

PLANNING APPLICATIONS COMMITTEE
14th July 2022

Item No:

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	22/P0407	
Address/Site	Oriel House, 26 The Grange, Wimbledon, SW19 4PS	
(Ward)	Village	
Proposal:	APPLICATION FOR THE PROVISION OF A BASEMENT AND RE-MODELLING OF REAR EXTENSION.	
Drawing Nos:	P11 Revision C, P12 Revision B, P01 Revision C, P06, Basement Impact Assessment (Ref: 19.462 Dated 04.02.22, EX_0 OS, EX003, P04, P05, P14 Revision C, P10 Revision C, P13 Revision B, P07, P08, P09, P03 Revision C, Tree Survey, Arboricultural Impact Assessment Report, Arboricultural Method Statement and Tree Protection Plan (Dated: January 2022)	
Contact Officer:	Charlotte Gilhooly (0208 545 4028)	

RECOMMENDATION

Grant Permission subject to conditions.

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: Yes
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 23
- External consultations: No
- Conservation area: Yes
- Listed building: No
- Locally listed: Yes
- Tree protection orders: No
- Controlled Parking Zone: Yes

1. **INTRODUCTION**

1.1 This application is being brought to the Planning Applications Committee for determination due to the nature and number of representations received.

2. **SITE AND SURROUNDINGS**

2.1 The application site consists of a large two storey detached dwelling which is located on the south west side of The Grange in Wimbledon Village. The building is locally listed and located within a Conservation Area and Archaeological Priority Area Tier II. The site is opposite 1 and 2 The Grange which are Grade II statutorily listed buildings. There are also mature street trees in front of the site . There are no further constraints.

2.2 *Historic Background*

The West Wimbledon Conservation Area Character Assessment describes this property as:

'A detached locally listed two-storey house of yellow and red brick originally named Oriel Lodge because of its prominent oriel window. It was probably built in 1889, but since the Norman-Smiths were unable to trace any details of its construction, they conclude that it was erected without permission [p.27]. When the Murray Estate, to the west, was broken up in 1905, the rear garden to No.26 was extended, but in 1958 it was sold off and now accommodates No.70 Murray Road [Norman-Smith pp.27-8].'

3. **PROPOSAL**

This application seeks planning permission to enlarge the existing basement, and remodel the proposed single storey rear extension. The proposals would be made up of the following dimensions:

- Basement: Would cover an area of 253.87sqm and would be 14-16.33m wide, 16.9m long and 4.63m deep.
- L shaped single storey rear and side extension: 16.37m wide, 7.07m deep (west side), 18m deep on (east side), with an eaves height of 3.37m and a maximum roof height of 4.27m.
- Boundary treatment: 1.68m-1.9m high and 27.5m wide

Materials include:

- Roof: slate tiles
- Walls: Brick

Amended Plans: Plans have been amended during the application process in response to comments made from Planning and Conservation Officers. The car port, lightwells and annexe accommodation at basement level have now been removed from the proposals during the application process.

4. PLANNING HISTORY

- 02/P2100: ERECTION OF A SINGLE-STOREY GARAGE AND UTILITY BUILDING (INVOLVES DEMOLITION OF EXISTING GARAGE AND OUTBUILDING) AND ALTERATIONS TO FRONT BOUNDARY WALL WITH NEW GATES. GRANT PERMISSION SUBJECT TO CONDITIONS, 20-12-2002.

- 02/P2101: CONSERVATION AREA CONSENT FOR DEMOLITION OF THE EXISTING GARAGE AND OUTBUILDING AND A FRONT BOUNDARY FENCE. GRANT CONSERVATION AREA CONSENT* 20-12-2002.
- 20/P0015: REMOVAL OF IRON SPIKE AND TIMBER TRELLISING FROM FLANK AND REAR BOUNDARY WALLS AND REPLACEMENT WITH BRICK TO MATCH EXISTING. GRANT PERMISSION SUBJECT TO CONDITIONS 11-02-2020.
- 20/P0627: EXTENSION TO THE REAR AT GROUND AND FIRST FLOOR TOGETHER WITH PROVISION OF A SINGLE STOREY ORANGERY ATTACHED TO SOUTHERN ELEVATION. GRANT PERMISSION SUBJECT TO CONDITIONS 16-06-2020.
- 20/P2667: BASEMENT, SINGLE STOREY REAR EXTENSION AND ALTERATION TO FRONT BOUNDARY WALL. REFUSE PERMISSION 26/10/2020. APPEAL DISMISSED.
- 21/P3258: PRE-APPLICATION ADVICE FOR THE PROVISION OF BASEMENT WITH CAR LIFT AND RE-MODELLING OF REAR EXTENSION. Pre-Application Advice Given. 10/12/2021.

There have also been various tree work applications.

5. **POLICY CONSIDERATIONS**

5.1 **POLICY CONTEXT**

5.2 National Planning Policy Framework (2021)

- 8. Promoting healthy and safe communities
- 11. Making effective use of land
- 12. Achieving well-designed places
- 15. Conserving and enhancing the Historic Environment.

5.3 London Plan (2021)

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D8 Public Realm
- G1 Green infrastructure
- G7 Trees and Woodlands
- HC1 Heritage Conservation and Growth
- SI 4 Managing heat risk
- SI 5 Water infrastructure
- SI 2 Minimising greenhouse gas emissions
- SI 12 Flood risk management
- SI 13 Sustainable drainage

5.4 Merton Sites and Policies Plan July 2014 policies:

- DM D2 Design considerations in all developments
- DM D3 Alterations and extensions to existing buildings
- DM D4 Managing Heritage assets
- DM F2 SuDS, wastewater and water
- DM O2 Nature conservation, Trees, hedges and landscape features

Merton Core Strategy 2011 policy:

- CS 14 Design

- CS 16 Flood Risk Management

6. CONSULTATION

6.1 Press Notice, Standard 21-day site notice procedure and individual letters were sent to adjoining neighbours. Representations have been received from 18 individuals including Cllr Barlow raising objection on the following grounds:

6.2 EXTERNAL

Cllr Barlow 26.03.22

- I share the concerns of the residents below. Supported representations include: Basement should be restricted to perimeter of house as it currently stands, proposals involves poor living accommodation below ground, lightwells at the front have a detrimental impact on streetscene, not enough detail on depth of proposed car storage and concern over its impact on neighbouring amenity (noise), dewatering pumps should be moved well away from 25 The Grange due to potential noise
- It's hard to see why this should be approved given the previous refusal and the impact of this development.

6.3 OTHER EXTERNAL COMMENTS

Character and appearance

- Its hard to see why this proposal should be approved given the previous refusal. The Grange was built around 1891 and its our opinion the proposed basement should be reduce to the perimeter of the house.
- The proposed lightwells will have a detrimental impact to the streetscene, the surrounding Conservation Area and will alter the front facade of this locally listed building.
- There is no information about the proposed car storage or its depth. No information about potential noise impacts from this.
- The proposals will be harmful to the character of the house and will result in overdevelopment.

Accommodation

- It seems sad to have living accommodation in the basement given the large size of the house.
- Residential accommodation is very poor, with no outlook and sub-standard natural light, is this really necessary, surely another use would be preferable.

Construction/noise

- We ask that dewatering pumps are sited well away from our house (25 The Grange). The basement at 24 The Grange was a very bad experience.
- Residents of The Grange have endured a very long and noisy re-build at No 24 The Grange which after two and a half years has just finished this week and understandably are upset to be facing another large project that includes another large basement or basements. Many of them will be sending letters of objection before the closing date of 30th March 2022.
- The size of the basement under the main house is still much too large. It should be reduced to an area well within the footprint of the building to prevent any damage and cracking to the structure during excavation.

- Concern about the potential structural damage as a consequence of the proposed basement.
- Concern about the potential disruption caused by the proposed basement.
- Concern about potential flood risk as a result of so much earth displacement.
- The proposed car lift will create unnecessary noise.
- The proposed basement will result in unnecessary noise and dust as a result of construction.
- We trust the excavation will not go along the route of the unhealthy, noisy operation they employed at No. 24 The Grange our neighbours and ourselves experienced this hoovering out experience which was mind blowing for many months.
- I strongly object to the plans to build a basement at 26 The Grange. The noise and disruption and effect on the mental health of neighbours is unacceptable – we had to endure over a year of incessant noise at 24 The Grange and it was seriously damaging to mental health.
- I wish to object to this planning application on the grounds that the proposed basement is too large. I am concerned that whilst individually each application you may consider for a new basement has a supportive hydrologist report, the cumulative effect of such developments on the scale of this one will divert or block known underground streams in this area causing either saturation or desiccation of the ground over a much wider area. In turn this would adversely affect structures some way removed from this particular property.

Neighbouring amenity

- All windows on the north west elevations should be properly obscured glazed and conditioned accordingly.
- I don't believe a car storage is necessary - the garden is large, there is a huge hard standing area for 5-6 cars beside the house to the south. In addition the car storage area is far to close the house next door no 25. No mention of noise assessment, type of lift, flood prevention, health and safety in the application.
- The proposed car lift will have a harmful impact on the character of the Conservation Area.
- There used to be a beautiful garden at this property which no longer exists. The current application will impact on peoples peaceful enjoyment of their properties and will be harmful to wildlife.
- I hope the planning committee will support the residents in rejecting this scheme. I have lived here for over 70 years.
- The current proposal will be harmful to traffic in this road for the foreseeable future.
- The proposed car storage is too close to the flank wall of 25 The Grange.
- The subterranean car pit alien to the London Borough of Merton, does need to be conditioned on the noise level from the equipment and usage confined to between 9.00 and 18.00 and in view of the depth in virgin ground should require a ground investigation by English Heritage as to any likely historic findings.

Other

- I cannot see the proposed plans on the Council's website

6.4 INTERNAL

6.5 Conservation Officer:

- Concern over the size of the basement, large lightwells at the front of the site and loss of landscaping.
- Suggestion for car storage to be set further forward so that more garden can be preserved.
- Suggestion for lightwells at the front to be relocated to rear.
- As it all stands I would like you to refuse it.

Additional Conservation Officer comments following review of amended plans:

I have been looking at and discussing proposals for this local listed property with the architect over some time. Although I am always concerned when basements have a bigger footprint than the existing house and particularly when they come in front of the house front building line. I fear for the safety of the existing structure. Putting that aside the current amended proposal shows front elevations which will not have changes that will impact on the streetscene, and therefore there will not make a negative impact on the conservation area. I notice that they have removed the car storage element and have now just provided a parking area within the front garden. This is an improvement and lessens the impact. They have also removed the lightwells at the front of the property which is also an improvement and acceptable. Therefore I now find this proposal acceptable.

6.6 Street Trees Officer:

I am still updating our tree survey records from last few years, but reading the Arb report of Jan 2022, by Advance, noted are, RPA's defined.

- T1 Lime (private tree no TPO No27)
- T2 London plane 272206 street tree (FO No26)
- T3 London plane 272204 street tree (FO No26)

On replacement of drive surface, appears tarmac, surface of original entrance should be broken and excavated by hand with care until significant roots are defined. Replacement surface installed should be of a porous loadbearing material suitable for expected traffic, with porous non-fines back fill. Noted – sheet load bearing ground cover of entrance to site in the proposals, to be in place for Construction traffic pre- commencement of works.

6.7 Tree Officer

No objection, subject to conditions:

- Tree Protection: The details and measures for the protection of the existing trees as specified in the hereby approved document 'BS5837:2012 Tree Survey, Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan' dated 'January 2022' shall be fully complied with. The methods for the protection of the existing trees shall fully accord with all of the measures specified in the report and shall be installed prior to the commencement of any site works and shall remain in place until the conclusion of all site works.

- Site Supervision (Trees) – The details of the approved “BS5837:2012 Tree Survey, Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan’ shall include the retention of an arboricultural expert to monitor and report to the Local Planning Authority not less than monthly the status of all tree works and tree protection measures throughout the course of the demolition and site works. A final Certificate of Completion shall be submitted to the Local Planning Authority at the conclusion of all site works. The works shall be carried out in accordance with the approved Arboricultural Method Statement and Tree Protection Plan.

6.8 Environmental Health (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.

6.9 Environmental Health Officer

Further to your consultation in relation to the above planning application, should you be minded to approve the application then I would recommend the following planning condition:-

- 1) No development shall take place until a Construction Environmental Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period.

The Statement shall provide for:

- 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

- measures to control the emission of noise and vibration during construction. (including the methodology for the basement excavation and any 24 hour generator/pumping)
- 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

Reason: To protect the amenities of those in the local vicinity.

6.10 Highways

Highways comments are

INF 8, INF 9, INF 12
H1, H2, H3, H5, H9

6.11 Flood Risk

Good to see the basement within the curtail of the house. No objections on flood risk grounds, I just recommend the following conditions:

- 1) 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 and post construction (permanent phase), for example through the implementation of passive drainage measures around the basement structure, waterproofing and drainage.

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 SI 13.

- 2) Condition: Prior to the commencement of the development, a detailed surface water and foul drainage plans 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 SI 13.

6.12 Structural Engineer

I have reviewed the BIA and the drawings. The depth of the basement (3.93m) is greater than the distance of the basement wall from the highway boundary (3.73m) as per your email dated 8th of June. The BIA demonstrates that the proposed development can be built safely without adversely affecting the surrounding natural and built environment. However, due to the close proximity of the excavation works/temporary works in relation to the highway and the depth of excavation, we would require additional information to be submitted as part of the below conditions.

- a) The Damage Category Assessment (DCA) submitted only considers two sections, i.e. 25 and 27 Grange Road.. A revised DCA has to be submitted with a third case section to the highway.

- b) Detailed Construction Method Statement produced by the respective Contractors responsible for the underpinning, excavation and construction of the permanent retaining wall. This shall be reviewed and agreed by the Structural Engineer designing the basement.
- c) Design calculations of the temporary works supporting the highway and adjoining properties to facilitate excavation.
- d) Detail design calculations of the permanent retaining wall retaining the highway has to be submitted. The calculations shall be carried out in accordance with Eurocodes. We recommend assuming full hydrostatic pressure to ground level and using a highway surcharge of 10 KN/m² for the design of the retaining wall supporting the highway.
- e) Temporary works drawings and sections of the basement retaining walls.
- f) Movement monitoring report produced by specialist surveyors appointed to install monitoring gauges to detect any movement of the highway/neighbouring properties from start to completion of the project works. The report should include the proposed locations of the horizontal and vertical movement monitoring, frequency of monitoring, trigger levels, and the actions required for different trigger alarms.

6.13 Senior Engineer (Parking)

In order to proceed with the process of removing a parking spaces or relocation, a consultation is required.

The cost associated with making changes (through a consultation) to the existing parking restrictions is £3,500.00. This covers the cost of consultations, Officers time, removing the existing lines/ sign and marking of single yellow lines across the proposed driveway and relocation parking space, sign and post. The biggest cost is the statutory consultation which involve advertisement of the TMO, which is require be placed in a local newspaper and London Gazette (twice) for 21 days and notices posted on the street. All road users are entitled to object to the loss of on-street parking and such objections must be considered and resolved prior to making the changes.

When they ready to proceed, they may make a cheque payable to London Borough Of Merton and post to Traffic and Highways, London Borough Of Merton, Merton Civic Centre, London Road, Morden SM4 5DX or bag. If paying by cheque, it should be marked for my attention.

7. **PLANNING CONSIDERATIONS**

The planning considerations for the proposed extensions to this building relate to the impact on the character and appearance of the host building along with the surrounding Conservation Area, the impact upon neighbour amenity, flood risk and trees on public and private land.

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

- 7.1.1 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.
- 7.1.2 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. Policy DM D4 require well designed proposals that are of the highest architectural quality and incorporate a design that is appropriate to its context, so that development relates positively to the significance of a heritage asset, its appearance, scale, bulk, form, proportions, materials and character of the original building and the surrounding area, thus enhancing the character of the wider area. Core Planning Policy CS14 supports these SPP Policies.

7.1.3 Basement

With regards to the basement previously proposed under the previous Appeal decision (20/P2667), the Planning Inspector noted at paragraph 13:

That the proposed basement would exceed more than 50% of the rear garden is indicative that it is of an excessive size and would be out of scale with the host site and locally listed host building. Although the basement would not be visible above ground, it would, by virtue of its excessive size, nevertheless result in a disproportionate addition to the host building and would fail to respect its original design and form. Consequently, I consider that the proposed basement would harm the character of this locally listed building.

The proposed basement has been reduced in size since the previous refusal and as a result of pre-application discussions with officers. The proposed underground car port and lightwells at the front of the site have now also been removed during the current application process as a result of the feedback provided by Conservation and Planning Officers.

The proposed basement is now considered to be of a scale, form and appearance which is considered acceptable. It would be a large addition but would now be sited mainly underneath the existing house and approved extensions. From the front elevation the proposed lightwell and external stairs at the side elevation would not be very visible and is therefore not considered to impact the streetscene or surrounding conservation area.

The proposed basement would not take up more than 50% of either the front, rear or side garden and would not prevent the unaffected garden being used as a single useable area. The reduction in size of the basement, in combination with the Planning Inspector concluding no harm to the surrounding Conservation Area previously, satisfies officers

that the current basement would be an acceptable addition and would not cause harm to the host locally listed building or Conservation Area. This element of the proposal is therefore considered compliant with policy DM D2 of Merton's Sites and Policies Plan (2014).

7.1.4 L shaped single storey rear extension

Under the previous refusal (20/P2667) this element of the proposals was found to be acceptable. The proposed L shaped single storey rear extension would be contemporary in style at the rear and would be traditional in style when viewed from the front elevation. Since the previous permission (20/P0667) there is an increase in patio area proposed and the rear extension now has a flat roof with two roof lanterns towards the rear (east side) and an increased eaves height of 3.47m (as opposed to 2.81m). It would also have a slightly lower maximum roof height of 3.69m (as oppose to 4.18m). The proposed rear extension has also been increased in floor area slightly and is now less L shaped. It is also noted from the front elevation, the roof of the side extension is traditional in style, pitched and more symmetrical in shape.

7.1.5 Overall, it is considered, this element of the proposal would be large in scale but would not appear too bulky for the site due to the generous size of the main house and rear garden. The proposed rear and side infill extension would also not be very visible from the streetscene. As such this element of the proposal is considered an acceptable addition to the character of the locally listed building and surrounding conservation area.

7.1.6 Windows

Since the previous permission (20/P0667), 2 x windows are now proposed in the side elevations (instead of French doors) and at the rear 3 x proposed windows, (including lintels) at the rear are proposed also instead of French doors at single storey level. These current amendments are in keeping with the proportions of the existing fenestration and are therefore considered acceptable.

7.1.7 Boundary treatment

The proposed front boundary wall would be of the same height as the previous permission (20/P0667). However metal railings on top of the proposed brick wall have been removed, the vehicle access would also now be 6.8m wide instead of 3.5m wide and there would be a new pedestrian access at the front of the site. As the height of the wall is the same as the previous permission and of a similar height to the existing wall, the proposed boundary treatment is considered acceptable.

Overall, the proposals are considered acceptable additions to the character of the site and surrounding conservation area.

7.1.8 Trees

The Council's Tree Officer has reviewed the Arboricultural Report submitted and is satisfied the proposals are acceptable subject to the conditions below. During the application process Planning Officers also consulted the Council's Street Tree Officer due to the potential impact to a street tree. They have also recommended a condition below relating to the removal of the dropped curb and driveway. Subject to conditions below Planning Officers are now satisfied the impact to trees near the site are acceptable.

7.2 Impact on neighbouring amenity

- 7.3 SPP policy DM D2 states that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of loss of light, quality of living conditions, privacy, visual intrusion and noise.

The properties which might be affected by this proposal include 25 and 27 The Grange and 70 and 72 Murray Road.

7.4 25 The Grange

There is a generous separation distance at the side boundary of approximately 11m between the side elevation of the host building and the boundary wall of 25 The Grange. As such the single storey rear extension, basement and associated lightwells would not be overbearing, visually intrusive or result in a loss of daylight/sunlight or privacy towards this neighbouring property.

7.5 27 The Grange

The proposed single storey L shaped rear and side infill extension amalgamates the existing side extension and extends along the shared side boundary wall. The existing rear extension is pitched and has an eaves height of 2.45m and a maximum roof height of 4.23m.

The previously approved (20/P0627) rear and side infill extension had a variable height of between 2.45m-4.27m. The current proposed side infill and rear extension would have a roof which is partly pitched and partly flat roofed and an eaves height of 3.37m and a maximum roof height of 4.27m element). Taking into account the existing extension and the previous approval, the increase in eaves height of the current proposal is not considered to be overbearing, result in a loss of daylight/sunlight, cause an increase in overshadowing or result in a sense of enclosure to warrant refusal. The impact on this neighbour's amenity is therefore considered acceptable.

7.6 70 and 72 Murray Road

Compared to the previous planning permission (20/P0627) a similar separation distance of 1.8m on the east side of the site would remain between the rear wall of the proposed single storey rear extension and the shared rear fence. In addition when compared to the previous permission this element of the scheme had a variable height of 2.54m-3.8m where the current proposed single storey rear extension would have a proposed variable height of between 3.37-4.27m. Overall, given there are no windows close up to this neighbour's boundary and the separation distance has been maintained, the proposed single storey rear and side infill extension is not considered to be overbearing, visually intrusive or result in a loss of daylight/sunlight or privacy for these neighbouring properties.

7.7 Basement

Officers note a number of representations raising concerns with regards to the construction process and noise from the construction of the proposed basement. Officers advise that a reason for refusal on noise resulting from an anticipated construction process cannot be sustained, however, should the proposal be approved then officers would recommend a Construction Environmental Management Plan to be

submitted for approval in order for measures to be set out which would seek to minimise the impact of the construction process on surrounding amenity. Further, a construction hours and days condition would be imposed.

Overall, the proposals are considered acceptable to the amenity of these neighbouring properties in terms of loss of daylight/sunlight, quality of living conditions, privacy, visual intrusion and noise.

7.8 Flood Risk

Since the previous refusal (20/P2667) the size of the proposed basement has been reduced in size. The Councils Flood Risk Officer is now satisfied the proposal is compliant with DM D2 of Merton's Sites and Policies Plan and subject to drainage and flood risk conditions below is considered acceptable.

During the application process the Councils Structural Engineer was also consulted due to the proximity of the basement in relation to the public highway. Subject to pre commencement conditions below they are also now satisfied the proposed basement is considered acceptable.

8. Conclusion

The scale, form, design, positioning and materials of the proposals are not considered to have an undue detrimental impact to the locally listed building, the conservation area, neighbouring amenity, flood risk or trees. Therefore, the proposal is considered to comply with the principles of policies DM D2, DM D3, DM D4, DM F2 and DM 02 of the Adopted SPP 2014, CS 14 and CS 16 of the LBM Core Strategy 2011 and D3, D4, D8 G7, HC1, SI 12, SI13 of the London Plan 2021.

9. Recommendation

Grant planning permission subject to conditions.

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1. A1 Commencement of development (full application): 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. A7 Approved Plans: The development hereby permitted shall be carried out in accordance with the following approved plans:[P11 Revision B, P12 Revision B, P01 Revision C, P06, Basement Impact Assessment (Ref: 19.462 Dated 04.02.22, EX_0 OS, EX003, P04, P05, P14 Revision C, P10 Revision C, P13 Revision B, P07, P08, P09, P03 Revision C, P11 Revision C, Tree Survey, Arboricultural Impact Assessment Report, Arboricultural Method Statement and Tree Protection Plan (Dated: January 2022)]

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

3. B1 Materials to be approved: 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. C01 No Permitted Development (Extensions): 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. C02 No Permitted Development (Windows and Doors): 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 (officer to insert relevant elevations) 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. C03 Before the development hereby permitted is first occupied, the windows in the west side elevation at upper ground, first floor and second floor level as identified in plan (P08) shall be glazed with obscure glass and fixed shut below internal floor level of 1.7m and shall permanently 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.

7. C08 No Use of Flat Roof: Access to the flat roof of the development hereby permitted shall be for maintenance or emergency purposes only, and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: 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. D11 Construction Times: No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays. 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.

9. F05 Tree Protection: The details and measures for the protection of the existing trees as specified in the hereby approved document 'BS5837:2012 Tree Survey, Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan' dated 'January 2022' shall be fully complied with. The methods for the protection of the existing trees shall fully accord with all of the measures specified in the report and shall be installed prior to the commencement of any site works and shall remain in place until the conclusion of all site works.

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. F08 Site Supervision (Trees): The details of the approved "BS5837:2012 Tree Survey, Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan' shall include the retention of an arboricultural expert to monitor and report to the Local Planning Authority not less than monthly the status of all tree works and tree protection measures throughout the course of the demolition and site works. A final Certificate of Completion shall be submitted to the Local Planning Authority at the conclusion of all site works. The works shall be carried out in accordance with the approved Arboricultural Method Statement and Tree Protection Plan.

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 DMO2 of Merton's Sites and Policies Plan 2014.

11. H1: 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.

12. H2: 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.

13. H3: 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.

14. H5: 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.

15. H9: 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.

16. Non standard condition: On replacement of the drive surface of the original entrance shall be broken and excavated by hand with care until significant roots are defined . Replacement surface installed shall be of a porous loadbearing material suitable for expected traffic, with porous non-fines back fill. Noted – sheet load bearing ground cover of entrance to site in the proposals are to be in place for Construction traffic pre- commencement of works .
17. Non standard condition: 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.

18. Non standard condition: 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.

19. Non standard condition: 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.

20. Non standard 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 and post construction (permanent phase), for example through the implementation of passive drainage measures around the basement structure, waterproofing and drainage.

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 SI 13.

21. Non standard condition: Prior to the commencement of the development, a detailed surface water and foul drainage plans 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 SI 13.

22. No development shall take place until a Construction Environmental Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period.

The Statement shall provide for:

- 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
- measures to control the emission of noise and vibration during construction. (including the methodology for the basement excavation and any 24 hour generator/pumping)
- 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

Reason: To protect the amenities of those in the local vicinity.

Non standard conditions:

23. Prior to commencement a Damage Category Assessment (DCA) must be submitted in relation to how it impacts the highway to the LPA.
24. Prior to commencement a Construction Method Statement must be produced by the respective Contractors responsible for the underpinning, excavation and construction of the permanent retaining wall. This shall be reviewed and agreed by the Structural Engineer designing the basement.
25. Prior to commencement design calculations of the temporary works supporting the highway and adjoining properties to facilitate excavation must be submitted to the LPA.
26. Prior to commencement detail design calculations of the permanent retaining wall retaining the highway must be submitted to the LPA. The calculations shall be carried out in accordance with Eurocodes. We recommend assuming full hydrostatic pressure to ground level and using a highway surcharge of 10 KN/m² for the design of the retaining wall supporting the highway.

27. Prior to commencement temporary works drawings and sections of the basement retaining walls must be submitted to the LPA.
28. A movement monitoring report produced by specialist surveyors appointed to install monitoring gauges to detect any movement of the highway/neighbouring properties from start to completion of the project works must be submitted to the LPA. The report should include the proposed locations of the horizontal and vertical movement monitoring, frequency of monitoring, trigger levels, and the actions required for different trigger alarms.

Reason: To safeguard the special architectural or historic interest of the building, neighbouring properties and to comply with the following Development Plan policies for Merton: policy HC1 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2, D3 and D4 of Merton's Sites and Policies Plan 2014.

INFORMATIVES:

Non standard Informative: The proposed relocated parking bay is subject to a public consultation and can only be carried out until this process has been carried out and deemed acceptable by Highways.

Non standard Informative: The applicant should be aware that the site may provide a useful habitat for swifts. Swifts are currently in decline in the UK and in order to encourage and improve the conservation of swifts the applicant is advised to consider the installation of a swift nesting box/bricks on the site

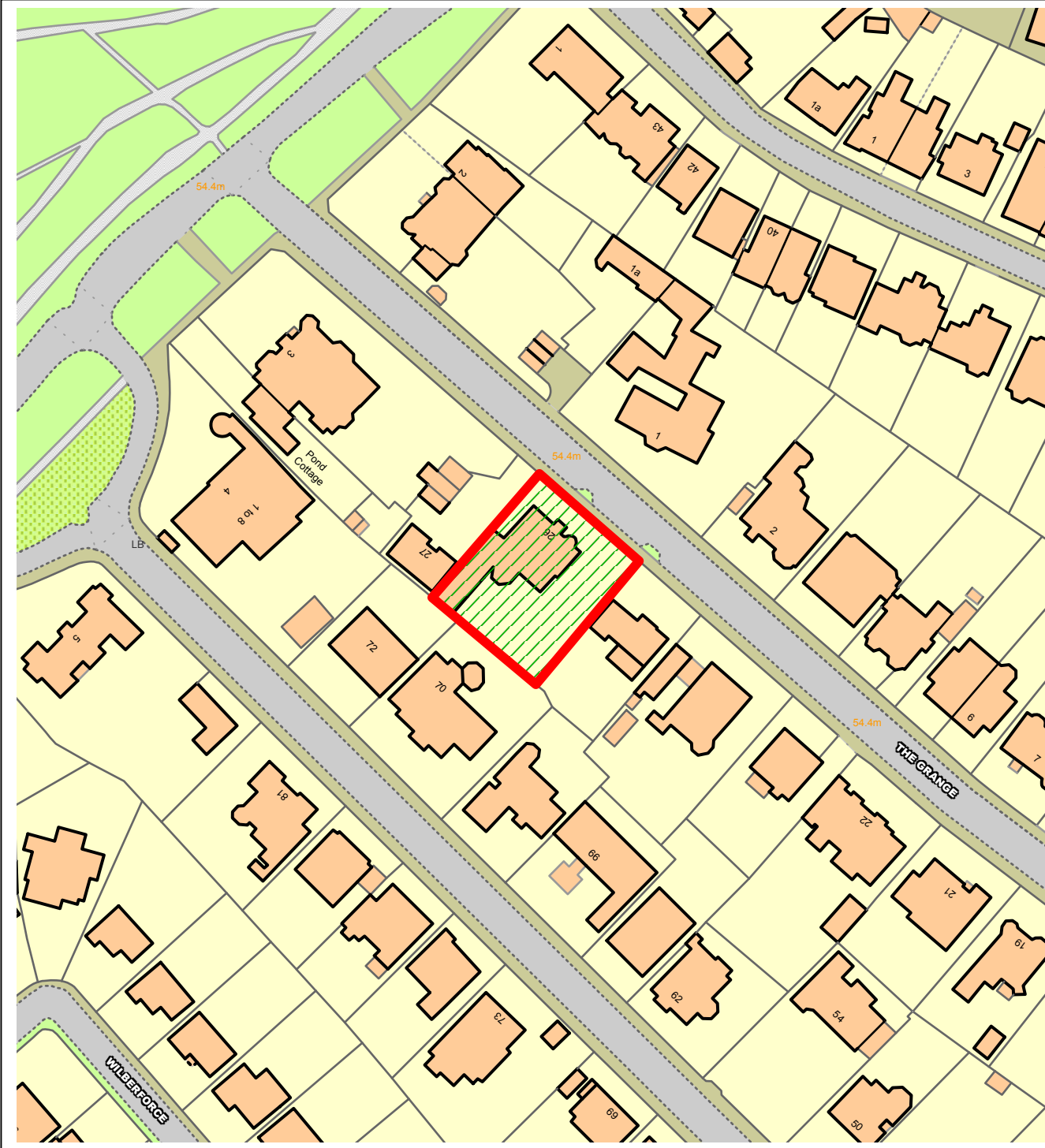
INF 8: It is Council policy for the Council's contractor to construct new vehicular accesses. The applicant should contact the Council's Highways Team on 020 8545 3829 prior to any work starting to arrange for this work to be done. If the applicant wishes to undertake this work the Council will require 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.

INF 9: You are advised to contact the Council's Highways team on 020 8545 3700 before undertaking any works within the Public Highway to obtain the necessary approvals and/or licences. Please be advised that there is a further charge for this work. If your application falls within a Controlled Parking Zone this has further costs involved and can delay the application by 6 to 12 months.

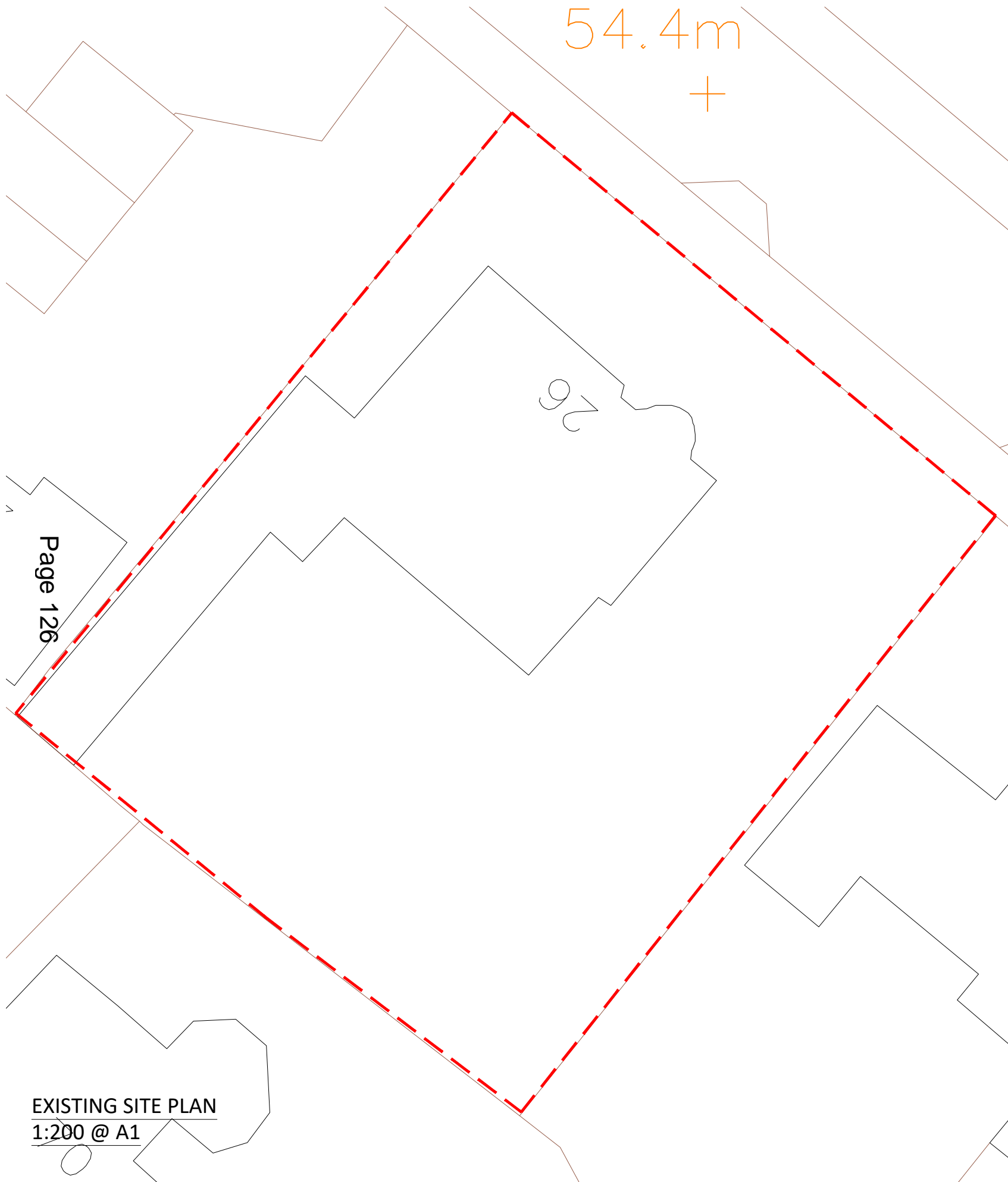
INF 12: Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be co-ordinated under 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.

NORTHGATE SE GIS Print Template

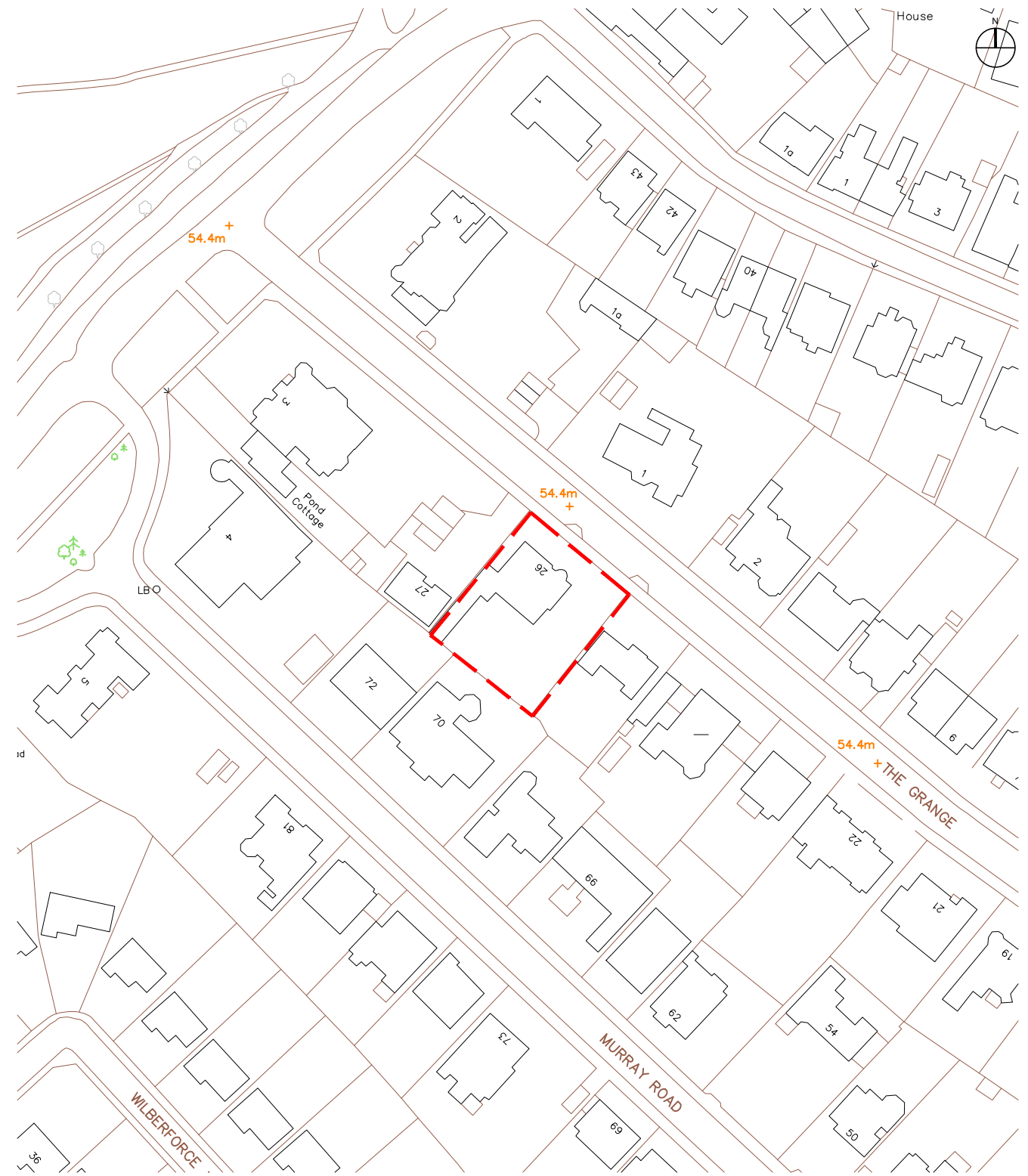


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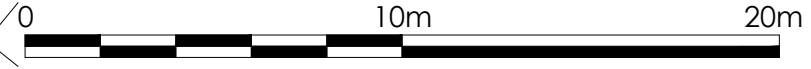


EXISTING SITE PLAN
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Page 126



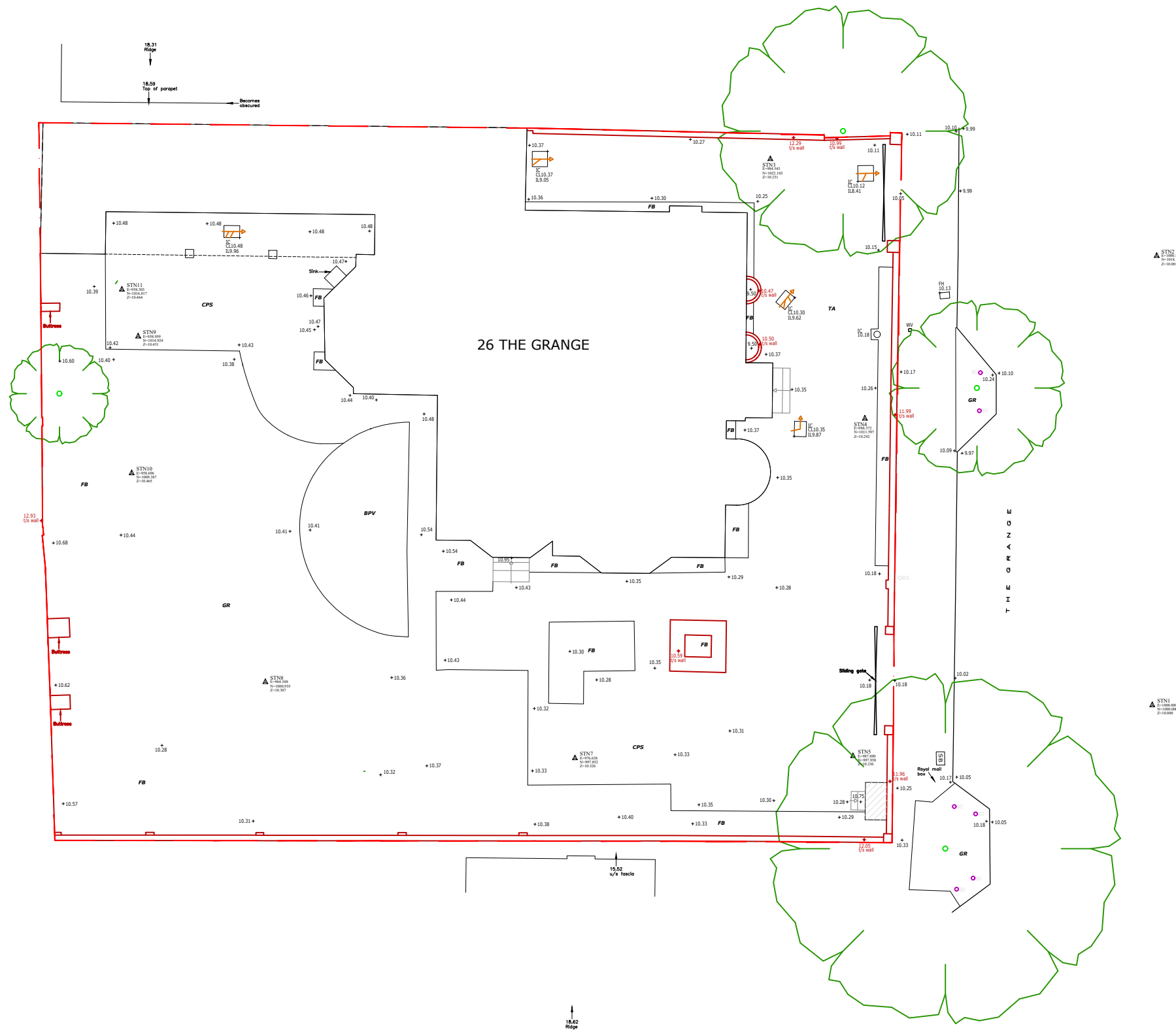
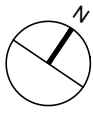
EXISTING LOCATION PLAN
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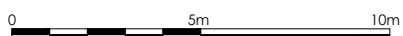
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job: 26 The Grange, SW19	job no: 221	date: 07/01/20
drawing: Existing Site Plan and Location Plan	scale: VARIES @ A1	drawn: JL
notes: All drawings are to be read in conjunction with the full planning application. Do not scale these drawings	drawing no. EX_0_OS	rev. -



PROPERTY BOUNDARY

EXISTING SITE PLAN



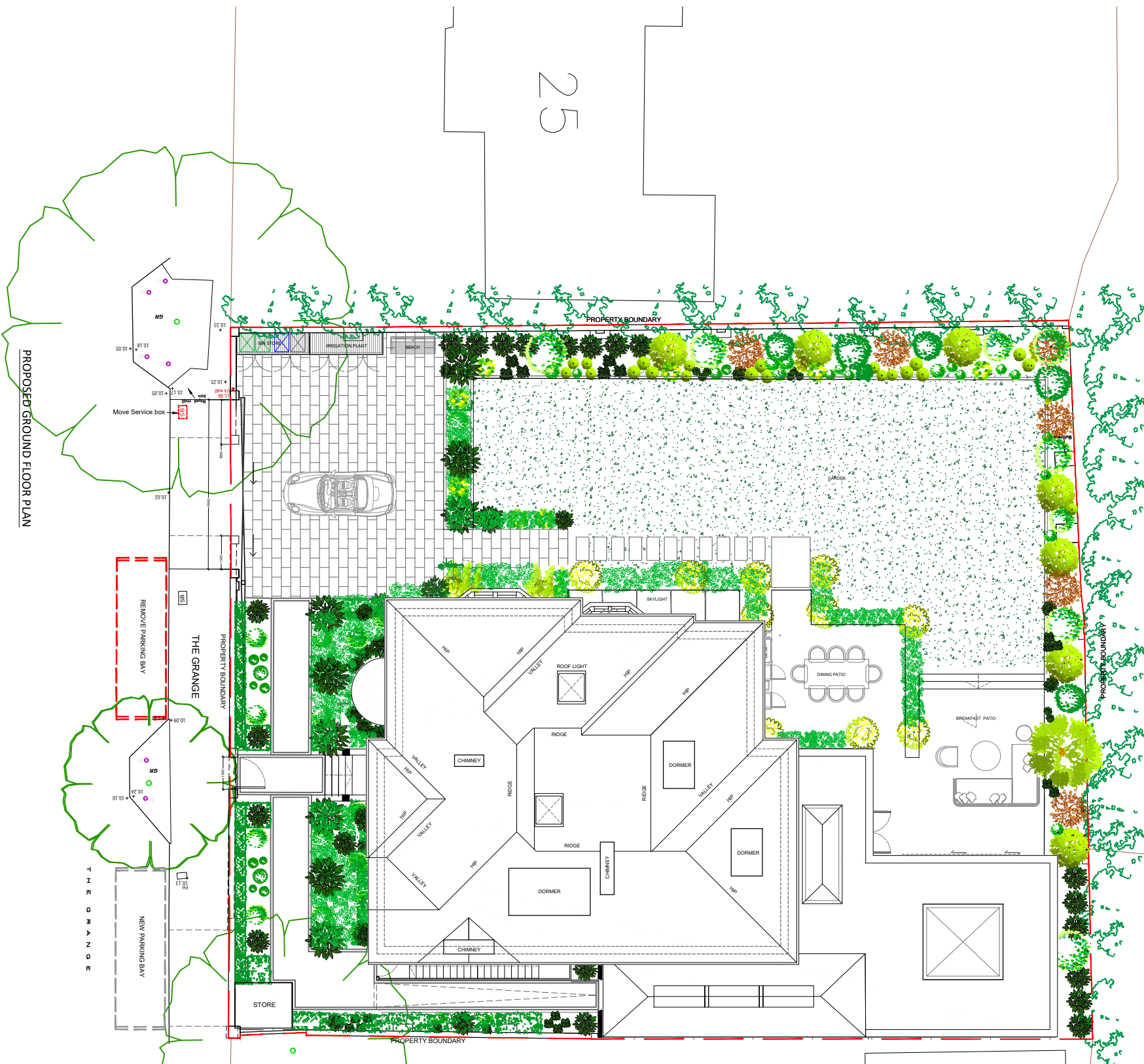
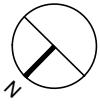
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job: 26 The Grange, SW19	job no:	date: 07/01/20
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notes: All drawings are to be read in conjunction with the full planning application. Do not scale these drawings	drawing no. EX003	rev. -

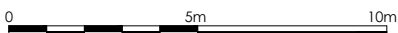
PLANNING





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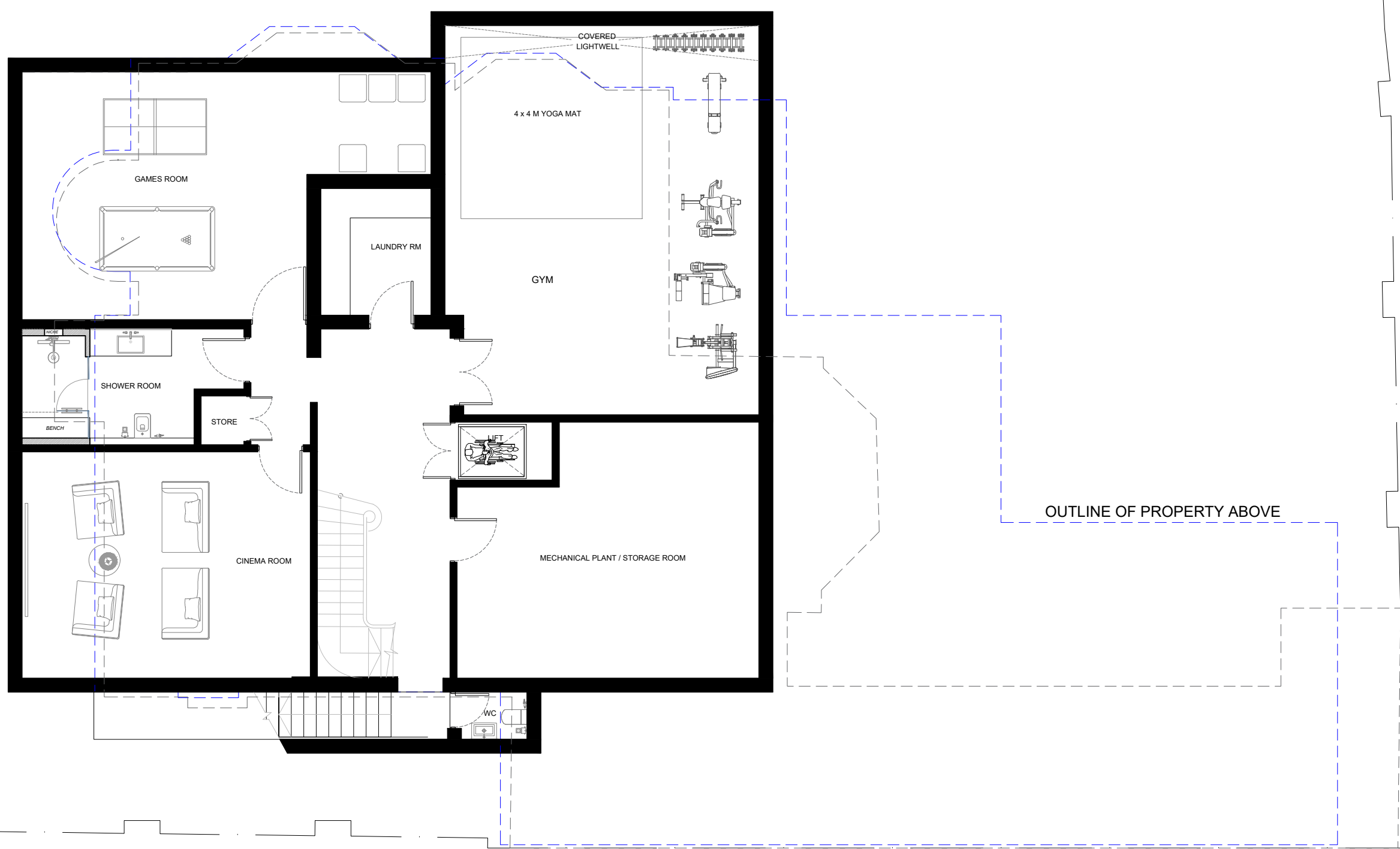
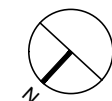
PROPOSED SITE PLAN



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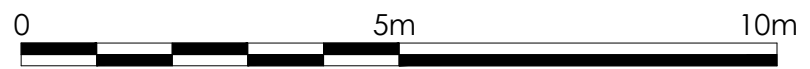
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job: 26 The Grange, SW19	job no: PLANNING	date: 29/04/2022
drawing: Proposed Site Plan	scale: 1:200 @ A1	drawn: JL
notes: All drawings are to be read in conjunction with the full planning application. Do not scale these drawings	drawing no. P01	rev. C



OUTLINE OF PROPERTY OVER

PROPOSED BASEMENT FLOOR PLAN

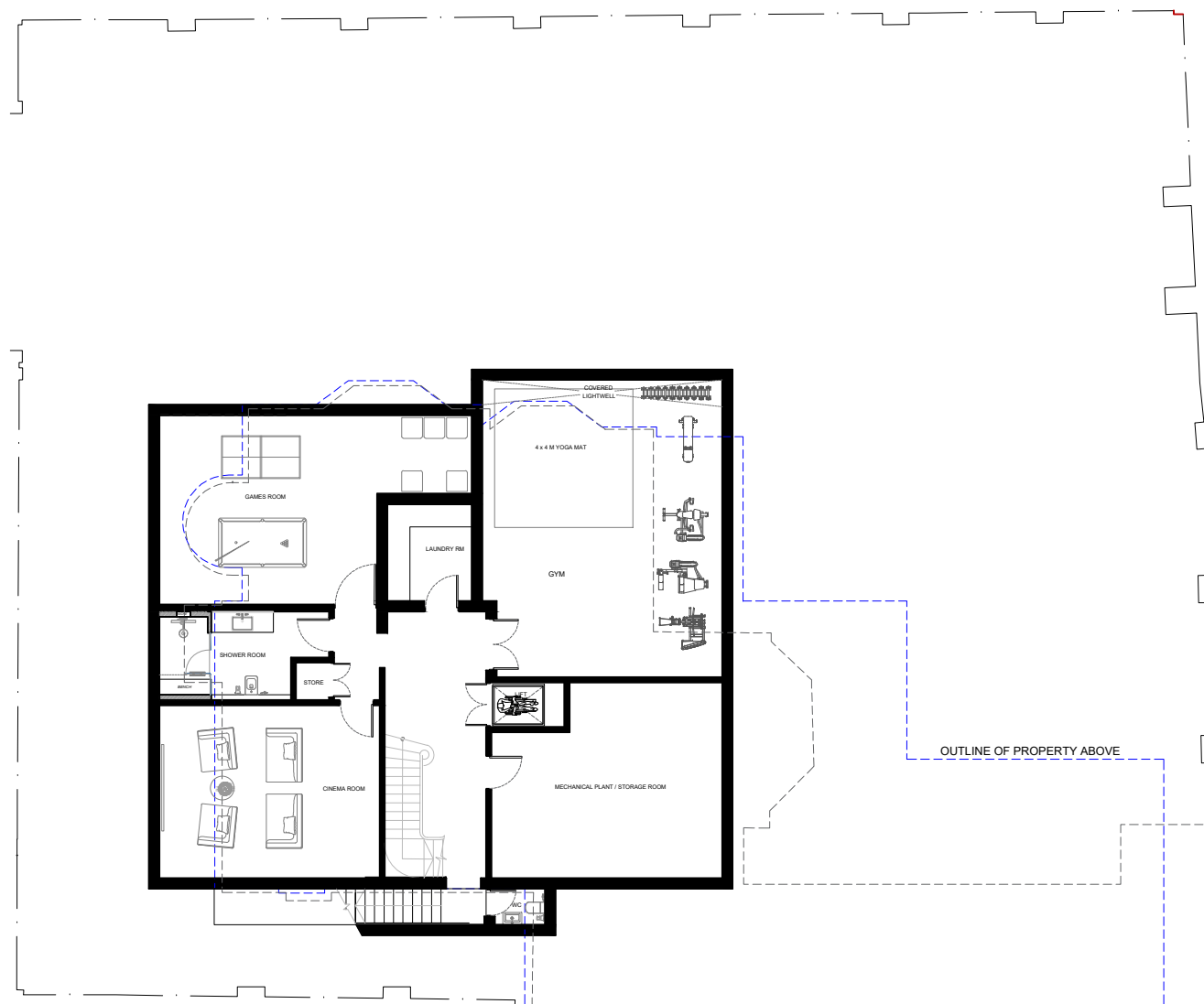
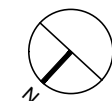


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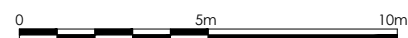
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job: 26 The Grange, SW19	job no: Proposed Basement Floor Plan	date: 29/04/2022
scale: 1:50 @ A3 1:100 @ A1	drawn: JL	
notes: All drawings are to be read in conjunction with the full planning application. Do not scale these drawings	drawing no. P10	rev. C

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PROPOSED BASEMENT FLOOR PLAN

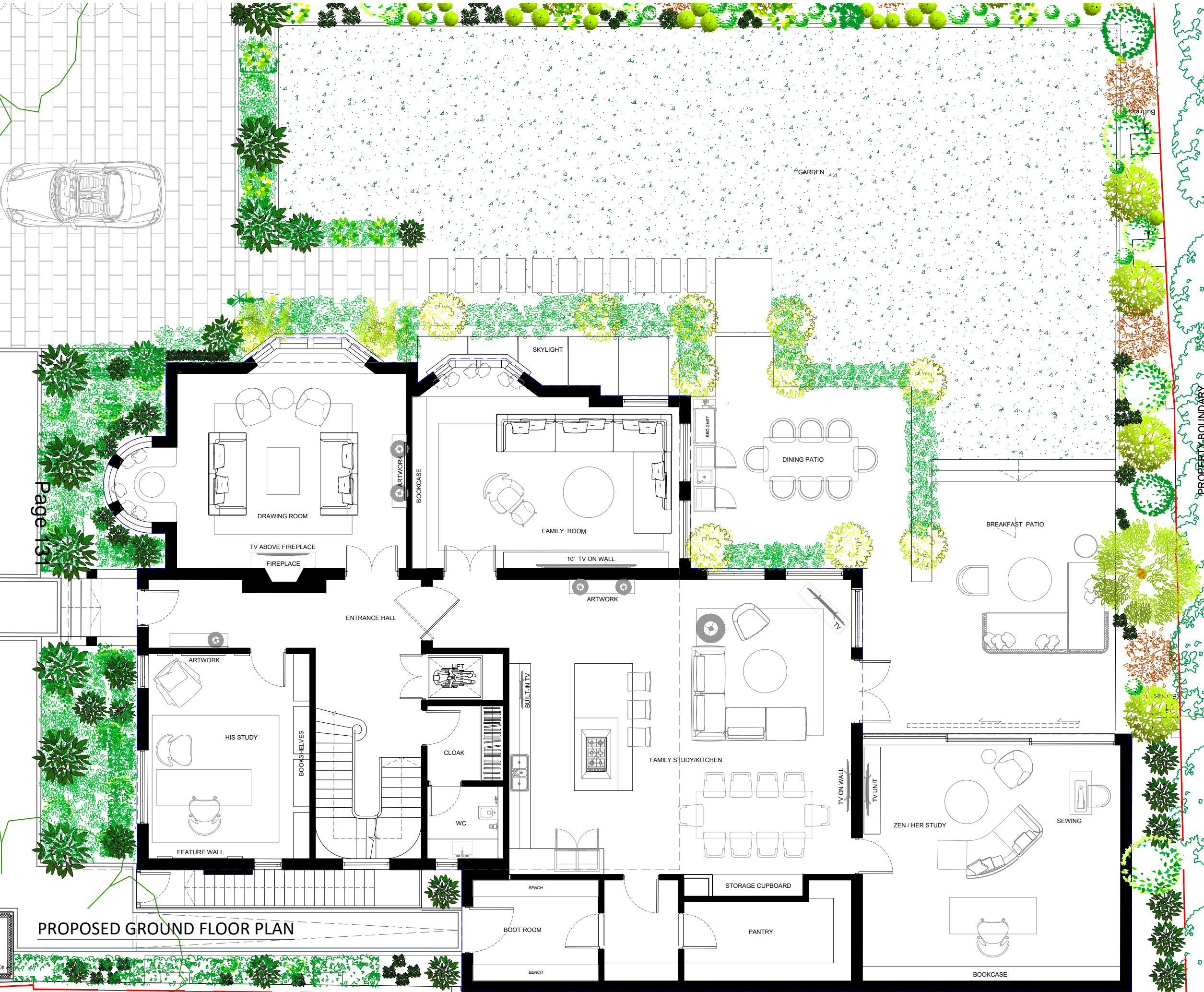
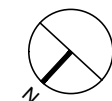


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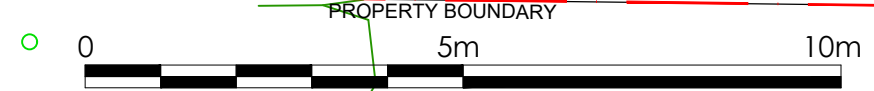
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PLANNING



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PROPOSED GROUND FLOOR PLAN

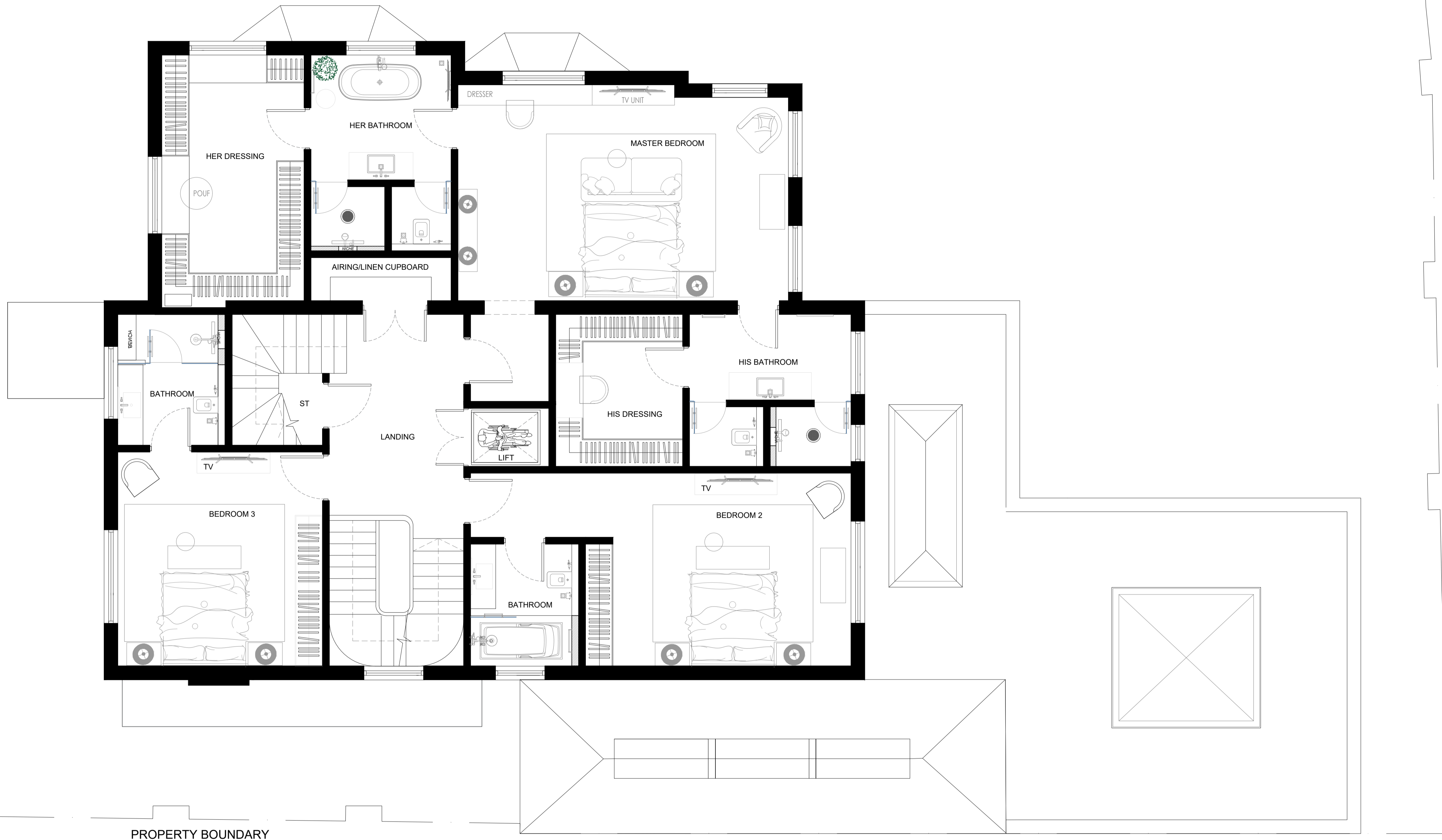
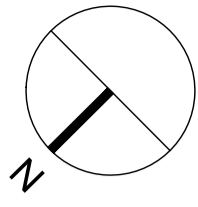


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job: 26 The Grange, SW19	job no: 1:50 @ A3 1:100 @ A1	date: 29/04/2022
drawing: Proposed Ground Floor Plan	scale: 1:50 @ A3 1:100 @ A1	drawn: JL
notes: All drawings are to be read in conjunction with the full planning application. Do not scale these drawings	drawing no. P03	rev. C

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PROPOSED FIRST FLOOR PLAN



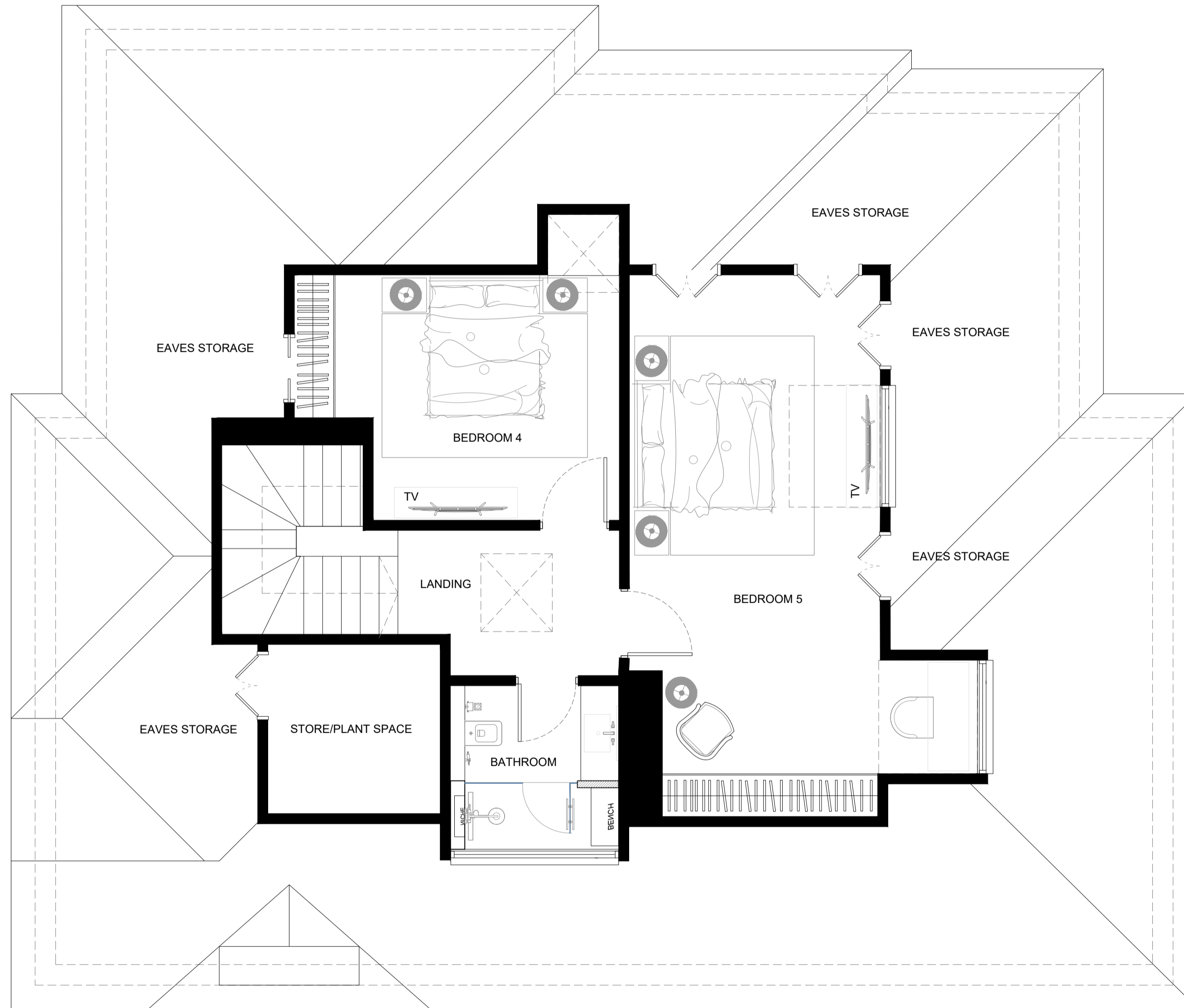
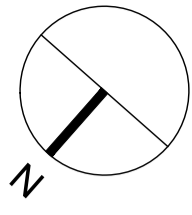
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job: 26 The Grange, SW19	job no:	date: 12/01/2022
drawing: Proposed First Floor Plan	scale: 1:50 @ A1 1:100 @ A3	drawn: JL
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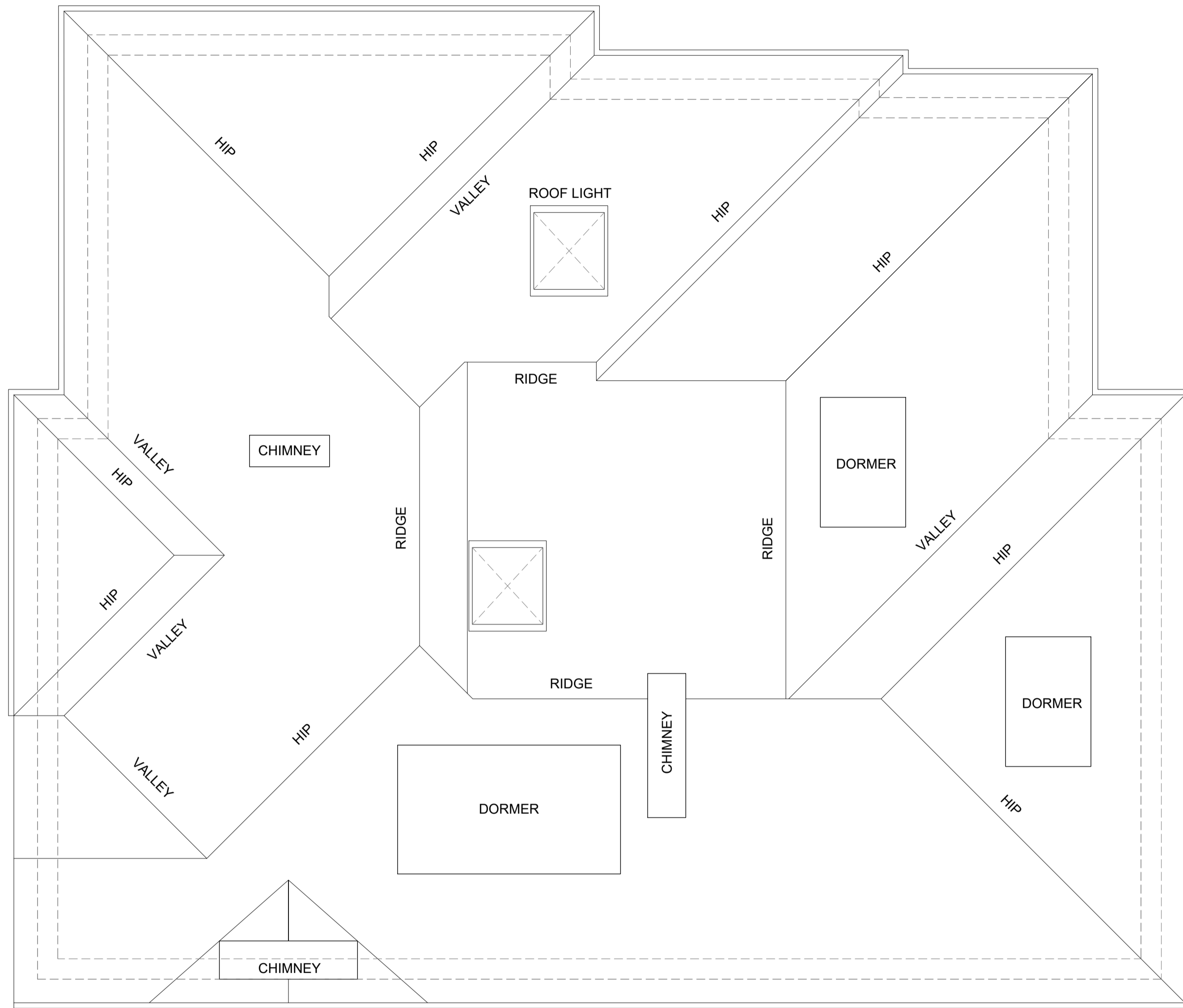
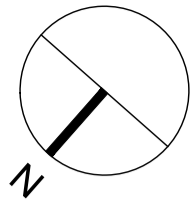
PROPOSED SECOND FLOOR PLAN



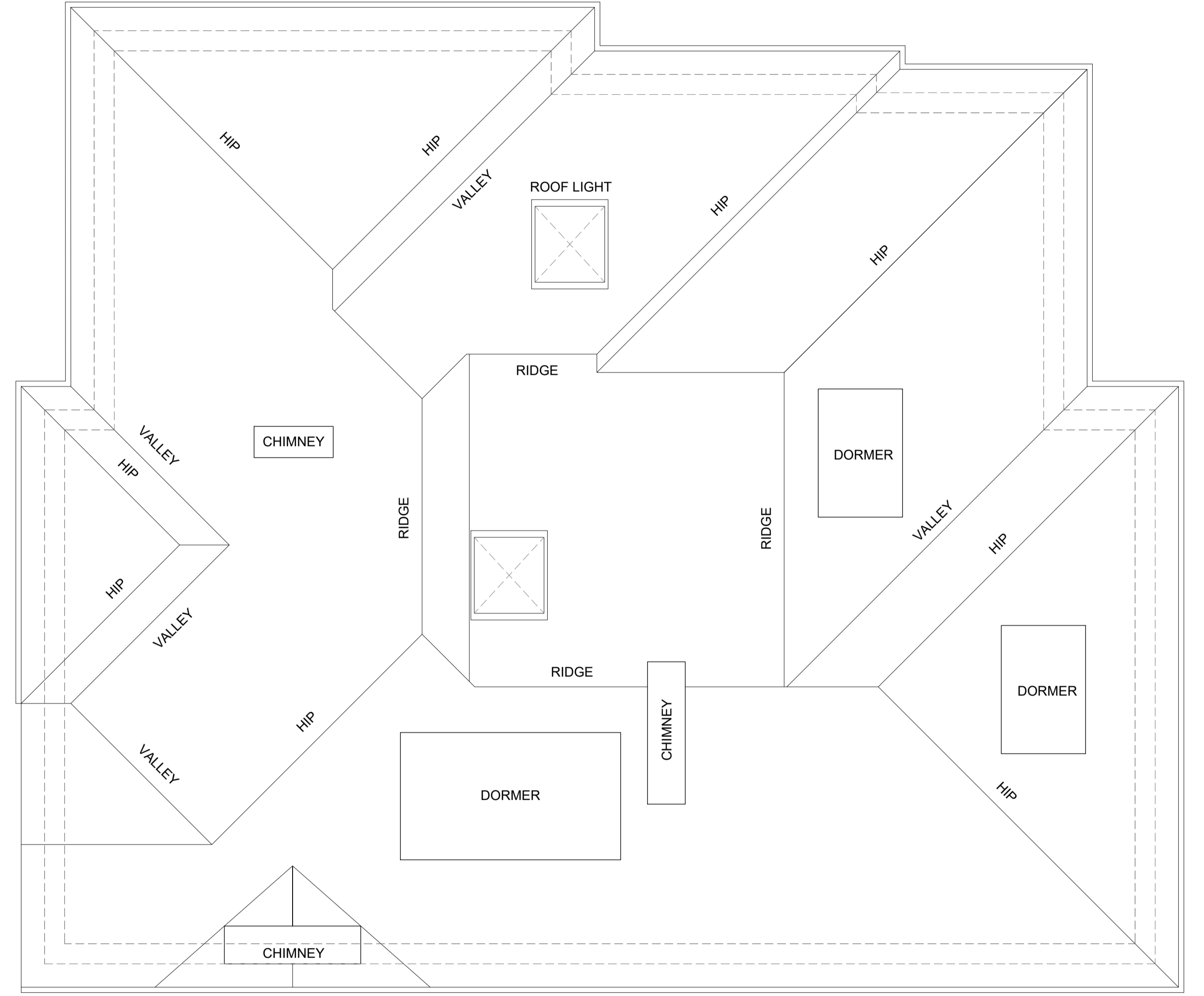
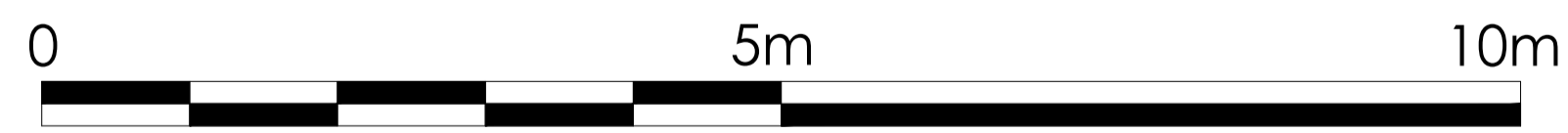
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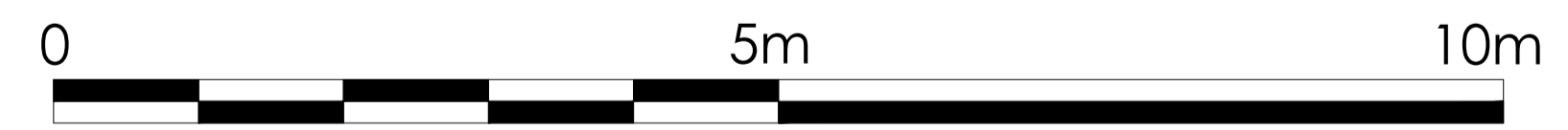
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notes: All drawings are to be read in conjunction with the full planning application. Do not scale these drawings	drawing no. P05	rev. -



EXTANT APPROVED ROOF PLAN



PROPOSED ROOF PLAN

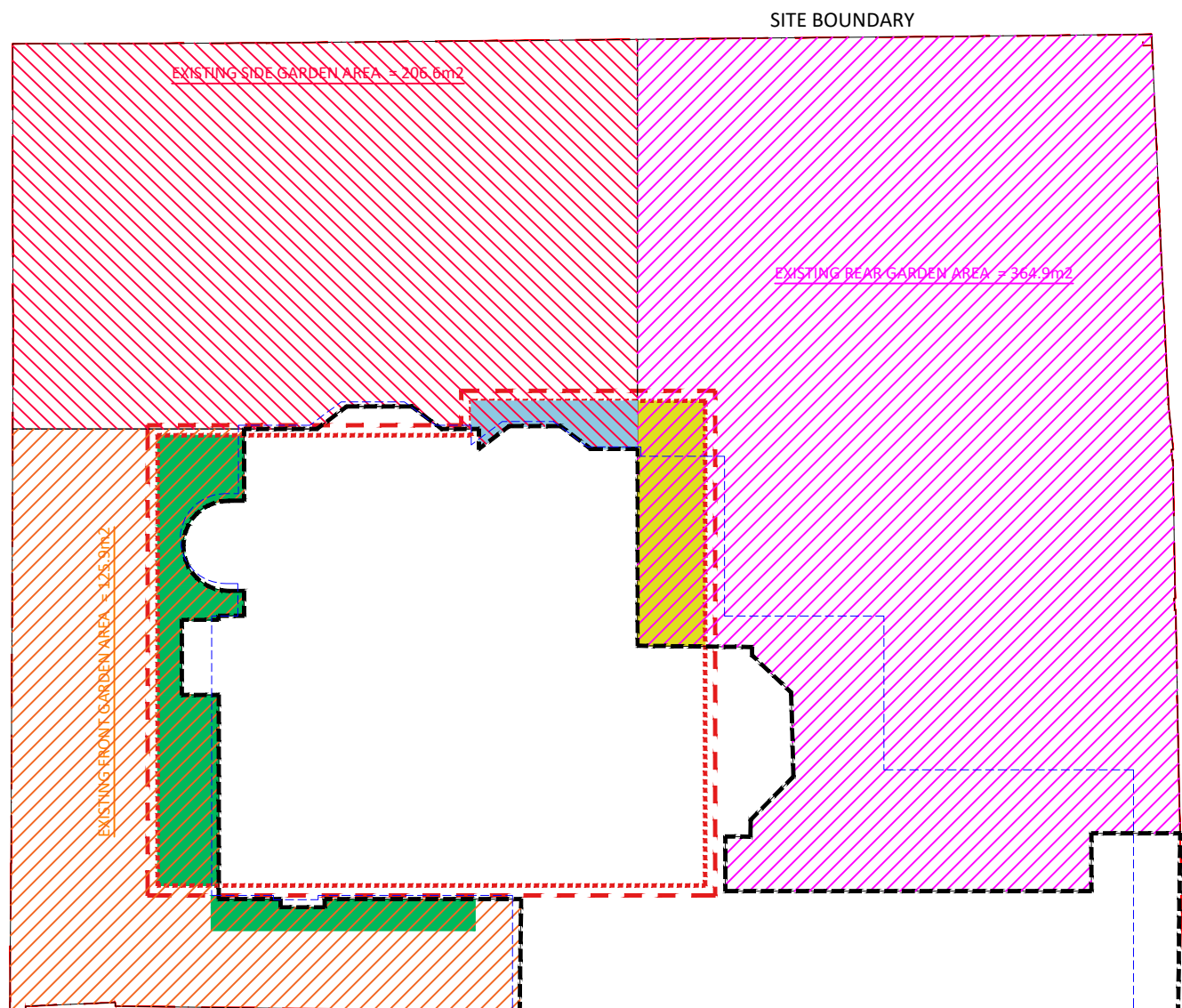
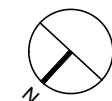


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job: 26 The Grange, SW19	job no: P06	date: 12/01/2022
drawing: Proposed Roof Plan	scale: 1:50 @ A1 1:100 @ A3	drawn: JL
notes: All drawings are to be read in conjunction with the full planning application. Do not scale these drawings	drawing no. P06	rev. -

PLANNING

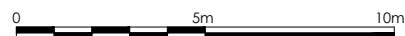


AREA KEY

- EXISTING HOUSE FOOTPRINT (GROUND FLOOR) = 278.9
- - - BASEMENT FOOTPRINT = 243.7m²
- BASEMENT GIA = 224.9 m²

- FRONT GARDEN AREA = 125.9m²
- SIDE GARDEN AREA = 206.6m²
- REAR GARDEN AREA = 364.9m²
- BASEMENT WITHIN FRONT GARDEN AREA = 28.9m²
- BASEMENT WITHIN SIDE GARDEN AREA = 5.3m²
- BASEMENT WITHIN REAR GARDEN AREA = 14.6m²

PROPOSED AREAS



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job: 26 The Grange, SW19	job no:	date: 29/04/2022
drawing: Proposed Areas	scale: 1:200 @ A1	drawn: JL
notes: All drawings are to be read in conjunction with the full planning application. Do not scale these drawings	drawing no. P14	rev. C

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PROPOSED STREET ELEVATION

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PROPOSED FRONT ELEVATION

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job:	job no:	date:
26 The Grange, SW19		12/01/2022

drawing:	scale:	drawn:
Proposed	1:50 @ A1	JL
Front Elevation & Street Elevation	1:100 @ A3	

notes:	drawing no.	rev.
All drawings are to be read in conjunction with the full planning application. Do not scale these drawings	P07	-

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PROPERTY BOUNDARY

PROPERTY BOUNDARY



PROPOSED SIDE ELEVATION



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PROPERTY BOUNDARY

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PROPOSED REAR ELEVATION

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job: 26 The Grange, SW19	job no: 1:50 @ A1 1:100 @ A3	date: 12/01/2022
drawing: Proposed Elevations	scale: 1:50 @ A1 1:100 @ A3	drawn: JL
notes: All drawings are to be read in conjunction with the full planning application. Do not scale these drawings	drawing no. P08	rev. -

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PROPOSED GARDEN ELEVATION



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job: 26 The Grange, SW19	job no:	date: 12/01/2022
drawing: Proposed Elevations	scale: 1:50 @ A1 1:100 @ A3	drawn: JL
notes: All drawings are to be read in conjunction with the full planning application. Do not scale these drawings	drawing no. P09	rev. -

PLANNING

P.B

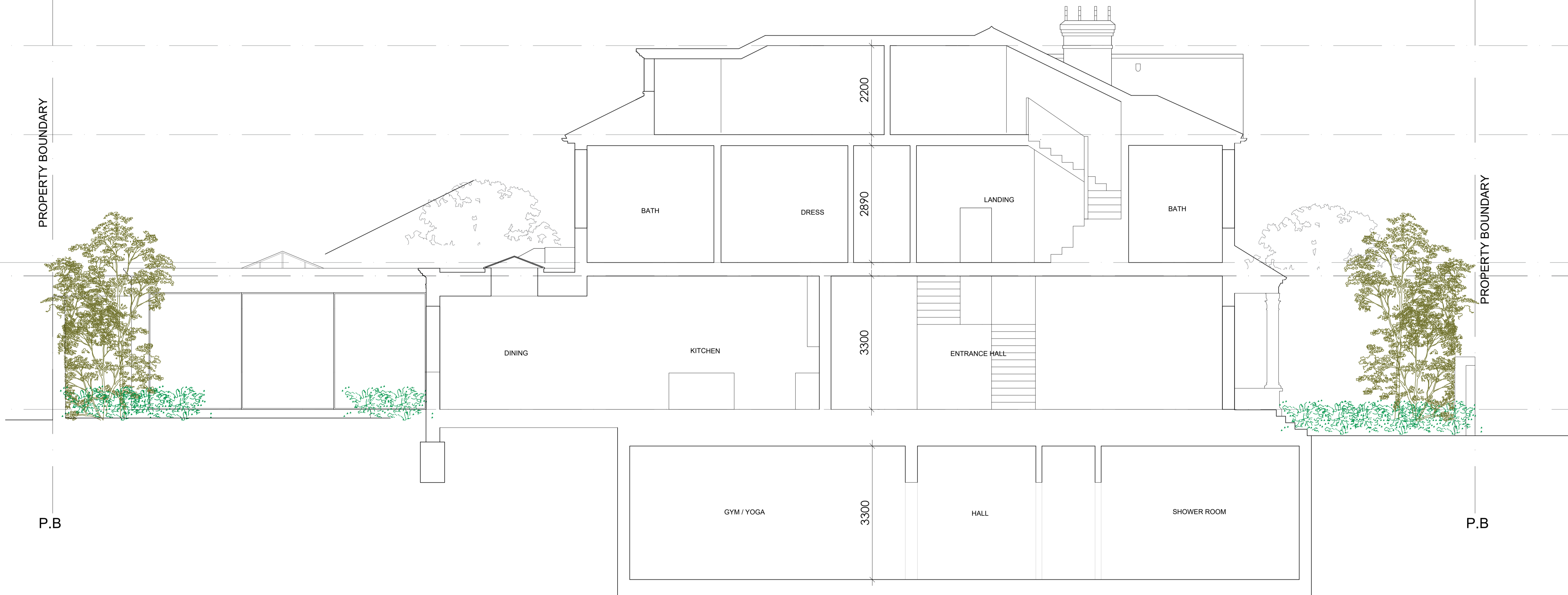
P.B

PROPERTY BOUNDARY

PROPERTY BOUNDARY

P.B

P.B



PROPOSED LONG SECTION

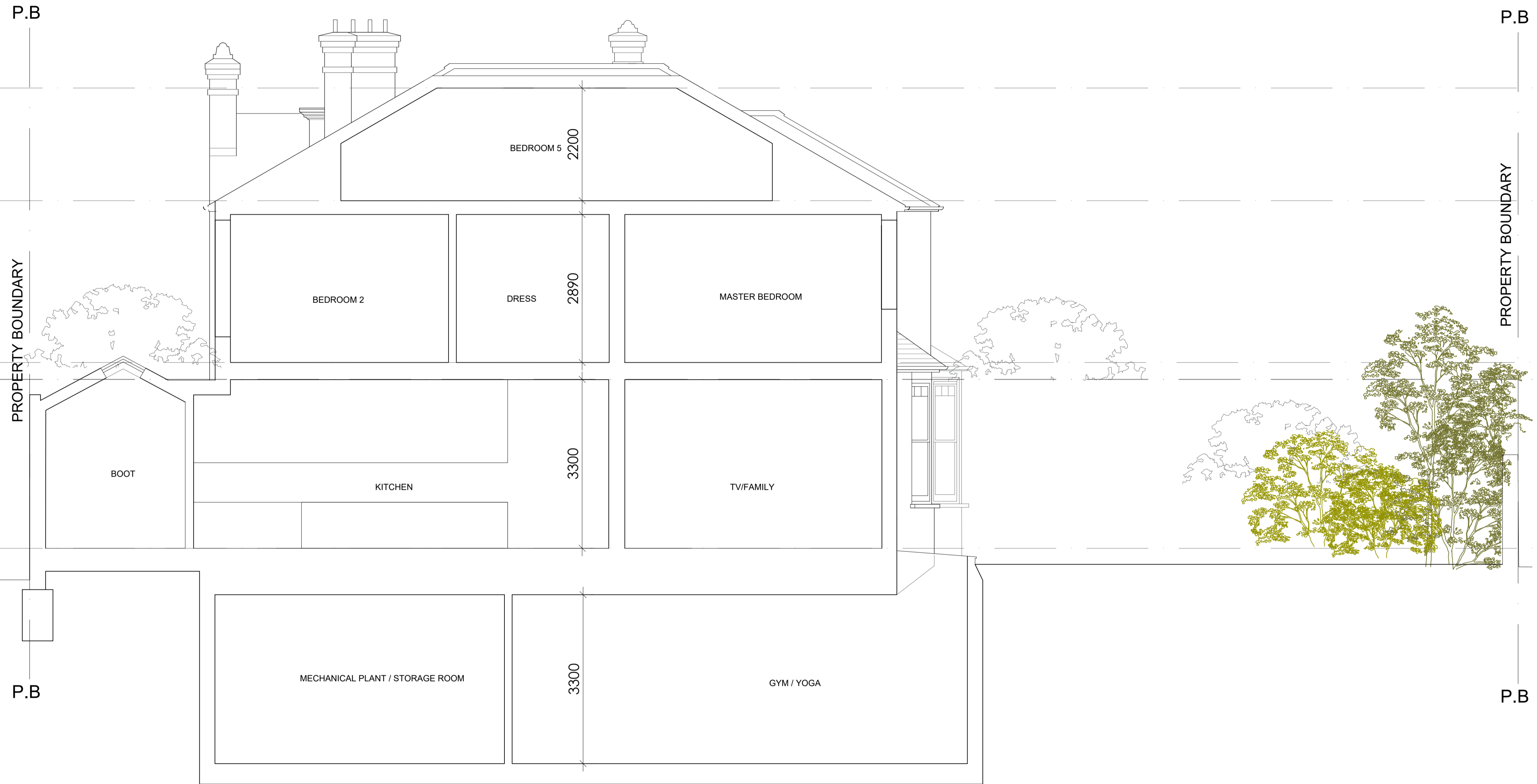


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job: 26 The Grange, SW19	job no:	date: 29/04/2022
drawing: Proposed Long Section	scale: 1:50 @ A1 1:100 @ A3	drawn: JL
notes: All drawings are to be read in conjunction with the full planning application. Do not scale these drawings	drawing no. P11	rev. C

PLANNING



PROPOSED SHORT SECTION



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job: 26 The Grange, SW19	job no:	date: 25/01/22
drawing: Proposed Short Section	scale: 1:50 @ A1 1:100 @ A3	drawn: JL
notes: All drawings are to be read in conjunction with the full planning application. Do not scale these drawings	drawing no. P12	rev. B

PLANNING