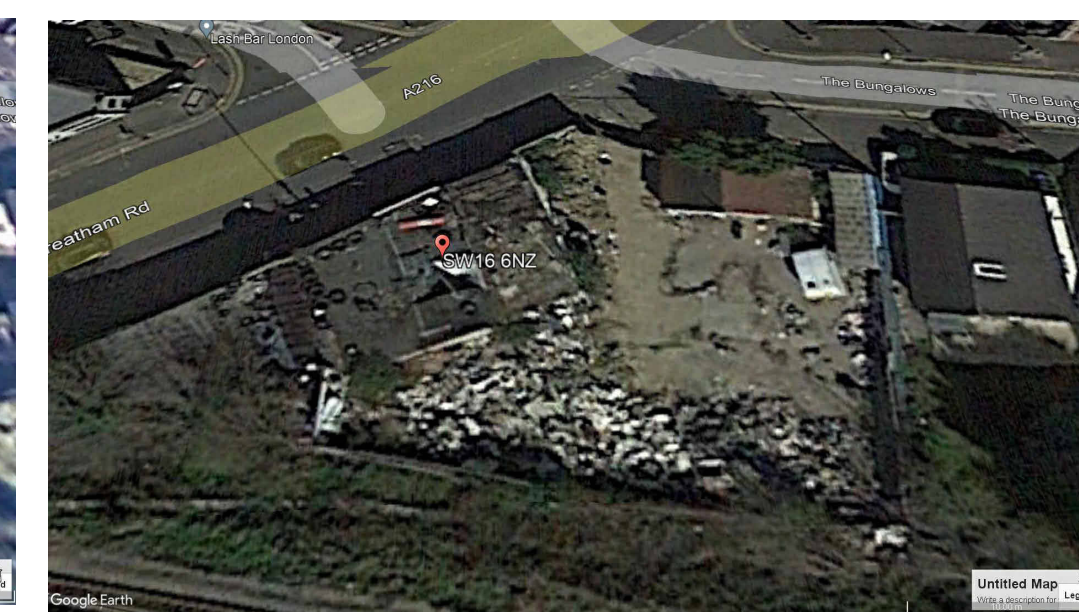
SITE 2019



SITE 2020



SITE 2020 (November)



site 2021



Parade of Shop units on Streatham Road in bad state and also not secure. Structural damage to rear as being used by homeless etc, demolished.

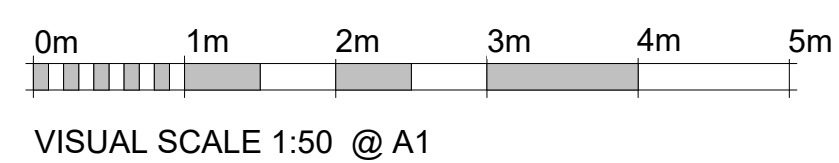
Bungalow Structure unsafe and not secure, demolished.

both containers emptied and removed from site.

Whole site being used from 2018 (see above aerial photos) as a dumping ground, vermin problems and Drug paraphenalia lying around. Health hazard. Finally cleared by applicant who has taken on the lease. Nearly 2 years spent in making site usable again.



Present day, site cleared and secured.



BIM Architectural Services

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DRAWN BY	Vanbrugh
CHECKED BY	checkerman
Historical Photographs of the site at SW16 6NZ	
SCALE	as stated