

**PLANNING APPLICATIONS COMMITTEE**  
**22<sup>nd</sup> September 2022**

**Item No:**

**UPRN                      APPLICATION NO.                      DATE VALID**

22/P0533    31/03/2022

**Address/Site**    191 Worple Road, Raynes Park, SW20 8RE

**(Ward)**                      Raynes Park

**Proposal:**                      Demolition of re-fabricated storage building to rear and the erection of a two storey rear extension to provide enlarged commercial floorspace (storage space for existing restaurant) at ground floor and a 1bed flat at first floor level, with rear facing balcony.

**Drawing Nos**    See condition 2

**Contact Officer:**                      Tim Lipscomb

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**RECOMMENDATION**

**Grant Permission subject to conditions and s.106 legal agreement**

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**CHECKLIST INFORMATION**

- Heads of s.106 Agreement: Yes
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: Yes
- Number of neighbours consulted: 11
- External consultations: No
- Conservation area: Yes
- Listed building: No
- Tree protection orders: No
- Controlled Parking Zone: Yes
- Flood Zone 1 (low risk)
- PTAL: 5

1. **INTRODUCTION**

- 1.1 This application is being brought to the Planning Applications Committee for determination due to the number of objections and as a result of a Member request.

## 2. **SITE AND SURROUNDINGS**

- 2.1 The site is located to the rear of No.191 Worple Road, a three-storey building with a part two-storey, part single storey outrigger to the rear elevation. The ground floor of the main frontage building is in commercial use as a restaurant. The ground floor area to the rear of No.191 (i.e. the application site) is ancillary storage space to serve the restaurant, within a prefabricated single storey building.
- 2.2 The first and second floor of the building is in use as a residential flat, although this is not shown clearly on the existing plans. The existing flat is served by a staircase to the frontage of No.191.
- 2.3 There is a passageway/alley to the rear of the site, which provides access to the rear of Nos.187-193 Worple Road. The alley is an unmade track but provides for a degree of vehicle access.
- 2.4 The building itself is part of the row of a terraced units, constructed of red brick, with a slate roof covering. A number of neighbouring properties also have part two-storey and part single storey outriggers.
- 2.5 The surrounding area is mainly comprised of commercial uses at ground floor level along Worple Road with residential uses above. To the north of the application site (rear) is two-storey suburban, terraced housing. Lantern Methodist Church is to the west of the site, on the other side of Trewince Road.
- 2.6 The site is within the Lambton Road Conservation Area.
- 2.7 The site is subject to the following planning constraints:
  - Conservation Area
  - Town Centre
  - Controlled Parking Zone (RPN)
  - PTAL 5

## 3. **PROPOSAL**

- 3.1 The proposal is for the erection of a two-storey extension to the rear elevation, following demolition of the existing single storey outrigger. The ground floor would be used as circulation space for the existing restaurant, with the first floor accommodating a 1b/1p flat.
- 3.2 The proposed two-storey extension would have a crown flat roof, with tiled roofslopes to each side and a flat roof at ridge level. A roof terrace of 5.5m would be provided to the southeastern corner of the extension.
- 3.3 The existing rear facing window to the two-storey outrigger, to the main building, would be blocked and two additional side facing windows would be inserted to the west facing elevation of the existing two-storey outrigger.
- 3.4 There would be one side facing (southeast facing), obscurely glazed window and two further windows to the rear elevation (northwest), the smaller of which would be obscurely glazed.
- 3.5 The extension would have a pitched roof, with a small area of flat roof at ridge level. The elevations show brick quoining details, lintels to windows and a slate roof with red roof tiles. The walls would be finished in off-white render, with stock brickwork to

the northeast facing (side) elevation.

- 3.6 The proposed flat would have a GIA of 46sqm. Access to the flat would be via the rear alleyway. A bin and bike store would be provided to the rear of the site, directly adjacent to the rear alleyway.
- 3.7 No car parking is proposed.
- 3.8 The application is accompanied by the following supporting documents:
  - CIL Form
  - Daylight Assessment
  - Design and Access Statement
  - Acoustic Design Report

#### 4. **PLANNING HISTORY**

- 4.1 MER821/70 - CHANGE OF USE TO OFFICE AND STORES. Grant Permission subject to Conditions 19-11-1970.
- 4.2 MER1126/73 - ERECTION OF PORTABLE GARAGE FOR STORAGE USE. Grant Permission subject to Conditions 01-11-1973.
- 4.3 05/P0036 - CHANGE OF USE FROM RETAIL (CLASS A1) TO RESTAURANT/WINE/TAPAS BAR (CLASS A3), INFILL GROUND FLOOR REAR EXTENSION IN REAR YARD AREA WITH FLAT ROOF STRUCTURE AND LANTERN LIGHT, INSTALLATION OF NEW SHOPFRONT, TIMBER DECKING AT FRONT OF PREMISES, 2 CONDENSERS TO FLAT ROOF AREA AND EXTRACT DUCTING TO REAR FRONT TO PROVIDE AN EXTERNAL SEATING AREA, ERECTION OF A KITCHEN EXTRACT DUCT ON THE REAR ELEVATION AND THE INSTALLATION OF 2 CONDENSER UNITS ON FRONT FLAT ROOF. Grant Permission subject to Conditions 28-04-2005.
- 4.4 05/P1925 - VARIATION OF CONDITION 5 & 6 ON PLANNING PERMISSION 05/P0036 TO ENABLE EXTENSION OF OPENING HOURS TO MIDNIGHT AND PERMISSION FOR STAFF TO BE ON THE PREMISES FROM MIDNIGHT TO 1AM. Refuse Permission 04-10-2005, Appeal Dismissed 16-03-2006.
- 4.5 07/P1501 - VARIATION OF CONDITION 5 & 6 ON PLANNING PERMISSION 05/P0036 TO ENABLE EXTENSION OF OPENING HOURS TO MIDNIGHT AND TO ALLOW STAFF TO REMAIN ON THE PREMISES FROM MIDNIGHT TO 01.00AM. Refuse Permission 03-07-2007.
- 4.6 09/P0075 - CONTINUED USE OF GROUND FLOOR AS A RESTAURANT/WINE BAR/TAPAS BAR WITH THE VARIATION OF CONDITIONS 5 (OPENING HOURS 8AM TO 11PM), AND 6 (NO STAFF PRESENT AFTER MIDNIGHT), ATTACHED TO PLANNING PERMISSION REF 05/P0036. THE PROPOSED AMENDMENT TO THE CONDITIONS WOULD ALLOW THE EXTENSION OF OPENING HOURS TO BETWEEN 8AM TO MIDNIGHT AND FOR STAFF TO BE PRESENT TILL 1.AM CHANGE OF USE FROM RETAIL (CLASS A1) TO RESTAURANT/WINE/TAPAS BAR (CLASS A3). Refuse Permission 20-03-2009.

#### 5. **CONSULTATION**

- 5.1 Site notice posted, neighbouring properties notified. A total of 9 objections have been received.

6 letters of objection were received in relation to the first public notification, objecting on the following grounds:

- Site notice was not displayed.
- Query why all properties on the parade were not notified.
- The application fails to recognise that the site is within a Conservation Area.
- No property has been allowed a two-storey extension and it would harm the character of the Conservation Area and set a precedent.
- unacceptable and undesirable form of back land development
- overdevelopment of the site
- Loss of daylight and sunlight
- Overlooking from windows and balcony
- Noise disturbance from balcony
- Noise disturbance from extended restaurant
- Smell disturbance
- Loss of views and outlook to existing first floor flats.
- Adverse impact on access to Children's Therapy Business and overlooking of that premises.
- Concerns that AC unit at restaurant would result in noise disturbance.
- Query whether extension would physically attach to 2a Trewince Road.
- Concerns regarding Thames Water sewage access in the access road.
- Increased waste from restaurant.
- Proposed extension would block TV signal to no.2a Trewince Road
- Substandard residential unit due to its small size.
- Obstruction of side access route, particularly during construction.
- Query how deliveries would work and whether the side alley would be blocked.
- The development would result in a very poor and sub-standard residential environment for future occupiers with limited outlook and inadequate first floor covered and enclosed amenity space.
- No mention is made of parking which is not available and no mention is made of it being a car free development with a S106 not included.
- Means of escape from 191B in the event of a fire would be blocked from the flat rear roof resulting in the development endangering the occupants of 191B (contrary to Policy D5 of the London Plan).
- No mention is made regarding the existing extract ducting from the restaurant on the flat rear roof which would need to be removed/re-sited and would be likely to further harm the amenities of the occupiers of 191B by reason of noise and visual intrusion.
- Shell petrol garage has underground tanks containing highly volatile substances in close proximity.

5.2 A further 5 objections were received following the first amendment to the proposal on 08/06/2022. This amendment was made to reduce the size of the proposed flat in order to set it back from the boundary with No.2 Trewince Road and to set the flat further away from the rear facing windows to the first floor of the main frontage building, serving no.191B. (4 of these objections were from individuals who had objected to the original scheme – i.e. a second letter of objection). The issues raised are as follows:

- Original objections still stand.

5.3 1 further objection (from an individual who had raised objection previously) was submitted in response to the latest amendments on 05/08/2022. This amendment was made to change the position of windows to avoid overlooking to the adjacent roof

lantern at No. and to provide additional architectural detailing. The letter raises the following issues:

- Original comments still stand.
- The changes would make the proposal even worse - with more potential for noise and disturbance from the open first floor small outside space which is only separated from the rear windows of 191B by a glass screen facing onto the flat roof area. Also the changes make the already sub-standard unit smaller.

#### 5.4 LBM Transport Planning (23/08/2022):

##### **Proposal**

The proposal is to create a new residential dwelling above the ground floor prefab restaurant structure.

##### **Access**

The prefab building is located between a staff car park to No.189 Worple Road and the one and two storey residential flats at 2 Trewince Road and the rear of 191 Worple Road.

##### **PTAL**

The location of the property has a Public Transport Accessibility Level rating of 5, which indicates a good level of connections and accessibility to public transport for current and future occupiers.

##### **CPZ**

Parking restrictions are in place along Worple Road and Trewince Road.

Worple Road: Mon- Sat 10am- 4 pm or pay at machine with max stay 2hrs

Trewince Road: Mon- Sat 8.30am- 6.30pm or pay at machine with max stay 2hrs.

##### **Car parking**

No off street car parking is provided.

Permit free option would be acceptable subject to the applicant enters into a Unilateral Undertaking which would restrict future occupiers of the unit from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.

##### **Cycle Parking**

The proposal would require 1cycle space (secure & undercover).

##### **Waste Collection**

Waste collection points should be located within 30 metres of residential units and within 20 metres of collection vehicles.

**Recommendation:** Raise no objection subject to:

- Applicant enters into a Unilateral Undertaking which would restrict future occupiers of the unit from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.
- Cycle Parking: One cycle space (secure & undercover).

5.5 LBM Waste Management:

No comments received.

5.6 LBM Environmental Health (Noise) (Original comments 23/05/2022)

Further to your consultation in relation to the above planning application, I do have some reservations regarding potential noise between the extended commercial unit and the proposed residential premises at first floor.

There are no details regarding the sound insulation between the current use and the proposed residential property. The SDP for Food and Drink, albeit dated, states adequate sound insulation should be provided between the proposed development and adjacent premises, including any living accommodation above and details and drawings of the proposed sound insulation works should be submitted for agreement. There is noise no assessment accompanying the application.

The plans show that part of the existing kitchen would be below the proposed residential accommodation, I would recommend that a noise assessment demonstrating how the new residential property would be protect from the commercial unit is submitted for consideration.

5.7 LBM Environmental Health (Noise) additional comments following submission of acoustic assessment (20/07/2022)

ADE states that a higher standard of sound insulation may be required between spaces used for normal domestic purposes and non-domestic purposes and an appropriate level of sound insulation will depend on the noise generated in the non-domestic space.

The noise insulation should at least meet the requirements of BS8233 as stated in the report, provided this is met I have no further observations.

6. **POLICY CONTEXT**

National Planning Policy Framework (2021):

- 2. Achieving sustainable development
- 4. Decision-making
- 5. Delivering a sufficient supply of homes
- 6. Building a strong, competitive economy
- 7. Ensuring the vitality of town centres
- 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

London Plan (2021):

- SD6 Town Centres and high streets
- 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  
D6 Housing quality and standards  
D14 Noise  
H1 Increasing housing supply  
H2 Small sites  
H10 Housing size mix  
SI 1 Improving air quality  
SI 2 Minimising greenhouse gas emissions  
SI 3 Energy infrastructure  
SI 4 Managing heat risk  
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 13 Sustainable drainage  
T4 Assessing and mitigating transport impacts  
T5 Cycling  
T6 Car parking  
T6.1 Residential parking

Merton adopted Core Strategy (July 2011):

CS 8 Housing choice  
CS 9 Housing provision  
CS11 Infrastructure  
CS 14 Design  
CS 15 Climate change  
CS 17 Waste management  
CS 18 Active Transport  
CS 20 Parking servicing and delivery

Merton adopted Sites and Policies document (July 2014):

DM R5 Food and drink / leisure and entertainment uses  
DM D2 Design considerations  
DM D3 Extensions and alterations  
DM EP2 Reducing and mitigating noise  
DM EP3 Allowable solutions  
DM EP4 Pollutants  
DM T2 Transport impacts of development  
DM T3 Car parking and servicing standards  
DM T4 Transport infrastructure

Other guidance:

National Design Guide - October 2019  
Draft Merton Local Plan  
DCLG: Technical housing standards - nationally described space standard  
March 2015  
Merton's Design SPG 2004  
Mayor's Air Quality Strategy - 2010  
Mayor's SPG - Housing 2016  
Mayor's SPG - Sustainable Design and Construction 2014  
Mayor's SPG - Character and Context 2014  
LB Merton - Air quality action plan Page 8 of 23.

## 7. PLANNING CONSIDERATIONS

### 7.1 Material Considerations

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

- Principle of development
- Provision of housing
- Merton's five year housing land supply
- Design and impact upon the character and appearance of the Lambton Road Conservation Area
- Impact upon neighbouring amenity
- Standard of accommodation
- Transport, highway network, parking and sustainable travel
- Safety and Security considerations
- Refuse storage and collection
- Sustainable design and construction
- Drainage
- Response to issues raised by objectors

### 7.2 Principle of development

7.2.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan, unless material considerations indicate otherwise.

7.2.2 The proposal would provide a residential unit within a relatively sustainable location and would provide for improved facilities for the existing restaurant and is considered to be acceptable in principle subject to compliance with the relevant policies of the Development Plan.

### 7.3 Provision of housing

7.3.1 The National Planning Policy Framework requires Councils to identify a supply of specific 'deliverable' sites sufficient to provide five years' worth of housing with an additional buffer of 5% to provide choice and competition.

7.3.2. Policy H1 of the new London Plan sets the ten-year targets for net housing completions that each local planning authority should plan for. The ten year target for the London Borough of Merton is 9,180 (i.e. 918 per year).

7.3.3 The site represents brownfield land. The site has a good public transport accessibility level (PTAL) of 5 (with 0 the worst and 6b being excellent). The proposals would provide an additional residential unit, thereby meeting NPPF and London Plan objectives by contributing towards London Plan housing targets and the redevelopment of sites at higher densities.

7.3.4 Given the above, it is considered the proposal is acceptable in principle, subject to compliance with the relevant London Plan policies, Merton Local



Development Framework Core Strategy, Merton Sites and Policies Plan and supplementary planning documents as detailed in the relevant sections below.

#### 7.3.5 Merton's five year housing land supply

7.3.6 Merton currently does not have a five-year supply of deliverable housing. It is therefore advised that members should consider this position as a significant material consideration in the determination of planning applications proposing additional homes.

7.3.7 Where local planning authorities cannot demonstrate a five year supply of deliverable housing sites, relevant decisions should apply the presumption in favour of sustainable development. This means that for planning applications involving the provision of housing, it should be granted permission unless:

- the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse effect of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

7.3.8 The scheme would therefore make a valuable, albeit small, contribution towards the Council's housing stock.

#### 7.4 Design and impact upon the character and appearance of the Lambton Road Conservation Area

7.4.1 Paragraph 130 of the NPPF advises that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

7.4.2 The NPPF, London Plan policies D3 and D4, Core Strategy policy CS 14 and SPP Policy DM D2 require well designed proposals which make a positive contribution to the public realm, are of the highest quality materials and design and which are appropriate in their context. Thus, development proposals must respect the appearance, materials, scale, bulk, proportions and character of their surroundings.

7.4.3 Policies HC1 of the London Plan and DM D4 of the Sites and Policies Plan require development within Conservation Areas to either preserve or enhance the character and appearance of the Conservation Area.

7.4.4 There would be no visual change when viewed from Worple Road as the entirety of the development would be to the rear.

7.4.5 Views of the proposed extension would be possible from the rear windows and yards of neighbouring properties Page 16 of 11 the rear windows and gardens of

residential properties to the north. There would be some views of the proposed extension from the adjacent Trewince Road, along the alleyway.

- 7.4.6 The existing terraced row has undergone a number of extensions to the rear elevation, notably with extensive extensions to the corner property, No.193 Worple Road and Nos.2a and 2b Trewince Road to the rear.
- 7.4.7 The proposed two-storey extension would stand at the same height as the rear extension to No.193 but would project to the rear most part of the site, up to the line of the rear alleyway.
- 7.4.8 The proposed extension is substantial and would infill the majority of the existing space to the rear of the site at first floor level. However, the extension would be subordinate to the main building and the architectural detailing would be suitable to the appearance of the area.
- 7.4.9 The bulk and massing proposed would have some visual impact but officers considered that the appearance would be consistent with the character of the Conservation Area and would satisfactorily preserve the character and appearance of the Conservation Area.
- 7.4.10 The proposed development is considered to comply with Policies D3, D4 and HC1 of the London Plan, Policy CS14 of the Sites and Policies Plan and Policies DM D2, DM D3 and DM D4 of the Sites and Policies Plan 2014.

#### 7.5 Impact upon neighbouring amenity

- 7.5.1 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.

#### 191B/193 Worple Road

- 7.5.2 The proposed two-storey extension would stand in close proximity to the existing rear windows to the terraced, frontage building along Worple Road (above no.191 and no.193). The wall of the proposed extension would be situated just over 7m away from the rear facing windows to the first floor. Whilst there would be some marginal impact on outlook and light to the rear facing windows of the flats on the first floor, the proposed extension would not result in material harm to these units. There would be no proposed windows facing the flatted units above the main parade (on Worple Road) and therefore no material loss of privacy.

#### 189 Worple Road

- 7.5.3 In terms of the first floor units above no.189 Worple Road, due to the separation distance and oblique angle, officers conclude that the impact on these units would not be materially harmful.

#### 2A Trewince Road

- 7.5.4 The proposed extension would be directly adjacent to a flat to the rear of No.193 (2a Trewince Road). This residential property features a roof lantern that is set in a roof valley, directly adjacent to the proposed first floor element of the extensions. Plans as originally submitted showed two windows to the side elevation which would have had some potential for overlooking, despite the rather oblique angle of viewing. Amended plans have been received to show a single obscurely glazed window to this elevation, which would overcome the concerns in terms of loss of privacy. Due to the juxtaposition of the two properties, whilst there would be some marginal impact on light, the impact would not be materially harmful.

### 2 Trewince Road

- 7.5.5 To the rear of the site is a two-storey, end-of-terrace dwellinghouse, separated by the access road to the rear of the site. Amended plans have been received to reduce the bulk and massing proposed, in close proximity to this property. Effectively, a 'corner' of the building has been omitted to offer some relief to this property. There is a window facing towards the adjacent property, however, this would be obscurely glazed. The resultant relationship is not dissimilar to any suburban setting and given the separation distance created by the intervening access road and the oblique angle between the two properties, and the lack of windows that would offer views of No.2, it is considered that there would be no material harm caused to the amenities of the occupiers of this property.
- 7.5.6 Objections have raised concern in terms of noise disturbance and odour disturbance from the use of the balcony. However, the balcony would be of a modest size and would be entirely enclosed to both sides (including the rear) by high screens which would limit noise emissions. The use of this area as a roof terrace would not be so harmful to neighbouring amenity as to warrant a refusal.

### Impact of new commercial ground floor space

- 7.5.7 In terms of the ground floor commercial use, the scheme proposes to remove the existing corrugated shed and replace it with a solid and permanent element of built form. The size of this ground floor area is not objectionable as it would simply fill in the rear yard area, which is mainly developed already. This area is currently used for ancillary storage for the restaurant. However, this would be reconfigured and used as 'commercial area', although the specific function of this area is not shown. Therefore, officers would assume that it could be used for additional seating for diners. Notwithstanding that, this space would be entirely enclosed with no windows and as such there are no concerns regarding noise disturbance.
- 7.5.8 The existing flue serving the restaurant would be unaffected by the proposals.
- 7.5.9 The Council's Environmental Health Officer has reviewed the submitted acoustic assessment and concludes that the proposal would be acceptable in terms of the noise impact.

7.5.10 Whilst the proposal would introduce additional bulk and massing at first floor level, the amendments made to the plans are such that officers conclude that the impacts would not result in material harm to neighbouring amenity. The proposal is considered to comply with Policy DM D2 in terms of the impact on neighbouring amenity.

## 7.6 Standard of accommodation

7.6.1 Policy D6 of the London Plan states that housing developments should be of the highest quality internally and externally. New residential development should ensure that it reflects the minimum internal space standards.

7.6.2 Policy DMD2 of the Adopted Sites and Policies Plan (2014) states that developments should provide for suitable levels of sunlight and daylight and quality of living conditions for future occupants.

7.6.3 The proposed unit would be a 1b/1p unit with a GIA of 46sqm and a terrace area of 5.5sqm. This would exceed the minimum space standards, which require a GIA of at least 37sqm and a terrace of at least 5sqm.

7.6.4 The proposed flat would have reasonable levels of outlook and would not be directly overlooked by any existing property.

7.6.5 The standard of accommodation is considered to be acceptable.

## 7.7 Transport, parking and cycle storage

7.7.1 Policy T6 of the London Plan states that Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport. At a local level Policy CS20 requires developers to demonstrate that their development will not adversely affect on-street parking or traffic management. Policies DMT1-T3 seek to ensure that developments do not result in congestion, have a minimal impact on existing transport infrastructure and provide suitable levels of parking.

7.7.2 The site is fairly constrained and the proposed cycle parking and refuse storage would be in an accessible location, whereby bins could readily be presented at the roadside for collection.

7.7.3 In order to prevent the increase of on street parking pressure in the local area, future occupiers of the proposed units should be restricted from obtaining permits for the CPZ and this can be secured by way of a legal agreement.

7.7.4 Officers note that objections have been raised in relation to potential blocking of the access road. However, in the operational phase there is no indication that the proposed arrangements would result in the access road being blocked. In terms of the construction phase, conditions will be imposed to ensure that any impacts are minimised as far as possible.

7.7.5 Subject to s.106 to restrict parking permits, the proposal is considered to be acceptable in terms of the transport impact.

## 7.8 Refuse storage and collection

7.8.1 Policies SI8 and SI 10 of the London Plan and policy CS 17 of the Core Strategy requires details of refuse storage and collection arrangements.

7.8.2 A storage area for refuse has been indicated at ground floor level, which provides suitable access to residents and for the transportation of refuse for collection. It is considered this arrangement would be acceptable and a condition requiring its implementation and retention will be included to safeguard this.

## 7.9 Safety and Security considerations

7.9.1 Policy DMD2 sets out that all developments must provide layouts that are safe, secure and take account of crime prevention and are developed in accordance with Secured by Design principles.

7.9.2 The proposal introduces a new residential unit with no direct street frontage. Therefore, access to the site would be via this access road in any event. The approach to the entrance to the flat along the access road would increase footfall along the access road and whilst an access to the frontage would be better in terms of secure by design principles, the arrangements proposed are not considered so harmful as to warrant a refusal.

## 7.10 Sustainable design and construction

7.10.1 London Plan policies SI 2 to SI 5 and CS policy CS15 seek to ensure the highest standards of sustainability are achieved for developments which includes minimising carbon dioxide emissions, maximising recycling, sourcing materials with a low carbon footprint, ensuring urban greening and minimising the usage of resources such as water.

7.10.2 As per CS policy CS15, minor residential developments are required to achieve a 19% improvement on Part L of the Building Regulations 2013 and water consumption should not exceed 105 litres/person/day.

7.10.3 The applicant has outlined that combi-boilers to meet a 25mg/kWh, low flow radiators and AAA rated appliances, along with fabric efficiency built into the construction process. Officers conclude that the details of this can reasonably be addressed by way of condition.

7.10.4 Subject to condition the proposal is considered to be acceptable in terms of sustainable design and construction.

## 7.11 Air Quality

7.11.1 The London Plan requires all new minor development to be air quality neutral. The proposal includes no additional car parking and a gas boiler with emissions rated less than 40 mg/kWh (the boiler would have emissions rated of 25mg/kWh). Therefore, the proposal would meet both the Building Emission benchmark of the London Plan Guidance on Air Quality Neutral (Consultation

Draft 2021) and the Transport Emissions Benchmark. Therefore, the proposed development can reasonably be assumed to be air quality neutral.

7.11.2 In addition, officers recommend conditions relating to the construction process and air quality to minimise the impact.

## 7.12 Drainage

7.12.1 Policy SI 13 of the London Plan (Sustainable drainage) sets out that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features.

7.12.2 The application does not include details of any sustainable drainage aspirations and it is noted that opportunities are limited in this instance with most of the site laid to hardstanding currently. However, some measures, such as water butts at the very least could be incorporated and this matter can be addressed by condition.

7.12.3 Officers conclude that subject to condition, the proposed development would be acceptable in terms of drainage and runoff.

## 8. **Conclusion**

8.1 The proposal would provide one additional residential unit, with some external amenity space, which would contribute to meeting the borough's overall housing need.

8.2 The form and appearance of the proposed addition is considered to complement the existing building and would not appear visually discordant in the streetscene despite the increased bulk and massing.

8.3 The proposal, as a result of the increased bulk and massing, would result in some limited impact on neighbouring properties. However, as explained in this report, the impact is considered to be minimal and would not warrant a reason for refusal in this urban context.

8.4 Officers consider that the proposal is acceptable in planning terms, subject to conditions and a legal agreement and therefore the recommendation is for approval.

## 9. **RECOMMENDATION**

9.1 Grant planning permission subject to s106 agreement securing the following:

- Restrict parking permits for all new units.
- and cost to Council of all work in drafting S106 and monitoring the obligations.

And the following conditions:

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans: SV/101, PA/201 Rev A, PA/202 Rev B and PA/203 Rev B.

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

3. The facing materials to be used for the development hereby permitted shall be those specified in the application form unless otherwise agreed in writing by the Local Planning Authority.

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. The development hereby approved shall not be occupied until the refuse and recycling storage facilities shown on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with the following Development Plan policies for Merton: policies T4 and T7 of the London Plan 2021, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

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

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

6. The screening to the balcony as shown on the approved plans shall be implemented before the development is first occupied and retained permanently 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. Access to the flat roof of the development hereby permitted, other than areas specifically shown to be a roof terrace/balcony, 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. No part of the development hereby approved shall be occupied until evidence has been submitted to, and approved in writing by, the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 19% improvement on Part L regulations 2013, and internal water consumption rates of no greater than 105 litres per person per day.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: Policy SI 2 and SI 3 of the London Plan 2021 and Policy CS15 of Merton's Core Planning Strategy 2011.

9. The development hereby approved shall not be occupied until a scheme for the provision of surface water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority.

Reason: To ensure satisfactory means of surface water drainage, to reduce the risk of flooding and to comply with the following Development Plan policies for Merton: policy SI 13 of the London Plan 2021, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F2 of Merton's Sites and Policies Plan 2014.

10. Development shall not commence until a working method statement has been submitted to and approved in writing by the Local Planning Authority to accommodate:
- (i) Parking of vehicles of site workers and visitors;
  - (ii) Loading and unloading of plant and materials;
  - (iii) Storage of construction plant and materials;
  - (iv) Control of dust, smell and other effluvia;
  - (v) Control of surface water run-off.

No development shall be carried out except in full accordance with the approved method statement.

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.

11. The noise insulation between floors shall meet the requirements of BS8233 as a minimum requirement.

Reason: To protect the amenities of neighbouring occupiers and to comply with Policy DM D2 of the Sites and Policies Plan 2014.

INFORMATIVES:

1. In accordance with paragraph 38 of the NPPF, The London Borough of Merton (LBM) takes a positive and proactive approach to development proposals focused on solutions. LBM works with applicants/agents in a positive and proactive manner by:
  - i) Offering a pre-application advice and duty desk service.
  - ii) Where possible, suggesting solutions to secure a successful outcome.
  - iii) As appropriate, updating applicants/agents of any issues that may arise in the processing of their application.

In this instance:

- i) The applicant was offered the opportunity to submit amended plans in order to make the proposal acceptable in planning terms.
- iii) The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

2. **INFORMATIVE**

The applicant is advised to check the requirements of the Party Wall Act 1996 relating to work on an existing wall shared with another property, building on the boundary with a neighbouring property, or excavating near a neighbouring building. Further information is available at the following link:

<http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/currentlegislation/partywallact>

3. **INFORMATIVE:**

Carbon emissions evidence requirements for Post Construction stage assessments must provide:

- Detailed documentary evidence confirming the Target Emission Rate (TER), Dwelling Emission Rate (DER) and percentage improvement of DER over TER based on 'As Built' SAP outputs (i.e. dated outputs with accredited energy assessor name and registration number, assessment status, plot number and development address); OR, where applicable:
- A copy of revised/final calculations as detailed in the assessment methodology based on 'As Built' SAP outputs; AND
- Confirmation of Fabric Energy Efficiency (FEE) performance where SAP section 16 allowances (i.e. CO2 emissions associated with

appliances and cooking, and site-wide electricity generation technologies) have been included in the calculation

Water efficiency evidence requirements for post construction stage assessments must provide:

- Documentary evidence representing the dwellings 'As Built'; detailing:
- the type of appliances/ fittings that use water in the dwelling (including any specific water reduction equipment with the capacity / flow rate of equipment);
- the size and details of any rainwater and grey-water collection systems provided for use in the dwelling; AND:
- Water Efficiency Calculator for New Dwellings; OR
- Where different from design stage, provide revised Water Efficiency Calculator for New Dwellings and detailed documentary evidence (as listed above) representing the dwellings 'As Built'.

4. INFORMATIVE

It is the responsibility of the developer to make proper provision for drainage to ground, watercourses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. 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).

5. INFORMATIVE

This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development

unauthorised and possibly subject to enforcement action such as a Stop Notice.

6. INFORMATIVE

This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at the London Borough of Merton

Street Naming and Numbering (Business Improvement Division)  
Corporate Services  
7th Floor, Merton Civic Centre  
London Road  
Morden  
SM4 5DX  
Email: [street.naming@merton.gov.uk](mailto:street.naming@merton.gov.uk)

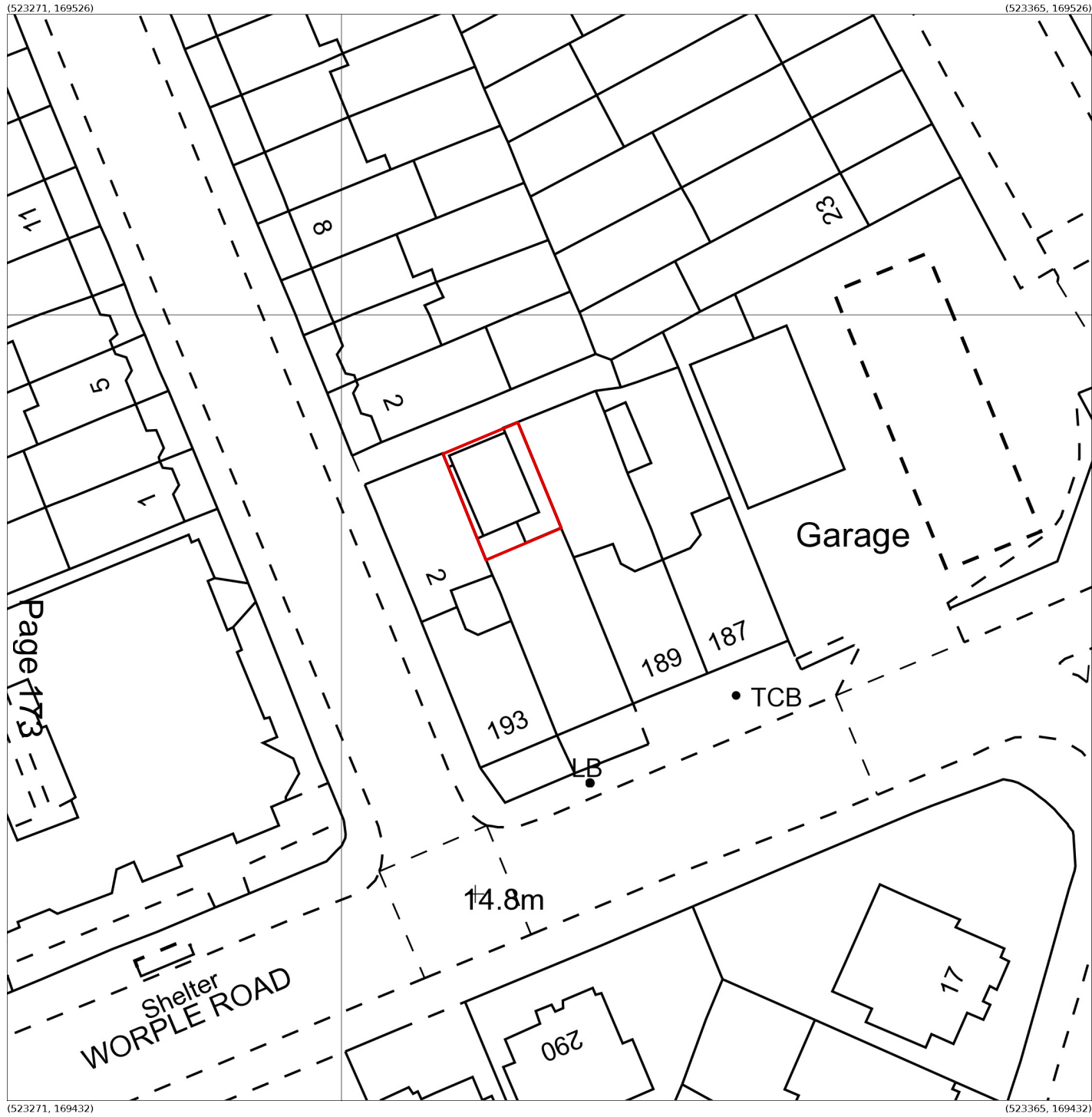
7. INFORMATIVE

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

# NORTHGATE SE GIS Print Template

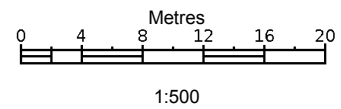


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Produced 15 Feb 2022 from the Ordnance Survey MasterMap (Topography) Database and incorporating surveyed revision available at this date.

The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.



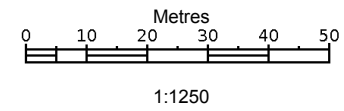
191, Worple Rd, Raynes Park, London SW20 8RE

Supplied by: **Stanfords 15 Feb 2022**  
 Licence: © Crown Copyright and database rights 2022 OS100035409  
 Order Licence Reference: OI1523928  
 Centre coordinates: 523318 169479



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The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.



191, Worple Rd, Raynes Park, London SW20 8RE

Supplied by: **Stanfords 15 Feb 2022**  
 Licence: © Crown Copyright and database rights 2022 OS100035409  
 Order Licence Reference: OI1523929  
 Centre coordinates: 523318 169479

REVISIONS:
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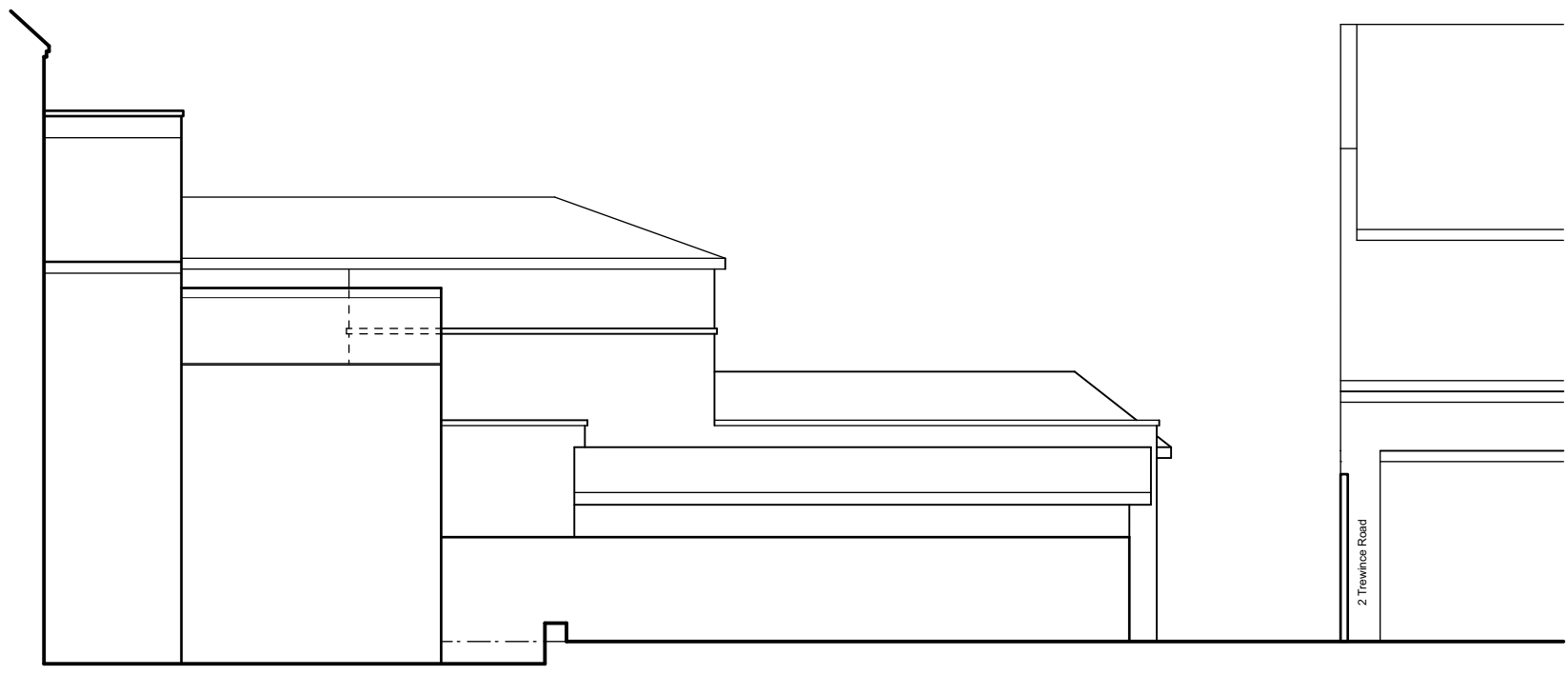
**at design**  
 10 waterloo cottages · new  
 richmond upon thames · tw9 3bd  
 t: 07960 290 660  
 e: info@atdesign.co.uk

CLIENT:
PROJECT:
191 WORPLE ROAD RAYNES PARK LONDON SW20 8RE

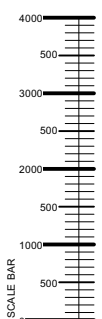
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Block & OS Plans

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DATE:	DRWG No.:	REV:
08/04/21	SV/101	

NOTE:  
 No dimensions are to be scaled from this drawing.  
 All contractors must visit the site and be responsible  
 for taking and checking all dimensions relative to  
 this work.  
 The designer must be notified of any discrepancies  
 in writing.



EXISTING SIDE ELEVATION



REVISIONS:
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**at design**  
 52 WESTBOROUGH COLLEGE, 1000  
 ICHINGHAM LONDON THAMES, TW20 3BA  
 t: 07980 290 866  
 e: andrew@atdesignarch.com

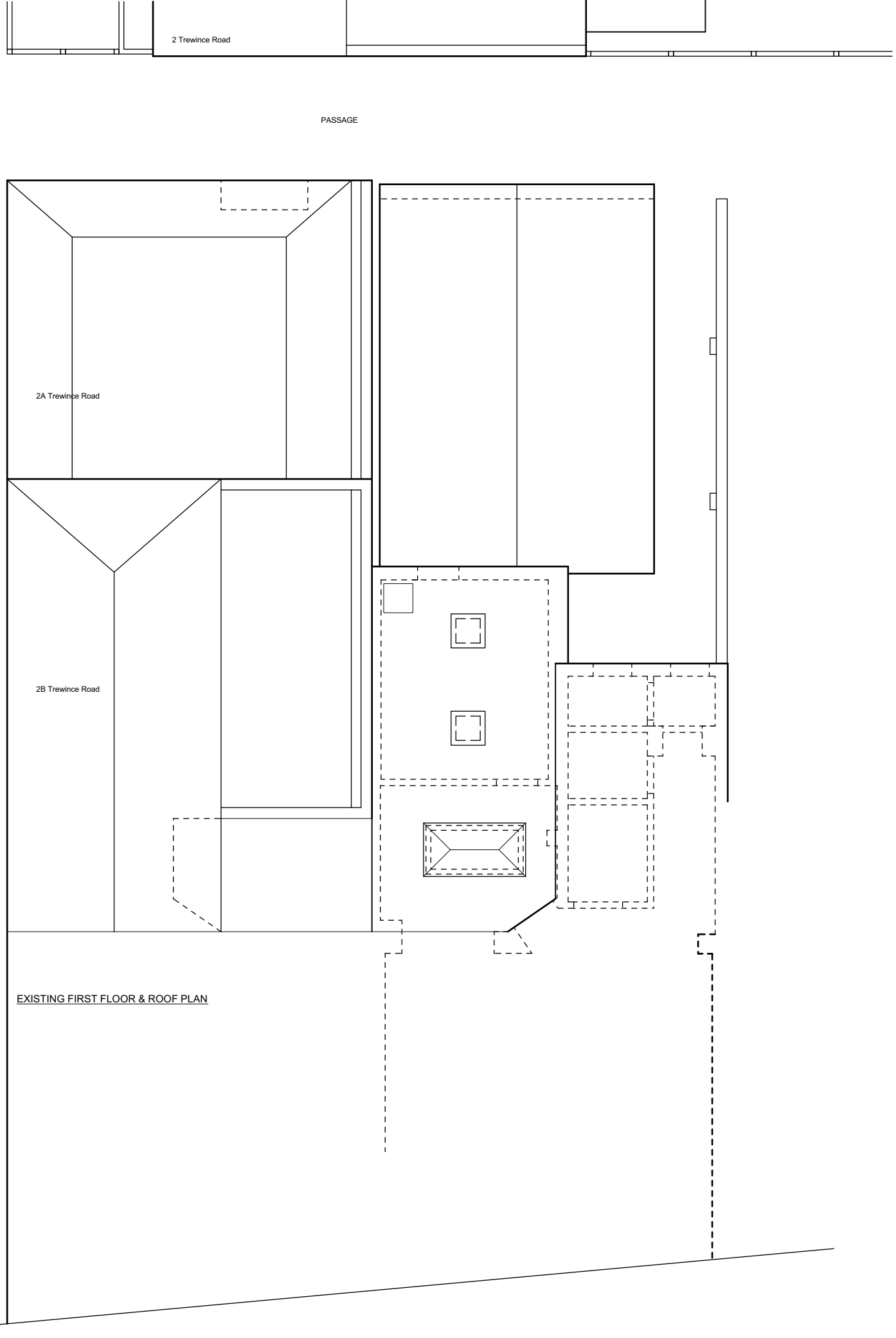
CLIENT:

PROJECT:  
 191 WORPLE ROAD  
 RAYNES PARK  
 LONDON  
 SW20 8RE

DRWG TITLE:  
 Survey  
 Rear & Side Elevations

DRWN BY:	SCALE:
	1:100 @ A3
DATE:	DRWG No.:
08/04/21	SV/104
	REV.

NOTE:  
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 for taking and checking all dimensions relative to  
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 in writing.



EXISTING FIRST FLOOR & ROOF PLAN

REVISIONS:
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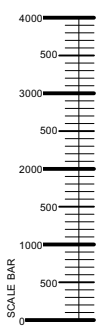
**at design**  
 52 WELLS ROAD, COPTHELM, LONDON  
 EC1A 3DF  
 t: 07980 290 860  
 e: andrew@atdesignarch.com

CLIENT:

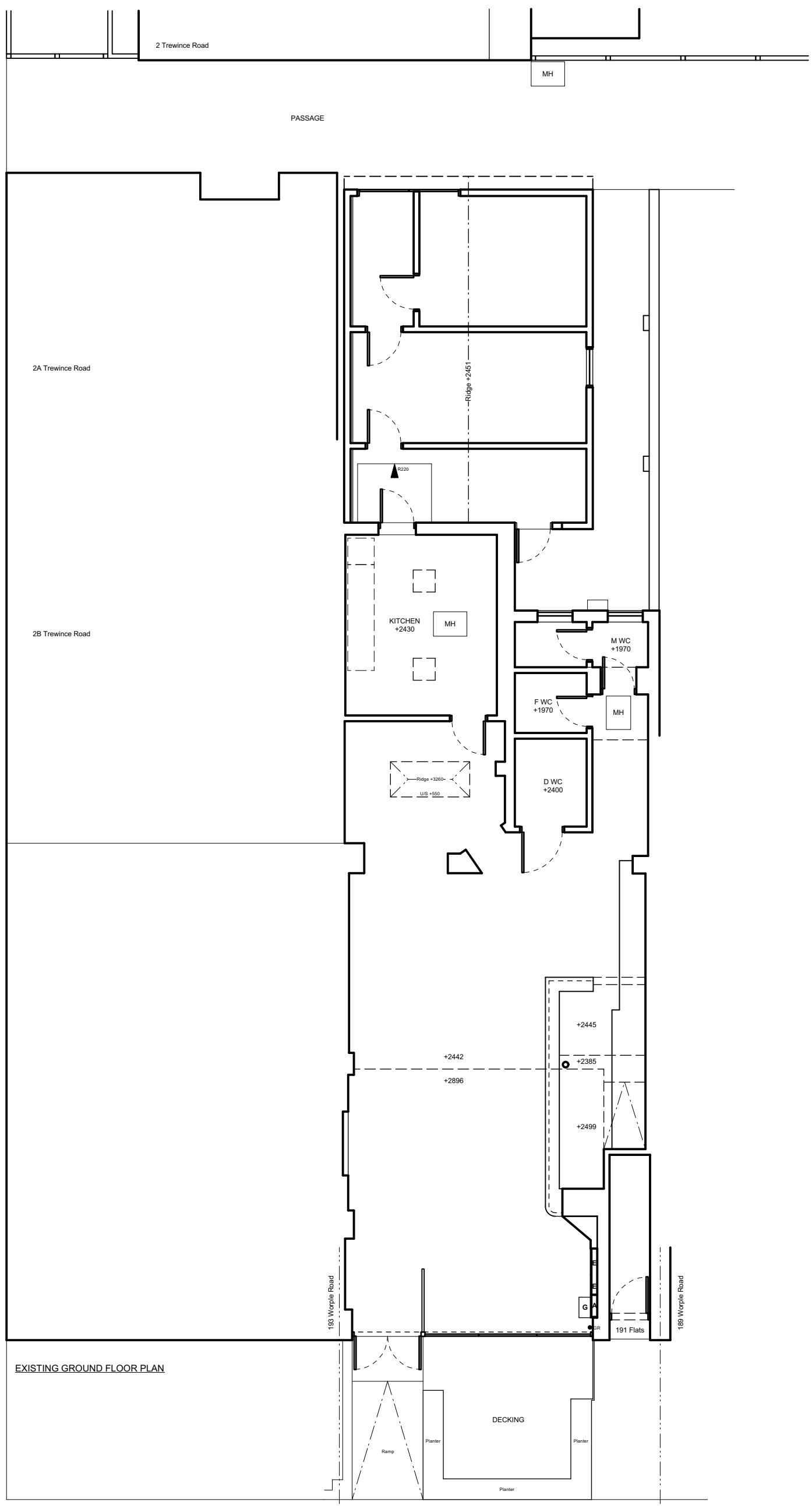
PROJECT:  
 191 WORPLE ROAD  
 RAYNES PARK  
 LONDON  
 SW20 8RE

DRWG TITLE:  
 Survey  
 First Floor  
 & Roof Plan

DRWN BY:	SCALE:	
	1:100 @ A3	
DATE:	DRWG No.:	REV.
08/04/21	SV/103	



NOTE:  
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REVISIONS:
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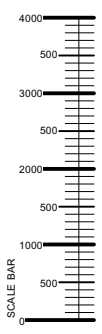
**at design**  
 52 WELLS ROAD, COVENTRY, N.W.4 3RD  
 t: 07980 290 866  
 e: andrew@atdesignarch.com

CLIENT:

PROJECT:  
**191 WORPLE ROAD  
 RAYNES PARK  
 LONDON  
 SW20 8RE**

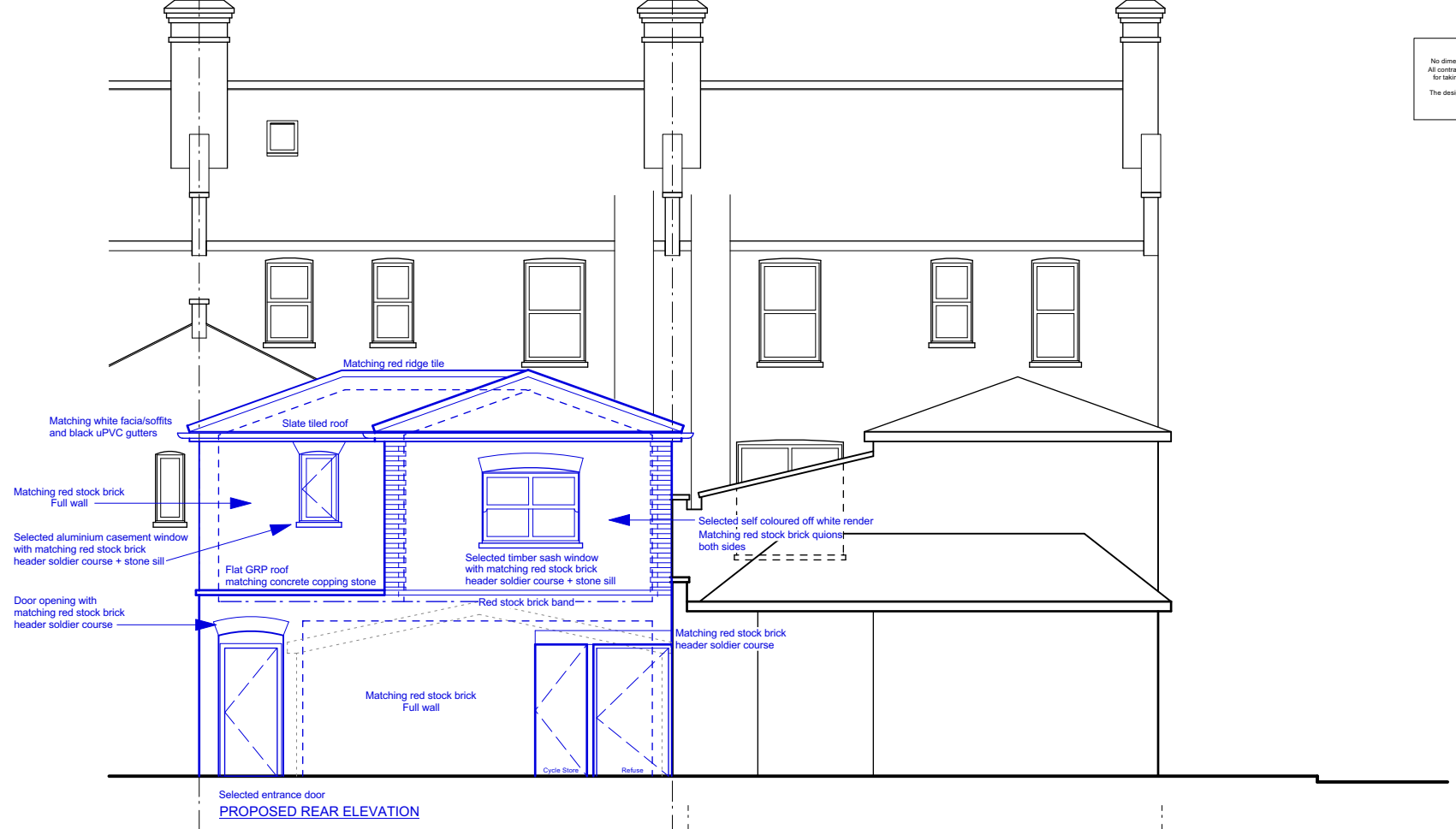
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**Survey  
 Ground Floor Plan**

DRWN BY:	SCALE:
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DATE:	DRWG No.:
<b>08/04/21</b>	<b>SV/102</b>
	REV.

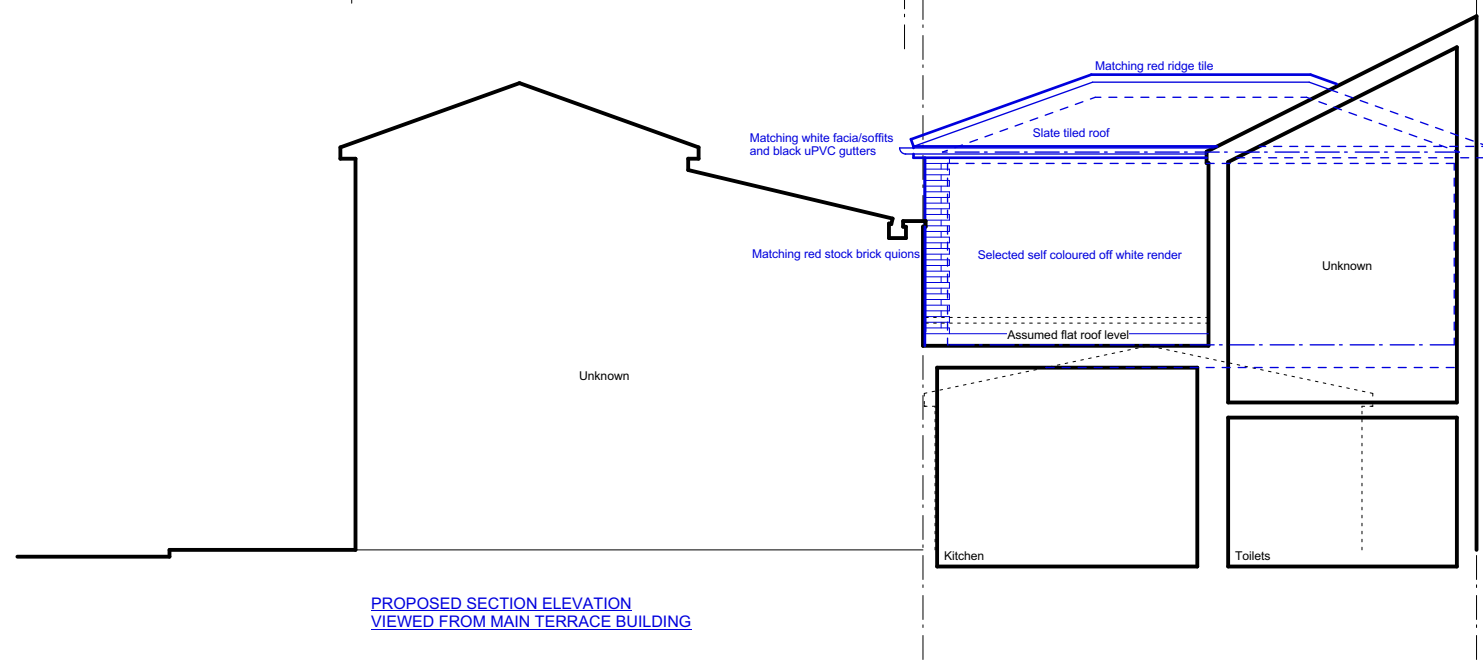




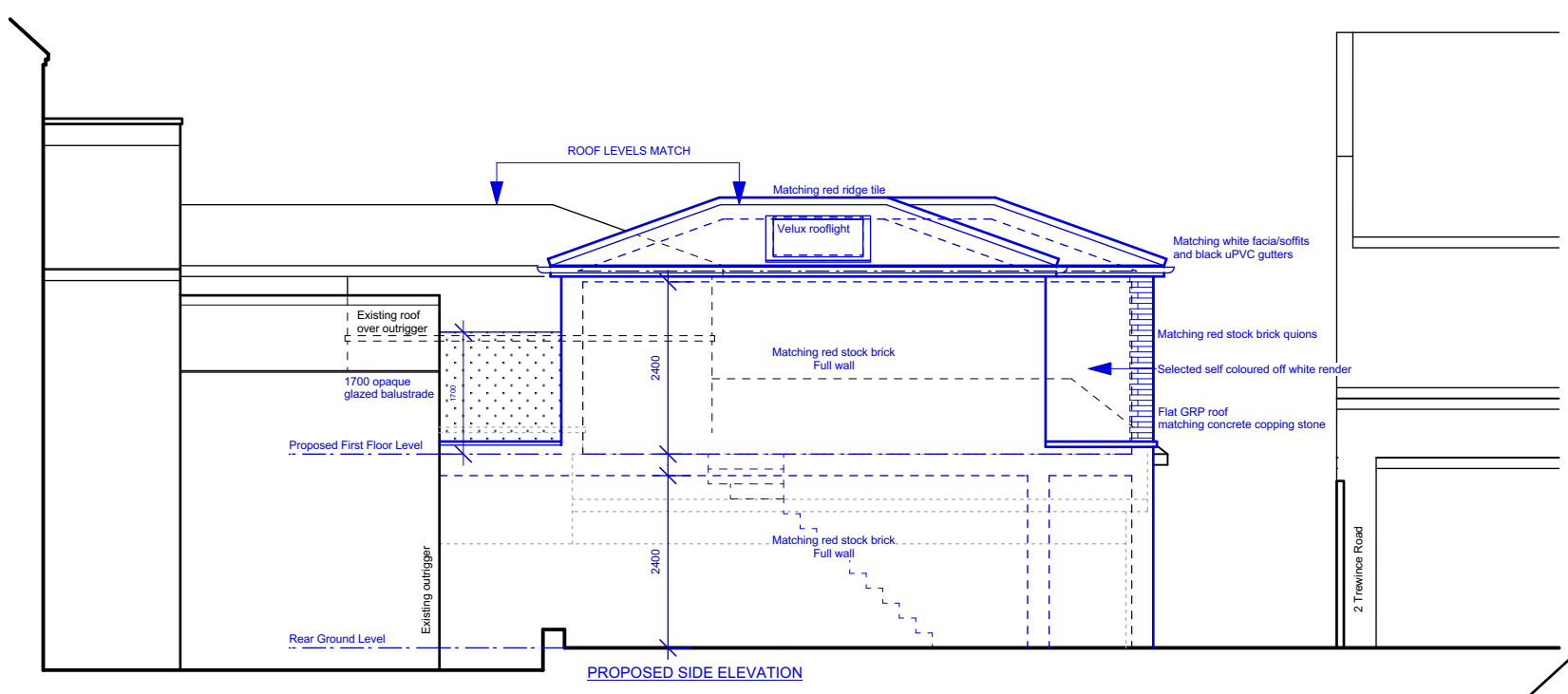
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the work.  
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in writing.



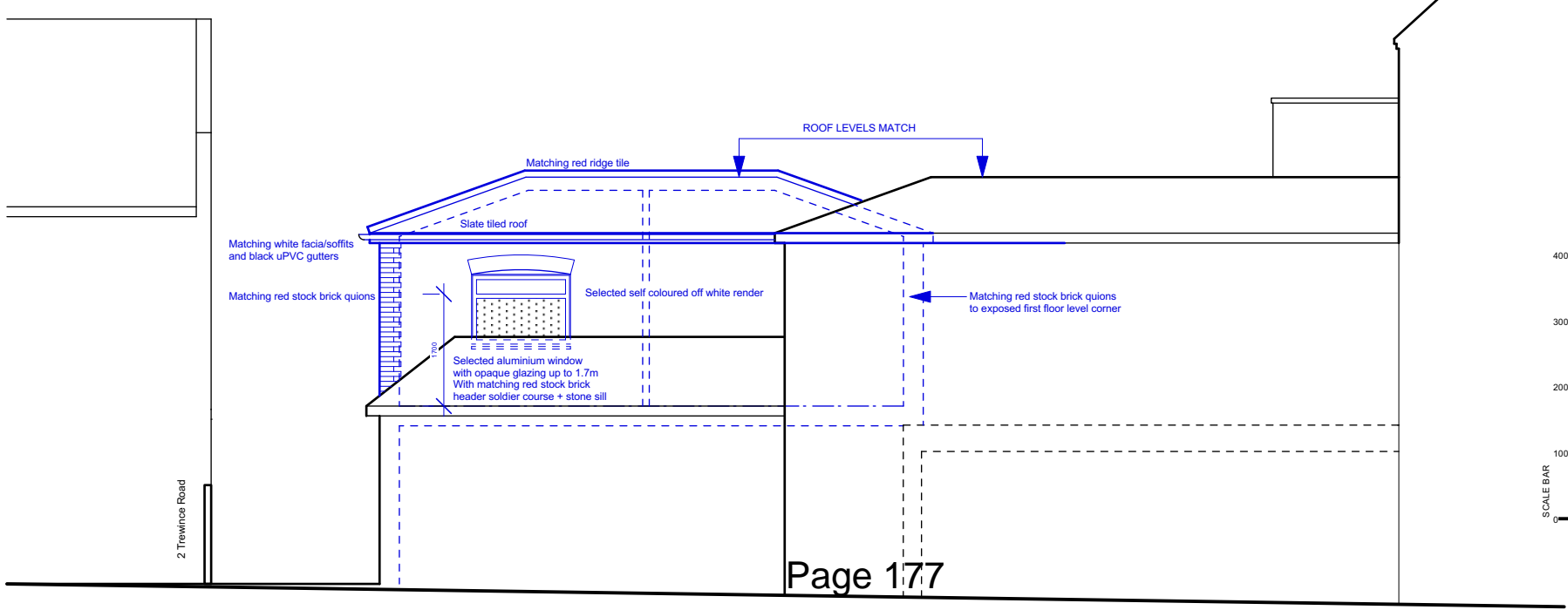
PROPOSED REAR ELEVATION



PROPOSED SECTION ELEVATION  
VIEWED FROM MAIN TERRACE BUILDING



PROPOSED SIDE ELEVATION



PROPOSED ROADSIDE ELEVATION

REVISIONS:
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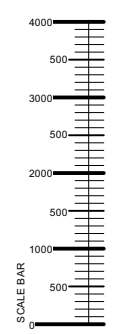
**at design**  
the coach house · northam road  
rusper · northam · rh16 4pr  
m: 07960 400 880  
e: andrew@atdesignarch.com

CLIENT:

PROJECT:  
191 WORPLE ROAD  
RAYNES PARK  
LONDON  
SW20 8RE

DRWG TITLE:  
PROPOSED ELEVATIONS  
PLANNING ISSUE

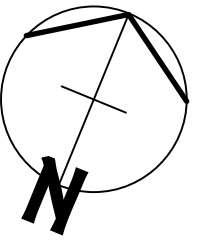
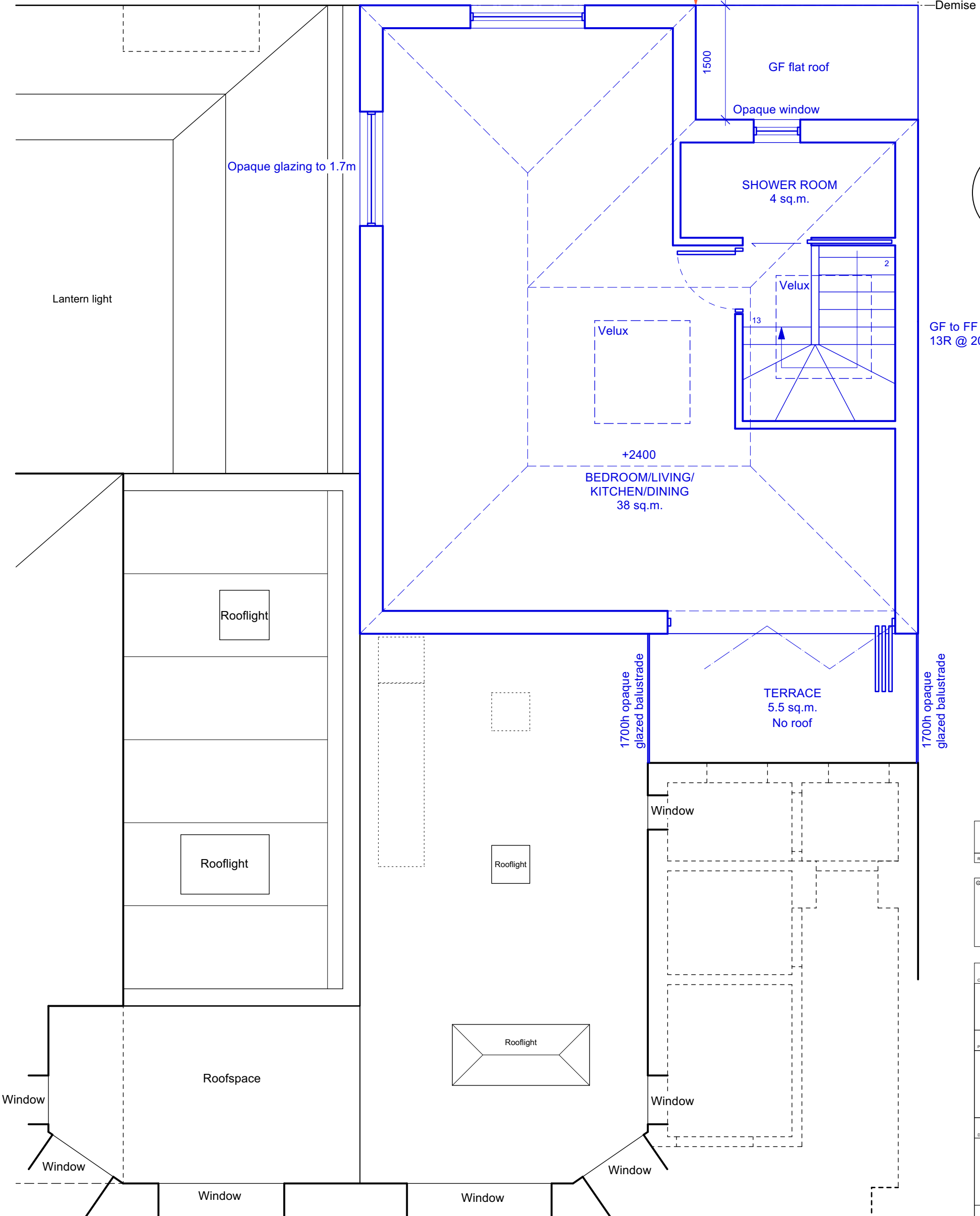
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DATE:	DRWG No.:
17/01/22	PA/203
	REV:
	B



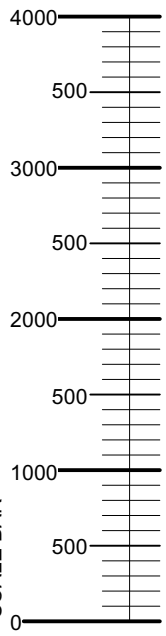
NOTE:  
No dimensions are to be scaled from this drawing.  
All contractors must visit the site and be responsible for taking and checking all dimensions relative to the work.  
The designer must be notified of any discrepancies in writing.

2 Trewince Road

INTERNAL AREA : 46 SQ.M.  
THEREFORE 1B/1P @  
46 + 5.5 AMENITY (TERRACE)  
TOTAL = 51.5 SQ.M.



GF to FF 2700  
13R @ 207.6



REVISIONS:
------------

**at design**  
the coach house - northam road  
rusper - northam - mid 44r  
m: 07960 200 816  
e: andrew@atdesignarch.com

CLIENT:

PROJECT:  
191 WORPLE ROAD  
RAYNES PARK  
LONDON  
SW20 8RE

DRWG TITLE:  
**PROPOSED  
FIRST  
FLOOR PLAN  
PLANNING ISSUE**

DRWN BY:	SCALE: 1:50 @ A3
DATE: 17/01/22	DRWG No.: PA/202 REV: B

**PROPOSED  
FIRST FLOOR PLAN**