

PLANNING APPLICATIONS COMMITTEE

17 JANUARY 2023

CASE OFFICER REPORT

APPLICATION NO.

DATE VALID

22/P2120

11/07/2022

Site Address:

18 Whitfield Court, 508 Kingston Road, London, SW20 8DT

Ward:

Raynes Park

Proposal:

Erection of a three-bedroom detached bungalow with a summerhouse.

Drawing Nos:

HPD09 (Site Location Plan), HPD11 (Existing Block Plan), HPD01B, HPD02B, HPD04, HPD12B, HPD03 Rev C and HPD11 Rev A.

Contact Officer:

Wendy Wong Chang

RECOMMENDATION

GRANT Planning permission subject to conditions and S106 Agreement

CHECKLIST INFORMATION

Is a screening opinion required	No
Is an Environmental Statement required	No
Press notice	No
Site notice	No
Design Review Panel consulted	No
Number of neighbours consulted	64
External consultations	1
Internal consultations	4
Controlled Parking Zone	Yes - A1

1. INTRODUCTION

1.1 The application has been brought before the Planning Applications Committee due to the number and nature of objections received.

2. SITE AND SURROUNDINGS

2.1 The site comprises vacant land between nos. 16 and 20 Whitfield Court (No. 18 Whitfield Court) accessed from Kingston Road. The site is currently a vacant land following the redevelopment of the land between Dupont and Sydney Road under planning permission 94/P0878. The wider piece of land comprises a number of single storey bungalows.

2.2 The site has the following designations and restrictions:

- Controlled parking zone (CPZ) – The site itself is not covered by a CPZ however the roads adjacent, Sydney Road and Dupont Road are covered by CPZ A1 (Mon – Fri 8.30-6.30pm)
- Conservation Area – No
- Building listed – No
- Tree Protection Orders – No
- Flood Zone – 1 (low probability of flooding). However, the site is identified as at risk of Surface Water Flooding
- PTAL – 4
- Archaeological Priority Area - No

3. PROPOSED DEVELOPMENT

3.1 The proposal comprises the erection of a single storey 3 bedroom (3B4P) dwellinghouse with an outbuilding providing ancillary residential accommodation.

3.2 Both the dwelling house and outbuilding are constructed in a mix of render and timber vertical cladding with dark grey framed fenestrations. Both are designed to have a flat extensive green roof with maximum height of 3.52m.

3.3 The dwelling house is sited towards the northern end of the plot with the outbuilding sited to the south. A private amenity space of 50sqm is provided between the main dwelling and the outbuilding.

3.4 The new dwelling will be enclosed in timber boundary fence.

3.5 The 3 bed dwellinghouse comprises 1 x double room and 2 x single rooms and thus provides a 3B4P unit. It has a total floor area of 119sqm. The outbuilding provides additional ancillary accommodation.

3.6 The proposed unit benefits from 1 x off street parking space sited in the courtyard area accessed from Kingston Road. A rapid electric charging point will be made available.

4. PLANNING HISTORY

- 4.1 94/P0878 - ERECTION OF 3 X TWO BEDROOM DETACHED BUNGALOWS INCORPORATING PROVISION OF AMENITY SPACE, GARAGE ACCOMMODATION AND USE OF EXISTING ACCESS FROM 506-508 KINGSTON ROAD, SW20 – Refused and allowed on appeal - 09/11/1995
- 4.2 05/P0329 - CHANGE OF USE FROM 2 No DETACHED GARAGES TO 2 No DETACHED ONE BEDROOM BUNGALOWS – Refused and allowed on appeal
- 4.3 12/P2923 - ERECTION OF A TWO-STOREY TWO-BEDROOM DWELLINGHOUSE WITH VEHICULAR ACCESS TO THE REAR OF 104 DUPONT ROAD – WITHDRAWN
- 4.4 12/P2924 - ERECTION OF A TWO-BEDROOM SINGLE-STOREY DWELLINGHOUSE, WITH VEHICULAR ACCESS BETWEEN 508 AND 510 KINGSTON ROAD - WITHDRAWN

5. CONSULTATION

- 5.1 The application was originally publicised by means of individual letters to occupiers of neighbouring properties. In response, 15 letters of objection including an objection from the Apostles Residents Association were received. The comments can be summarised as follows:

Objections	Officer Comments
Design	
Design is unsympathetic and outright jarring	The proposal bungalow is very similar to existing bungalows and overall height of the bungalow is lower than existing bungalows. Design is discussed further in Section 7 of the Report.
Inappropriate development	Further discussed and assessed in Section 7 of the Report.
The proposed development too large for this plot	
The proposed property is not in keeping with the appearance of the properties on Sydney and Dupont Roads.	
Overdevelopment	
No justification for the scale of the summerhouse of what is proposed. Not necessary.	The scheme provides adequate private amenity space with the inclusion of the summer house.
Neighbour Amenity	
Potential loss of light	Further discussed and assessed in Section 7 of the Report.
Noise and disturbance	
High roof structure will dominate the outlook of 20+ houses, impairing peace and privacy	

Design of the outbuilding is intended to be a stand alone, separately occupied flat	
Increased foot and vehicular traffic caused by the development proposed will negatively impact the quiet enjoyment of rear gardens on both adjacent roads	
Impact on privacy - The proposed structure depicts a window wall immediately adjacent to my property.	
Construction Traffic	
Increase in traffic, fumes and toxicity of the air	Further discussed and assessed in Section 7 of this report. However, a condition requiring the submission of Construction Logistic and Management Plan has been recommended to ensure the development can be constructed with minimal disturbance to nearby occupants.
Access for construction	
the only access available to the site by vehicle is via Whitfield Court entrance which will not allow for access of construction vehicles due to the size and height of entrance. There needs to be further consideration as to how the raw materials and machinery could even reach this site without the utilisation of Dupont and Sydney road alleyways which can only be described as tight access and only used for emergency use. It really will make the development unwieldy and interruptive for residents around more so than a regular build.	
Highways/Parking	
Adequacy of parking/loading and turning	Council's Highway Officer has been consulted and raised no objections to this. As this is a private road, hence transport/highways would not comment on traffic issues. The objectors would need to raise their concerns to the manager who looks after this private road.
This site currently provides a space where vehicles can turn around at the end of the private road.	
The proposed development, by not including space for parking, also removes options for turning vehicles, therefore leading to inevitable unsafe 150m long reversing along the length of the private road.	
The proposed parking spaces is near to the Whitfield Court end of the site; the reality is this is a long way from the proposed property. The potential resident and guests would utilise neighbouring roads	The applicant has agreed to enter into a legal agreement to restrict future occupiers of the unit from applying for residents parking permits
The proposed parking spaces seem to be already occupied by residents from Whitfield Court	The proposed development comes with a parking space. The

	applicant has confirmed that the parking space is within the Applicant's private road.
The proposal only includes two parking spaces. This is insufficient for the size of the development proposed due to the disingenuously named "Summer House".	Site is situated in PTAL Rating 4. In accordance with London Plan for Outer London Borough with PTAL 4, parking standards is up to 0.5 - 0.75 spaces per dwelling. One parking space has been provided and is considered acceptable.
Increased risk of vehicle collision into this proposed dwellinghouse from the directly adjacent private road.	Council's Highway Officer has been consulted and raised no objections to this.
While it is noted that agreement has been obtained to take waste bins to the area adjacent to 104 Dupont Road on collection days, I severely doubt that the occupants will continue with that habit permanently. The positioning of the bin area (behind the summerhouse) would require them to wheel heavy bins the length of the property, through a long alleyway and then approximately 100m to the Bushey Road end of Dupont Road.	Council's Highway Officer has been consulted and raised no objections to this. Details of Refuse management will be conditioned.
Flood risks	
Issues with an underground watercourse on the land, which if disturbed could cause flooding	Council's Flood Risk Officer has been consulted and confirmed there are no records of an underground watercourse or culvert under the site.
We have regularly had problems with surface water flooding during winter months when the ground become saturated around this location	No objections raised by Council's Flood Risk Officer subject to condition.
The Flood risk assessment references the high risk of flooding and also high water tables	
During storm events the sewers become overloaded and we get surface water flooding at the locations where the ground level is lowest	
The installation of this new property and foundations will lead to further issues with waters that would usually drain on this site being driven into the neighbouring properties.	
Object to the construction of this proposed	

<p>development on this unsuitable site, where the proposed solution involves raising the property into the air such that it will be more prominent and a bigger blight for neighbouring properties.</p>	
<p>The Flood Risk Assessment is focussed on the development itself and does not suitably consider the wider impacts of this development on increased flooding to the surrounding properties.</p>	
<p>This development will increase the flooding into neighbouring properties</p>	
<p>No appropriate remedial measures have been proposed to address this</p>	
<p>A foul sewer with manholes is located on this site, connecting from the existing bungalows directly to the main sewer in Sydney Road. The surface water flooding identified is likely to flow into these manholes, therefore allowing the foul water to flow out, and also making the foul water back-up into surrounding houses.</p>	<p>The Flood risk Officer has done a Thames Water sewer search and confirmed there are some lateral Thames Water assets (which branch out to Sydney Rd) so recommended a consultation with Thames Water on any application in case a build over consent or sewer diversion is required with them.</p>
<p>An extensive existing drainage system existing on this site, including an existing underground tank that appears to take drainage from neighbouring properties.</p>	<p>No objections raised by Council's Flood Risk Officer subject to condition.</p>
<p>The proposed development cannot be achieved without changing the existing drainage.</p>	
<p>Proposed drainage design/strategy has not been suitably considered and will result in increased flooding of our surrounding properties.</p>	
<p>Need assurances that the drainage design includes sufficient space for the tank, and that there will be suitable offsets from that tank to the building foundation.</p>	
<p>The area to be covered by the bungalow, summerhouse and drained surrounding areas are not currently positively drained, and therefore generally seep into the ground without entering the public sewer. My understanding is that every new development should soakaway drainage water as part of the scheme, without increasing the burden on the public sewer.</p>	

<p>The proposed development produces increased surface runoff, which it then proposes to be pump away. If the pump is not properly maintained, and in the event that a single pump system fails, the runoff will flood the site, increasing risk of flooding to neighbouring properties.</p>	
<p>Landscaping</p>	
<p>Trees have been felled last year on this site</p>	<p>As the site is not situated in a conservation area, there are no protection to any trees and works to remove can be undertaken without prior consent from the LPA.</p>
<p>Existing off-site trees could be compromised by the build</p>	<p>Officer notes that there is an access road between the site and properties fronting Dupont Road. The proposal will retain an access road between the site and properties fronting Sydney Road. There is therefore sufficient separation distance to ensure existing off-site trees are safeguard.</p>
<p>We are in danger of losing this natural barrier which not only safeguards privacy to close proximity neighbours but adds to the natural, nature environment of the area.</p>	<p>A condition for soft and hard landscaping has been recommended.</p>
<p>Fire Safety</p>	
<p>Increase fire risk to neighbouring properties given the distance between fencing boundaries and the development</p>	<p>A Fire Safety Statement has been carried out by an appropriate expert to the Council's satisfaction. A planning condition requiring the development to be carried out in accordance with the Fire Safety Statement and further approval under building control regulations will ensure the appropriate level of safety will take place</p>
<p>Impossible for any fire-fighting equipment to gain access to the property</p>	
<p>Emergency vehicles, in particular fire or ambulance, cannot access this land due to the height restriction of the only vehicular access from Kingston Road.</p>	
<p>Submitted fire Statement states that fire appliances cannot gain access to the property</p>	
<p>Inaccessibility of surrounding alleyways would take emergency services a significantly extended time to locate a route to the site, and then manually carry equipment to the site.</p>	
<p>The proposed parking location also appears to compromise an existing fire hydrant.</p>	
<p>A more detailed statement should be prepared</p>	

before permission might be given.	
Contamination	
I think it is appropriate for this site to be tested for contamination by a suitably qualified person, before site development is permitted.	EH Contamination Officer has been consulted and has recommended pre-commencement conditions for a preliminary risk-assessment and remediation method statement where applicable
The application forms states the land to be not contaminated however this statement has not been substantiated.	
Standard of Accommodation	
Looking at the ground floor plan, only one of the bedrooms could be regarded as dual aspect and this is only achieved by inserting two small windows in the side elevation. Furthermore, although the proposal purports to provide a three-bedroom 6-person dwelling, the arrangement of the three separate rooms looks more like student accommodation, with the Summerhouse looking like a games room for student recreation. Additionally the space in each bedroom is extremely limited for two people. Further, why does each bedroom require an en-suite bathroom? Surely, a communal bathroom for at least two of the rooms would allow for a better design solution and more space for the occupants? We would add that there also appears to be very limited storage space for a three bedroomed property.	The scheme has been amended to provide for a 3B4P unit comprising 1 x double bedroom and 2 x single bedroom.
Other Matters	
Residents are of the view that this strip of land has been completely developed	Further assessed in Section 7 of this Report.
Increase population density of the area	
Overcrowding in an already overcrowded area	
Pressure on local health practices	Not a material consideration for this Minor application.
Original development of five bungalows have been repeatedly rejected by Merton however were allowed on Appeal.	See Planning History
Long history of objections are well documented	
Design of the outbuilding is intended to be a stand alone, separately occupied flat	As submitted, the outbuilding forms ancillary residential accommodation. A condition has ben recommended requiring

	the outbuilding to remain as ancillary accommodation in perpetuity.
The applicant does not own the land being proposed as parking, and therefore I do not see how they can ask for permission on that land.	The applicant has confirmed land ownership. In any case, this is a property matter and not a material planning consideration.
The red line block plans in the application do not correctly align to the actual ownership boundaries.	The applicant has confirmed that all existing bungalows except no 20 Whitfield Court do not currently benefit from right of way through the access way to Kingston Road, which is owned by the Applicant.
This location was actively maintained when it formed part of the garden for the end bungalow (No. 20). Only subsequent to it being separated and sold to the developer has it been allowed to return to scrub.	This is a property matter and not a material planning consideration.
This land was recently auctioned, we and adjacent residents attempted to buy the land with the intention of it become a communal area or extension to our gardens.	This is a property matter and not a material planning consideration.
Site is greenfield site as this location has never previously been developed. This is not an instance where 'the delivery of new residential accommodation in the borough will be achieved in the development of 'sustainable brownfield locations' and 'ensuring that it is used efficiently' (supporting text to Policy CS9).	The site formed part of Bungalow 3 (now no. 20) in the original permission 94/P0878 which granted consent for the erection of 3 bungalows.
The proposed development is larger and more intrusive than the previous application for this site, 12/P2924, which was withdrawn due to the weight of legitimate opposition to the plan.	Further assessed in Section 7 of this Report.
Major, disruptive engineering works were required to manage water levels during the construction of the existing bungalows in this strip of land and the potential for such works to cause major disruption and possible structural damage to the surrounding properties cannot be overlooked.	Works can be conditioned.
Negative influence on the value of surrounding properties.	This is a property matter and not a material planning consideration.
There is a restrictive covenant in place in respect	This is a property matter

of a section of land to the rear of 82 Dupont Road. This proposal appears to ignore the restrictive covenant that's in place.	and not a material planning consideration.
Increased security risks. The Secured by Design report acknowledges the property would require additional lighting to perimeter and approach, which would create light nuisance to nearby properties.	Further assessed in Section 7 of this Report.
The site this is not actually 'a left over piece of land' but a strategic soak away with working pumping station so the original intention was for this not to be built upon.	Further assessed in Section 7 of this Report.
The boundary fences with the back gardens of the two roads have been poorly maintained, causing conflict between neighbours.	Not a material planning consideration
The current properties are rented by their owners. We have noticed that tenants remain there generally for no more than a year, thus proving their unpopularity as dwelling places – in comparison to the majority of the properties in the Apostle roads. The granting of planning permission is therefore most unlikely to offer a place where someone would wish to make their home.	Not a material planning consideration
However, it has to be accepted that, on appeal, the application was granted. The Committee must therefore decide a) whether on the basis of previous successful application, they should indeed grant planning permission for a 6 th bungalow or b) consider whether there are specific reasons why, despite the 5 bungalows receiving consent, there is good reason for not allowing the 6th.	Further assessed in Section 7 of this Report.
The obvious question is why were 6 bungalows not built originally, instead of 5? My understanding, from what I can ascertain from the site, is that this is not actually 'a left-over piece of land' but a strategic soak away with a working pumping station so the original intention was for this not to be built upon. If it had been possible to build this 6 th bungalow, why would they not have done this with the other 5?	Further assessed in Section 7 of this Report. No objections have been raised to the principle of the development by Council's Flood Risk Officer. In addition, each application has to be assessed on its own merits.
Whilst I accept that any construction will incur a degree of local disruption, in this instance the upheaval caused by the building project will be devastating for local residents. When the original 5 bungalows were erected building materials could be stored in the area which has now become the carpark. The only place now to store	Details of construction logistic plan can be conditioned.

materials for the 6th bungalow is in the two adjacent roads, thus causing a significant amount of disruption in these residential streets.	
In conclusion, it is reasonable to assume the applicant for the original planning application had in mind a maximum level of 5 bungalows, reckoning that that was the maximum for which planning consent could be granted. Neither then nor now is there any justification for increasing the residential units on this most unsuitable site.	Further assessed in Section 7 of this Report.

Internal Consultees

Highways Officer

- 5.2 The height looks very constricted and normal construction vehicles and material deliveries would struggle to get under, from the look of it standard transit vans would probably struggle, the developer needs to address this issue, as there will be more frequent smaller deliveries than normal sites, and as part of any CLP we would want to know the height of the entrance and what type of vehicle would be used to get through this space, we would also put on restrictions regarding possible offloading and transfer of material from Kingston Road due to existing waiting restrictions, cycle lane and close proximity to a bus stop
- 5.3 The method of constructing the development will be required in the CLP, which encompasses the delivery methods including sizes of vehicles, how many per day and timings during the day.
- 5.4 Whilst there are other pedestrian accesses from Dupont Road we would be concerned if these were used for construction vehicles as they are private and responsibility of the residents and not under the applicants ownership, this will need to be part of any agreement due to potential issues with residents

Waste Management/Services

- 5.5 No objections

Flood Risk

- 5.6 No objections subject to conditions and consultation with Thames Water

Contamination

- 5.7 No objections subject to condition

Transport Planning (original comments)

- 5.8 The application site has modest transport accessibility (PTAL 4). The adjacent roads are covered by Controlled Parking Zone A1 with restrictions in place

(Mon – Fri 8.30- 6.30pm). Two parking spaces is provided which would not comply with the London Plan maximum standard which requires up to 1 space per dwelling based in PTAL 4 areas. The proposal provides three cycle parking spaces within the Summer House as indicated on the proposed plan. which would accord with the London Plan's requirement for 2 spaces for 3 bedroom dwelling.

- 5.9 Object to the parking space sited over the manhole. Amended parking layout received omitting the said parking space and no objections raised. Further comments received clarifying that as Whitfield Court is a private road, the use of the road will need to be agreed with owners of the private road.

Refuse - Refer to Council's refuse collection department.

Recommendation: Raise no objection subject to:

- Car Parking maintained
- Cycle spaces (secure & undercover) as shown maintained

External Consultees

MET Police

- 5.10 Due to the fact that this is a single unit I wouldn't recommend a Secured by Design condition. This site is situated in a secluded area though as my comments suggest so if the developer would like any further advice or input into security measures I'd be happy to discuss them.

- 5.11 Recommended design considerations to be addressed/included:

- Fencing should be at least 1.8m in height and suggest topping this with 300mm of trellis
- use of permeable surfaces
- Lighting plan should be devised to provide adequate lighting to the property, the perimeter and the approach
- All windows should be Secure by Design approved, tested and certified
- Cycles stand facilities include the locking of both wheels
- one way film should be applied on the summerhouse doors and windows to prevent vision inside but allow vision out

- 5.12 A good lighting plan is key in this location. Consideration should be given to the inclusion of an alarm.

Thames Water

- 5.13 Thames Water has been consulted and comments yet to be received.

Officer Response - It is often the case that Thames Water do not object to a proposal of this nature but impose planning conditions or require separate permissions from Thames Water themselves. Should a consultation response

not be received prior to the planning committee (and provided in the mod sheet), officers will withhold issuing a decision notice until comments have been received from Thames Water in order to safeguard any potential issues if they transpire.

6. POLICY CONTEXT

List of relevant planning policies

National Planning Policy Framework (2021)

- Chapter 5 Delivering a sufficient supply of homes
- Chapter 9 Promoting sustainable transport
- Chapter 11 Making effective use of land
- Chapter 12 Achieving well-designed places
- Chapter 14 Meeting the challenge of climate change, flooding and coastal change

London Plan 2021

- Policy D1 London's form, character and capacity for growth
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D6 Housing quality and standards
- Policy D11 Safety, security and resilience to emergency
- Policy D12 Fire safety
- Policy D13 Agent of Change
- Policy D14 Noise
- Policy H1 Increasing housing supply
- Policy H2 Small sites
- Policy H3 Meanwhile use as housing
- Policy H10 Housing size mix
- Policy G6 Biodiversity and access to nature
- Policy SI 1 Improving air quality
- Policy SI 2 Minimising greenhouse gas emissions
- Policy SI 12 Flood risk management
- Policy SI 13 Sustainable drainage
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car parking

- Policy T6.1 Residential parking

Merton Core Strategy (2011)

- Policy CS 8 Housing Choice
- Policy CS 9 Housing Provision
- Policy CS 14 Design
- Policy CS 15 Climate Change
- Policy CS 16 Flood Risk Management
- Policy CS 17 Waste Management
- Policy CS 18 Active Transport
- Policy CS 19 Public Transport
- Policy CS 20 Parking, Servicing and Delivery

Merton Sites and Policies Plan (2014)

- DM H2 Housing mix
- DM O2 Nature Conservation, Trees, hedges and landscape features
- DM D1 Urban design and the public realm
- DM D2 Design considerations in all developments
- DM F1 Support for flood risk management
- DM F2 Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure
- DM T1 Support for sustainable transport and active travel
- DM T2 Transport impacts of development
- DM T3 Car parking and servicing standards
- DM T4 Transport infrastructure
- DM T5 Access to the Road Network

Other guidance:

- DCLG Technical Housing Standards - Nationally Described Space Standard 2015
- Mayor's Housing SPG 2016
- Mayor's Sustainable Design and Construction SPG 2014
- Waste and Recycling Storage Requirements - A Guidance for Architects
- Merton's Small Sites Toolkit SPD 2021
- Merton Character Study 2021
- Merton's Explanatory Note: Approaches to Sustainable Design and Construction 2020

7. PLANNING CONSIDERATIONS

7.1 The main planning considerations are:

- i) The principle of development;
- ii) Character and appearance;
- iii) Impact on neighbouring amenity;
- iv) Standard and quality of accommodation;
- v) Transport, parking and cycle;
- vi) Sustainability
- vii) Flood Risks
- viii) Fire Safety
- ix) Contamination

AMENDMENTS

7.1 Site address has been amended to correctly refer to 18 Whitfield Court. Neighbours were reconsulted following the correction of site address. Revised elevations have been received with corrected labelling and a revised floor plan received with the removal of en-suite from bedroom 2 & 3 and replacing single beds in Bedrooms 1 and 3. The unit type has been amended to 3B4P. A revised Block Plan received. A revised Parking plan has been received addressing objections raised by the Highway officer which removes the proposed parking space over the manhole and amending the parking provision to 1 space. Neighbours were not reconsulted given no material change to the proposed scheme

PRINCIPLE OF DEVELOPMENT

- 7.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise.
- 7.3 National Planning Policy Framework (NPPF) 2021 - Paragraph 124 explains planning decisions should support development that makes efficient use of land, taking into account the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; the desirability of maintaining an area's prevailing character and setting, and the importance of securing well-designed, attractive and healthy places.
- 7.4 NPPF Paragraph 125 states that it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.
- 7.5 Policy H1 of the new (2021) 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). This equates to 918 homes annually, an increase of 507 compared to the former

target (411) set out in Merton's current Sites and Policies Plan. The new target therefore seeks to deliver more than double the former annual target. This sets Merton a challenging target to deliver the expected number of new homes that London needs to meet demand.

- 7.6 The application site has a site area of less than 0.25 hectare. The application site therefore falls under planning policy H2 (Small Sites) of the London Plan 2021. Following on from the housing targets set out above, small sites are expected to deliver 2,610 new homes over the 10 year period (2019/20 - 2028/29). Policy H2 sets out that for London to deliver more of the housing it needs, small sites (below 0.25 hectares in size) must make a substantially greater contribution to new supply across the city. Therefore, increasing the rate of housing delivery from small sites is a strategic priority. Achieving this objective will require positive and proactive planning by boroughs both in terms of planning decisions and plan-making.
- 7.7 The borough's Core Planning Strategy states that that it is expected that the delivery of new residential accommodation in the borough will be achieved in various ways including development in 'sustainable brownfield locations' and "ensuring that it is used efficiently" (supporting text to Policy CS9). The application site is on brownfield land and is in a sustainable location adjacent to other existing residential properties.
- 7.8 In light of the above, considerable planning weight must therefore be given to the delivery of new homes as part of the planning application process. It is also noted that planning policies have changed since the determination of the previous consents where there is no more emphasis on delivery more homes. Concerns have been raised that the application site is not brownfield land. Officer notes that the application site formed part of the front garden assigned to Bungalow 3 (now no. 20 Whitfield Court) under the original consent reference 94/P0878. This is illustrated in below aerial view.



Fig.1: Aerial view accessed on 28 December 2022 from Google Maps

- 7.9 The application site is considered to be located on a brownfield site within a location with good public transport infrastructure. The site is therefore considered to be in a location for residential use that would promote sustainable development. The redevelopment of the site would bring forward 1 new residential unit which will make a small contribution to meeting Merton's housing targets and would provide a good mix of unit sizes that will assist in the delivery of a mixed and balanced community in a sustainable location. New housing, irrespective of the type of ownership i.e owned or rented, is considered to be in accordance with the objectives of the NPPF, London Plan targets, and LBM policies.

CHARACTER AND APPEARANCE

- 7.10 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. The regional planning policy advice in relation to design is found in the Chapter 3 of the London Plan (2021). 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.
- 7.11 London Plan Policy D3 requires development proposals to enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. Local Policies CS14, DMD1 & DMD2 further supports this, requiring new developments to reflect the best elements of the character of the surrounding area, or have sufficient distinctive merit so that the development would contribute positively to the character and appearance of the built environment.
- 7.12 In line with the above policies, the proposed dwelling is of a design that responds directly to the constrained siting of the site and the single storey nature reflects the existing bungalows along Whitfield Court and would avoid being visually overbearing when viewed from the adjacent terrace properties.
- 7.13 In response to the pre-application advice, the applicant has reduced the footprint of the summerhouse to allow for an increased separation distance between the main dwelling and the outbuilding as well as an increase in size of the private amenity space, which in turn increases the sense of openness when viewed from adjacent properties.
- 7.14 Officers also encouraged a more contemporary design approach at pre-application stage in order to add some visual interest to the site, rather than duplicating the uninspiring traditional bungalow design. The design of the proposed dwelling comprises a contemporary design approach with render and timber cladding with a flat roof. Whilst the materials do not reflect the traditional materials used in the construction of the existing bungalows along Whitfield Court, it draws on materials evident in the locality and thus is considered a satisfactory design solution in this location. Given its single storey nature and the use of appropriate materials, it is considered a sympathetic form of development that will add some interest and harmonise with the surrounding

properties.

- 7.15 Whilst the flat roof design may be considered at odds with the pitched roofs on the existing bungalows, however it is noted that the proposal has been designed to accommodate an extensive green roof and PV panels. The drainage and biodiversity benefits of an extensive green roof must be acknowledged as such it is considered the introduction of a flat roof in this instance is justified and on a planning balance, it is considered that the benefit outweighs the harm identified by the objectors.
- 7.16 Although details of the boundary treatment have been limited, full details of boundary treatment will be conditioned to ensure these are provided to the satisfaction of the LPA.
- 7.17 Concerns have also been raised to the height of the proposal. Officer notes the site constraints requiring the scheme to be raised above ground level to overcome flood risk concerns as well as the minimum space standards requiring all new dwellings to achieve minimum floor to ceiling height. Therefore, in light of the design constraints, there are no objections to the proposed height, which still remains domestic in scale and lower than the existing bungalows along Whitfield Court.
- 7.18 Planning policy DM D2 (Design considerations in all developments) part V ii) seeks to ensure provision of appropriate energy efficient external lighting that provides safe and secure environments. The applicant has submitted that downlighting will be integrated into the proposals. Details of external lighting will be conditioned.
- 7.19 In view of all these considerations the proposals are considered to reflect and respect the design, appearance and materials of the other neighbouring properties and would readily blend into this location with no harmful impacts on it.

NEIGHBOUR AMENITY

- 7.20 Planning policy CS policy 14 of Merton's Core Planning Strategy and policy DM D2 of Merton's Sites and Policies Plan seek to ensure new developments do not unacceptably impact on the amenities of the occupiers of any adjoining and nearby surrounding properties. Planning policy DM D2 (Design considerations in all developments) states that amongst other planning considerations that proposals will be expected to ensure provision of appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy, to both proposed and adjoining buildings and gardens. Officers consider the impact on the relevant surrounding properties in turn.

Adjacent properties on Dupont and Sydney Road

- 7.21 The proposed development would be visible from to the occupants of terrace dwellings to the north and south on Dupont Road and Sydney Road respectively however given the single storey nature of the proposal, existing separation distance as well as having majority of the development being obscured by existing boundary treatments, the impact to the surrounding properties is considered negligible. Further, the introduction of an extensive green roof will soften the visual impact. Based on the submitted plans, the

properties fronting Dupont Road is separated by an existing alleyway and there is a minimum separation distance of approximately 14m and a separation distance of approx. 19m to the properties fronting Sydney Road.

- 7.22 Further, in view of the single storey nature, level of separation from neighbours and presence of boundary treatments, the proposal will not materially impact on the daylight/sunlight benefiting the existing properties when compared to existing situation.
- 7.23 Whilst windows are being proposed along the NE elevation fronting the access road, these will not create new views into private amenity spaces of nearby properties, in particular into properties fronting Sydney Road as these views are obscured by existing boundary fence therefore Officers do not consider the proposal will result in loss of privacy or overlooking to nearby occupants.
- 7.24 The increased views onto the access road could be considered to improve passive surveillance and improve on the security of the locality.

20 Whitfield Court

- 7.25 There would be some increased sense of enclosure and change in outlook in respect of the front facing window at no. 20 Whitfield Court, however, as there would be a separating distance of approx. 5m between the south side elevation and the front garden of this property, the impact is not considered to be harmful to warrant a refusal.

16 Whitfield Court

- 7.26 In view of separation distance and siting of boundary fences, no material increase in harm to the amenity of this occupant is anticipated.

72 Dupont Road

- 7.27 The proposed development will be set 1m from the southern boundary of this property. For reasons set out above, given the single storey nature and separation distance and the siting of the proposal being towards the far end of the existing garden, the proposal is not considered to materially impact on the amenity of this occupant.
- 7.28 Overall, officers consider the proposal acceptable in terms of neighbour amenity.

STANDARD OF ACCOMMODATION

Internal

- 7.26 Policy D6 (Housing Quality and standards) of the London Plan 2021 requires housing developments to be of the highest quality design and provide adequately-sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures, and should provide at least the gross internal floor area and built-in storage area set out in Table 3.1. Policies DMD2 and Policy D6 require housing developments to provide an appropriate quality of living condition with sufficient

daylight and sunlight to new and surrounding housing.

- 7.27 The proposed dwelling would have an internal GIA of 82m² which exceeds the London Plan standard of 74 m² for a 3B4P dwelling. Each bedroom has been designed to meet the minimum dimensions and floor areas, which is considered satisfactory. In addition, all habitable rooms are considered to have suitable levels of outlook and light. The proposed outbuilding offers an additional 37sqm of ancillary residential accommodation which would further improve the overall standard of accommodation by providing additional storage and useable space.
- 7.28 The proposal will also achieve a minimum internal floor to ceiling height of 2.5m in compliant with the requirements set out under London Plan Policy D6.

Access

- 7.29 Pedestrian access to the dwelling can be gained via Kingston Road and the side alleyways from Dupont Road and Sydney Road, which reflects current arrangement for access to the existing units on Whitfield Court.
- 7.30 With regards to vehicular access, this can only be gained from Kingston Road via an undercroft leading to Whitfield Court. A parking space has been proposed in the courtyard area to the north of no. 12 Whitfield Court. The applicant has confirmed that due to restrictive covenant, vehicular parking cannot be provided within the development. The proposed parking arrangement does not restrict vehicular access to the other units in Whitfield Court.
- 7.31 As per recommendation from the Design out Crime Officer, details of external lighting has been conditioned.

Amenity Space

- 7.32 For all new houses, policy DM D2 specifies that the Council will seek a minimum garden area of 50 sqm as a single usable regular shaped amenity space. The recently adopted Merton Small Sites Toolkit SPD has suggested this figure does not have to be stringently adhered to, however the level of provision must still be appropriate. The proposals would deliver 50sq.m of private amenity space, which is compliant with the standard. As the private amenity space is at the minimum standards, in order to exercise control over proposals that might further reduce the utility of the space for a small family it is recommended that a condition be imposed removing permitted development rights for further extension works that would reduce space and or result in higher levels of residential occupation.

TRANSPORT AND PARKING

- 7.30 London Plan Policy T1 (Strategic approach to transport) states that the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

- 7.31 Merton SPP Policy DM T2 seeks to ensure that development is sustainable and has minimal impact on the existing transport infrastructure and local environment. Policy DM T3 seeks to ensure that the level of residential and non-residential parking and servicing provided is suitable for its location and managed to minimise its impact on local amenity and the road network.
- 7.32 Core Strategy Policy CS20 and SPP Policy DM T5 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, street parking or traffic management, that they minimise any impacts on the safe movement of people or goods, are appropriately located and connected to the road hierarchy; respect the streets character and environment.

Car Parking

- 7.33 The site is located in an area of PTAL 4. The adjacent roads are covered by Controlled Parking Zone A1 with restrictions in place (Mon – Fri 8.30-6.30pm). Provision for 1 parking space is provided which would broadly comply with the London Plan maximum standard which permits up to 0.5-0.75 space per 3+ bed dwelling based in PTAL 4 areas in Outer London Boroughs. Given only one dwelling is proposed, it is considered that the provision of one off-street parking space is satisfactory and is broadly in line with the London Plan parking standards. Given the size of the dwelling and its relative location within a controlled parking zone, the applicant has agreed to enter into a legal agreement restricting occupants from parking in the adjacent CPZ. This will reduce car trips in the Borough and prevent increased parking pressure in the surrounding streets as well as prevent any potential increase in parking pressure in the surrounding roads.
- 7.34 In accordance with London Plan Policy T6(g) requiring the provision of infrastructure for electric or other Ultra-Low Emission vehicles in new developments, a condition has been recommended requiring the provision of a rapid charging EVCP on site.
- 7.35 Objections have been received regarding the proposed development that removes options for turning vehicles, therefore leading to inevitable unsafe 150m long reversing along the length of the private road.
- 7.36 The Transport Officer has reviewed and commented that given the road is a private road, there are limited control that can be put in place by the local authority. Upon review, it is noted that there are a number of turning heads along Whitfield Court that could be used for turning vehicles round without the need to reverse a significant distance. It should also be noted that this private road that only serves the existing (and proposed houses) on the site, therefore the frequency of vehicle movement in and around the road would be considered to be low and thus reduces any potential risk.
- 7.37 The applicant has confirmed that an on-site parking cannot be provided due to a restrictive covenant preventing vehicular access to the site.
- 7.38 It has been submitted that the access road along the eastern site boundary will continue to provide access to no. 20 and whilst there is a covenant securing right of way for no. 20, a condition has been recommended requiring this

access to remain unobstructed at all times.

Cycling

- 7.39 Core Strategy Policy CS18 seeks to promote active transport by requiring new development to provide cycle parking, it encourages design that provides, attractive, safe, covered cycle storage, cycle parking and other facilities (such as showers, bike cages and lockers). London Plan Policy T5 requires developments to provide appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 which requires 2 spaces per a dwelling such as this. 3 no. Cycle parking spaces have been shown inside the proposed outbuilding. This is considered adequate and details will be conditioned.

Refuse and recycling

- 7.40 Merton Core Strategy Policy CS17 requires new developments to demonstrate integrated, well-designed waste storage facilities that will include recycling facilities. London Plan Policies SI 7 and SI 8 identifies that in order to manage London's waste sustainably, the waste management capacity of existing sites should be optimised and developments should be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass), non- recyclables and food waste.
- 7.37 Policy compliant refuse bins, two 180 litre bins as well as a food caddy, have been marked on the plans but they would need to be taken out and placed on the pavement on collection day. It has been submitted that the refuse will be presented next to bins at 104 Dupont Road on bin collection day. No objections have been raised by Waste Services and a condition for details of their provision have been recommended.

Construction

- 7.38 The application has been reviewed by Council's Highway Officer (see paragraph 5.2 – 5.4). Whilst the Highway Officer has acknowledged the constraints of the site, no objection has been raised subject to planning conditions. The applicant confirms that as this is a small development, small to medium size vehicles can be used to transport material and to remove refuse along the private road owned by the Applicant. Whilst officers acknowledge that the site constraints would make construction more difficult than on an easily accessible site, restricted access is not unusual in urban areas. The Councils Highway Officer has raised no objection to the proposal subject to a condition relating to (Construction Logistics Plan) as follows:

“Prior to the commencement of the development hereby permitted, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include 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.

7.39 In addition, it is considered necessary to impose a working method statement planning condition to help reduce impact on surrounding residential properties.

“Working Method Statement - 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) Wheel cleaning facilities
- (v) Control of dust, smell and other effluvia (Air Quality measures);
- (vi) Control of surface water run-off;
- (vii) Noise mitigation measures;
- (ix) Delivery methods including timing, size and frequency of construction vehicles.

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

7.40 Imposing the planning conditions requiring full details of how the development is to be built, will be subject of formal submission (discharge of condition) and review and approval by the Councils Transport and Highway Officers. This level of detail is normally only known once the applicant has secured planning approval and a contractor has been appointed to undertake the build. The discharging of the planning condition will ensure that best practice is delivered and disruption to neighbouring properties is kept to a minimum.

SUSTAINABILITY

7.41 New building works must comply with the Mayor's and Merton's objectives on carbon emissions, renewable energy and sustainable design and construction, green roofs and sustainable drainage as detailed in the London Plan (2021) and the Council's LDF Core Planning Strategy (2011) (policies CS15 and CS16).

7.42 A condition demonstrating that the proposals will meet relevant water use criteria is recommended.

7.43 The submitted Sustainability Report concludes that the proposal achieves 16.4% carbon emissions reduction from renewable technology and 19.8% overall reduction in comparison with the 2013 Building Regs standards.

7.44 It has been confirmed that a total of 10 PV panels will be incorporated on the roof of the proposed dwellinghouse to achieve the above reduction. Detail will be conditioned.

FLOOD RISKS

- 7.45 London Plan policies SI12 (Flood Risk Management) and SI13 (Sustainable Drainage) seek to protect the borough from flooding and provide sustainable urban drainage where appropriate. This is supported by Merton Core Strategy Policy CS16 (Flood Risk Management) and Merton SPP policies DM F1 (Support for Flood Risk Management) and DM F2 (Sustainable Urban Drainage Systems).
- 7.46 Planning Policy SI 13 (Sustainable drainage) states 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, in line with the following drainage hierarchy:
- 1) rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)
 - 2) rainwater infiltration to ground at or close to source
 - 3) rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens)
 - 4) rainwater discharge direct to a watercourse (unless not appropriate)
 - 5) controlled rainwater discharge to a surface water sewer or Drain
 - 6) controlled rainwater discharge to a combined sewer
- 7.47 Whilst the site is situated in Flood Zone 1, the Environment Agency maps show that the flood risk from surface water is high. The residual risk of localised ponding remains highly likely. A Flood Risk assessment has been submitted and reviewed by the Council's Flood Risk Officer.
- 7.48 No objections have been raised subject to the imposition of the following condition:
- Prior to the commencement of development, the final construction detail of the proposed surface and foul water drainage scheme shall be submitted to and approved in writing by the local planning authority. The drainage scheme shall dispose of surface water by means of a sustainable drainage system (SuDS) including attenuation with the final surface water discharge rate restricted to no more than 2.0l/s.
- 7.49 Conditions have also been recommended requiring the provision of porous hard surfacing and hard and soft landscaping details.
- 7.50 Thames Water have been consulted of the application. At the time of writing, no comments have yet been received. Please see officer response in paragraph 5.13 regarding withholding the issuing of a decision notice.

FIRE SAFETY

- 7.51 Policy D12 Fire Safety of the London Plan Part A requires all development to demonstrate the highest levels of fire safety.
- 7.52 The applicant has submitted a Fire Safety Strategy (by Ablemarsh Safety

Consultants - Anthony Jones Bsc Fire Safety Engineering. W07 Fire Risk Assessment in complex buildings. 20 + years within the fire safety and protection industry including carrying out fire risk assessments, type 1 – 4, fire strategies, evacuation plans, fire protection design and verifications) which sets out the proposed fire safety measures for the development. These are considered to comply with the requirements set out in Part A of Policy D12 and are subsequently acceptable. A planning condition requiring the development to be carried out in accordance with the submitted Fire Safety Strategy is considered to be suitable. The objections from neighbours are noted, however it must be noted that the final assessment is subject to compliance with Building Control regulations.

CONTAMINATION

7.53 Merton's Sites and Policies Plan Policy DM EP4 (Pollutants) aims to reduce pollutants and reduce concentrations to levels that will have minimal adverse effects on people and the natural and physical environment.

7.54 The Council's Contamination Officer has been consulted and has raised no objections subject to conditions.

BIODIVERSITY

7.55 Policy G6 (Biodiversity and access to nature) of the London Plan 2021 states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.

7.57 As well as the introduction of extensive green roof, the applicant has also confirmed a bat box can be installed on site. The site is currently laid out as soft and hardstanding of limited quality, the proposal introduces mitigation measures as above and therefore it is considered that the proposal would meet the objective of policy G6 by being a biodiversity gain. Details of the proposed biodiversity and ecological measures will be conditioned.

8. ENVIRONMENTAL IMPACT ASSESSMENT

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

9. LOCAL FINANCE CONSIDERATIONS

9.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. The weight to be attached to a local finance consideration remains a matter for the decision maker. The Mayor of London's CIL and Merton CIL are therefore material considerations.

9.2 On initial assessment this development is considered liable for the Mayoral and Merton CIL.

10. SECTION 106 LEGAL AGREEMENT

10.1 The development is to be 'Permit Free' in line with policy CS.20 of the Core Planning Strategy, which seek to reduce reliance on private motor vehicles in locations with good access to public transport facilities.

10.2 Further information in respect of the above, including details of supplementary research carried out in justification of the S106 requirements, can be viewed here:

<http://www.merton.gov.uk/environment/planning/s106-agreements.htm>

11. CONCLUSION

11.1 It is considered that the proposed new family sized dwelling is of an appropriate design addressing the constraints of the site. Whilst the flat roof design may be considered at odds with the pitched roofs on the existing bungalows, however it is noted that the proposal has been designed to accommodate an extensive green roof. The drainage and biodiversity benefits of an extensive green roof is acknowledged as such it is considered the introduction of a flat roof in this instance is justified and on a planning balance, it is considered that the benefit outweighs the harm. It is also considered that the proposed development would provide a satisfactory standard of accommodation and would have an acceptable impact on neighbour amenity, traffic and parking and surface and groundwater flows. Overall, it is considered that the proposal would comply with all relevant planning policies and as such planning permission should be granted.

12. RECOMMENDATION

12.1 GRANT PLANNING PERMISSION subject to the completion of a S106 agreement covering the following heads of terms:

1) Car parking Permit Free

2) Paying the Council's legal and professional costs in drafting, completing and monitoring the legal agreement.

And subject to the following conditions:

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.	
	1	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: HPD09 (Site Location Plan), HPD11 (Existing Block Plan), HPD01B, HPD02B, HPD04, HPD12B, HPD03 Rev C and HPD11 Rev A.	
	1	Reason: For the avoidance of doubt and in the interests of proper planning	

3	B1 External 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.
	1	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	B4 Details of surface treatment	No development shall take place until details of the surfacing of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, footpaths, hard and soft have been submitted in writing for approval by the Local Planning Authority. No works that are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details have been approved and works to which this condition relates have been carried out in accordance with the approved details.
	1	Reason: To ensure a satisfactory standard of development in accordance with the following Development Plan policies for Merton: policy D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.
5	B5 Details of Walls/Fences	No development shall take place until details of all boundary walls or fences are submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details are approved and works to which this condition relates have been carried out in accordance with the approved details. The walls and fencing shall be permanently retained thereafter.
	1	Reason: To ensure a satisfactory and safe development in accordance with the following

		Development Plan policies for Merton: policies D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.
6	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.
	1	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.
7	A Non Standard Condition	No refuse or waste material of any description shall be left or stored anywhere on the site other than within a building or refuse enclosure. REASON: To safeguard the appearance of the property and the amenities of the area
8	C06 Refuse & Recycling (Details to be Submitted)	No development shall take place until a scheme for the storage of refuse and recycling has been submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the scheme has been approved, and the development shall not be occupied until the scheme has been approved and has been carried out in full. Those facilities and measures shall thereafter be retained for use at all times from the date of first occupation.
	1	Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with the following Development Plan policies for Merton: policies SI 7 and D6 of the London Plan 2016, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.
9	D10 External Lighting	Any external illumination of the premises shall not be carried out except in accordance with details giving the method and intensity of any such external illumination which shall be submitted to and approved in writing by the Local Planning Authority prior to the

		occupation of any part of the buildings. The approved details shall be permanently retained thereafter.
	1	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 DM D2 and DM EP4 of Merton's Sites and Polices Plan 2014.
10	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.
	1	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 Polices Plan 2014.
11	F02 Landscaping (Implementation)	All hard and soft landscape works shall be carried out in accordance with details to be submitted and approved in writing by the Local Planning Authority. The works shall be carried out in the first available planting season following the completion of the development or prior to the occupation of any part of the development, whichever is the sooner, and any trees which die within a period of 5 years from the completion of the development, are removed or become seriously damaged or diseased or are dying, shall be replaced in the next planting season with others of same approved specification, unless the Local Planning Authority gives written consent to any variation. All hard surfacing and means of enclosure shall be completed before the development is first occupied.
	1	Reason: To enhance the appearance of the development in the interest of the amenities of the area, to ensure the provision sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policy G7 of the London Plan 2021, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, F2 and O2 of Merton's Sites and Policies Plan 2014.
12	F09 Hardstandings	The hardstanding hereby permitted shall be made of porous materials, or provision made to direct surface water run-off to a permeable or porous area or surface within the application site before the development hereby permitted is first occupied or brought into use.

	1	Reason: To reduce surface water run-off and to reduce pressure on the surrounding drainage system in accordance with the following Development Plan policies for Merton: policy SI12 of the London Plan 2021, policy CS16 of Merton's Core Planning Strategy 2011 and policy DMF2 of Merton's Sites and Policies Plan 2014.
13	H04 Provision of Vehicle Parking	The vehicle parking area (including any garages hereby approved) shown on the approved plans shall be provided before the commencement of the buildings or use hereby permitted and shall be retained for parking purposes for occupiers and users of the development and for no other purpose.
	1	Reason: To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy T6 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Policies Plan 2014.
14	A Non Standard Condition	<p>A rapid electric charging point shall be installed in accordance with details to be submitted to approved in writing by the Local Planning Authority. Such details to include siting, external finishes and maintenance plan. The charging points shall be permanently retained thereafter for the use of occupiers.</p> <p>Reason: To encourage the use of environmentally friendly electric vehicles in compliance with policy T6 of the London Plan 2021.</p>
15	H07 Cycle Parking to be implemented	The development hereby permitted shall not be occupied until the cycle parking has been provided and made available for use in accordance with details to be submitted and approved in writing by the Local Planning Authority. Details to include siting and design. These facilities shall be retained for the occupants of and visitors to the development at all times.
	1	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.
16	A Non Standard Condition	Prior to the commencement of the development hereby permitted, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of

		<p>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.</p> <p>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.</p>
17	A Non Standard Condition	<p>Development shall not commence until a working method statement has been submitted to and approved in writing by the Local Planning Authority to accommodate:</p> <ul style="list-style-type: none"> (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) Wheel cleaning facilities; (v) Control of dust, smell and other effluvia (Air Quality measures); (vi) Control of surface water run-off; (vii) Noise mitigation measures; (viii) Delivery methods including timing, size and frequency of construction vehicles. <p>No development shall be carried out except in full accordance with the approved method statement.</p> <p>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.</p>
18	A Non Standard Condition	<p>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 internal water consumption rates of no greater than 105 litres per person per day.</p>

		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.
19	A Non Standard Condition	Prior to commencement of superstructure works, details of the extensive green roof and a bat box shall be submitted to and approved in writing by the Local Planning Authority, including details of maintenance. The biodiversity roof shall be implemented in accordance with the details approved and planted/seeded with the agreed mix of species within the first planting season following the practical completion of the building works. REASON: To enhance nature conservation interest
20	PV Panels	Prior to the occupation of the development hereby approved, details of the siting ASHP and the siting, gradient and minimum number of 10 no. pv panels to be installed on the new dwelling shall be submitted to and approved in writing by the Local Planning Authority. The PV panels shall be implemented as approved prior to the occupation of the development. REASON: To promote sustainable development and ensure that the proposed development is in keeping with the existing building(s) and does not prejudice the appearance of the locality.
21	A Non Standard Condition	The development shall be carried out in accordance with the submitted Flood Risk Assessment by RIDA Coastal Ltd (ref: 204- FRA- 002 dated: July 2022) and the following mitigation measures it details: - Finished floor levels of the ground floor and all thresholds, apertures or airbricks shall be set no lower than 14.72 mAOD metres above Ordnance Datum (mAOD) which is +400mm above existing ground level. -The risk from sewer flooding should be mitigated by introducing a nonreturn valve and positive pumped device on any connection to the sewers. - Flood Risk Resilience measures to cover a potential flood depth of 900mm. - Provision of a safe access and egress for all uses from the site. These mitigation measures shall be fully implemented prior to occupation. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

		Reason : To reduce the risk of flooding to the proposed development and future occupants.
22	A Non Standard Condition	<p>Prior to the commencement of development, the final construction detail of the proposed surface and foul water drainage scheme shall be submitted to and approved in writing by the local planning authority. The drainage scheme shall dispose of surface water by means of a sustainable drainage system (SuDS) including green roof, permeable paving and attenuation with the final surface water discharge rate restricted to no more than 2.0l/s.</p> <p>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 12 and SI13.</p>
23	E06 Ancillary Residential Accommodation	The outbuilding hereby permitted as part of the development shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as 18 Whitfield Court.
	1	Reason: To safeguard the amenities of neighbouring residents, to prevent the unauthorised introduction of an independent use and to ensure compliance 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.
24	A Non Standard Condition	<p>The access road along the eastern site boundary shown on drawing HPD11 shall remain unobstructed at all times.</p> <p>REASON: To safeguard free flow of pedestrian traffic along the access from Kingston Road to no. 20 Whitfield Court.</p>
25	A Non Standard Condition	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no part(s) of the roof of the building(s) hereby approved shall be used as a balcony or terrace nor shall any access be formed thereto.</p> <p>REASON: To safeguard the amenities of the occupiers of adjoining property.</p>
26	Fire Safety Statement	The development must be carried out in accordance with the provisions of the Fire Statement prepared by Anthony

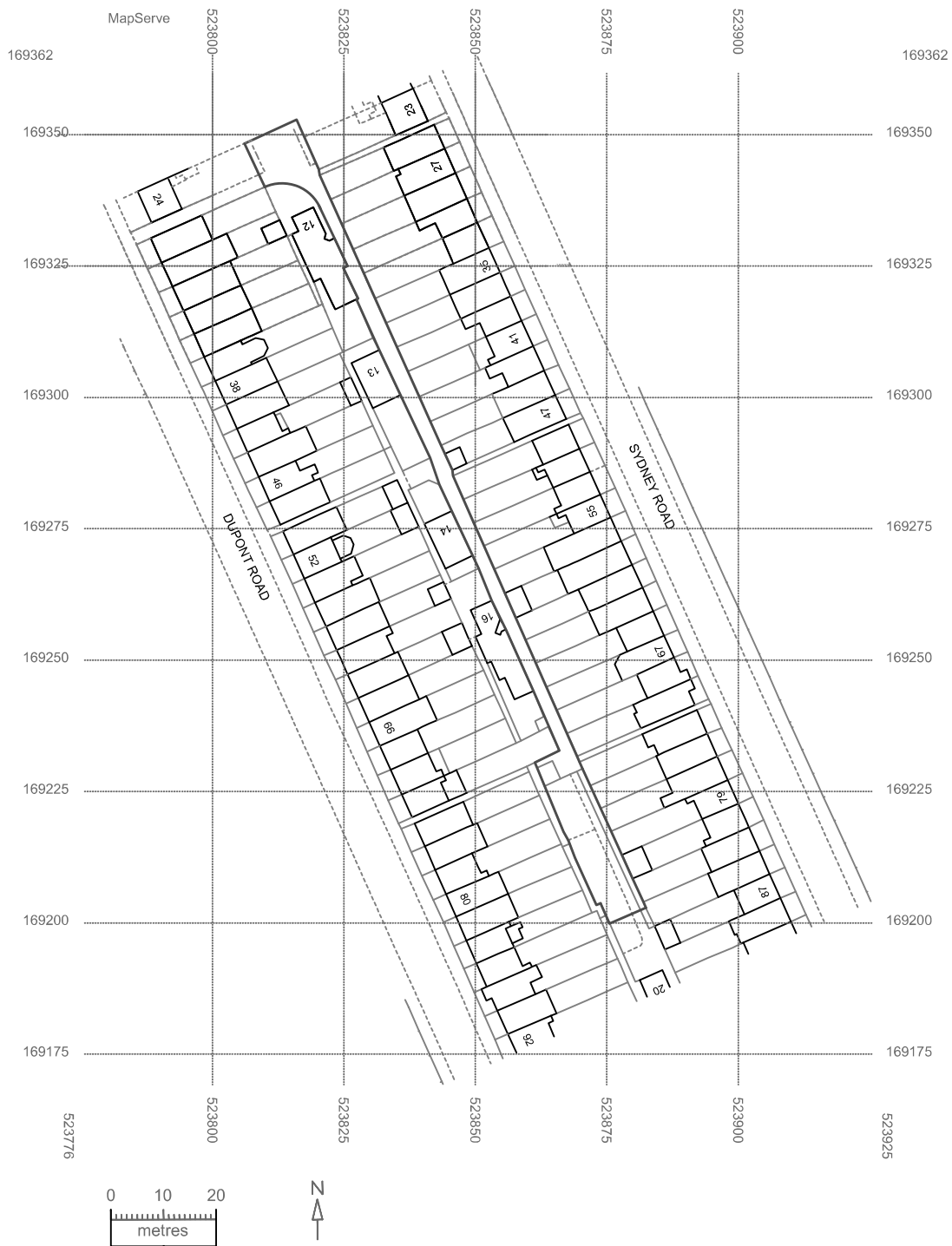
		<p>Jones unless otherwise approved in writing by the Local Planning Authority.</p> <p>REASON: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.</p>
27	Contamination 1	<p>No development shall occur until a preliminary 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.</p> <p>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.</p>
28	Contamination 2	<p>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.</p> <p>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.</p>
29	Contamination 3	<p>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.</p> <p>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.</p>
30	Non-Standard	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) the development hereby approved shall be occupied as a C3 (dwellinghouses) only.</p> <p>REASON: To safeguard the amenities of the occupiers of adjoining properties.</p>
31	INF 20 Street naming and numbering	<p>INFORMATIVE</p> <p>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</p>

		<p>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</p>
32	INF 15 Discharge conditions prior to commencement of work	<p>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.</p>
33	INF 00 Non-Standard/ Blank Informative	<p>No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).</p> <p>No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.</p>
34	INF 00 Non-Standard/ Blank Informative	<p>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.</p>
35	INF 00 Non-Standard/ Blank Informative	<p>No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845</p>

		850 2777). No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.
36	INF 00 Non-Standard/ Blank Informative	<p>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:</p> <ul style="list-style-type: none"> 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. <p>In this instance:</p> <ul style="list-style-type: none"> i) The applicant/agent was provided with pre-application advice. iv) The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.
37	INF 00 Non-Standard/ Blank Informative	<p>Damage to the public highway:</p> <p>Care should be taken to ensure that no damage is caused to the public highway adjacent to the site during demolition and (or) construction. The Council will seek to recover any expenses incurred in repairing or making good such damage from the owner of the land in question or the person causing or responsible for the damage.</p> <p>BEFORE ANY WORK COMMENCES you MUST contact the London Borough of Merton, Telephone 020 8274 4901 to arrange a pre-commencement photographic survey of the public highways adjacent to and within the vicinity of the site. The precondition survey will ensure you are not charged for any damage which existed prior to commencement of your works.</p> <p>If you fail to contact us to arrange a pre commencement survey then it will be assumed that any damage to the highway was caused by your</p>

		<p>activities and you will be charged the full cost of repair.</p> <p>Once the site works are completed you need to contact us again to arrange for a post construction inspection to be carried out. If there is no further damage then the case will be closed. If damage or further damage is found to have occurred then you will be asked to pay for repairs to be carried out.</p> <p>Noise control - Building sites: The attention of the applicant is drawn to the requirements of section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise and vibration on construction and demolition sites. Application, under section 61 of the Act for prior consent to the works, can be made to the Environmental Health Department.</p> <p>Under the Act the Council has certain powers to control noise from construction sites. Typically the council will limit the times during which sites are permitted to make noise that their neighbours can hear.</p> <p>For general construction works the Council usually imposes (when necessary) the following limits on noisy works:- Monday to Friday 8am to 6pm Saturdays 8am to 1pm Sundays and Public Holidays- No noisy activities allowed</p> <p>Applicants should also be aware of the guidance contained in British Standard 5228;2009- Noise and vibration control on construction and open sites.</p>
38	INF 00 Non-Standard/ Blank Informative	<p>CIL Liable</p> <p>The applicant is advised that this permission results in a chargeable scheme under the Borough's and the Mayor of London's Community Infrastructure Levy.</p> <p>Section 106 Agreement</p> <p>This planning permission has a Section 106 Agreement which must be read in conjunction with it.</p>
39	INF 00 Non-Standard/ Blank Informative	<p>The applicant is advised to contact the Designing Out Crime Officer, PC Neal Micklewright to ascertain detailed design measures to enhance the security of</p>

		the premises by email to neal.micklewright@met.police.uk	
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Project:
**Proposed new dwelling and
 summerhouse at 18
 Whitfield Court, 508
 Kingston Road, London
 SW20 8DT**

Page 89

Drawing:
Location Plan

Date:
May 2022

Scale:
1:1250

Drawing No.:
HPD09



SCALE BAR 1:200

99

Page 06

16

Secure storage for 3 bicycles within Summerhouse

Laid to lawn

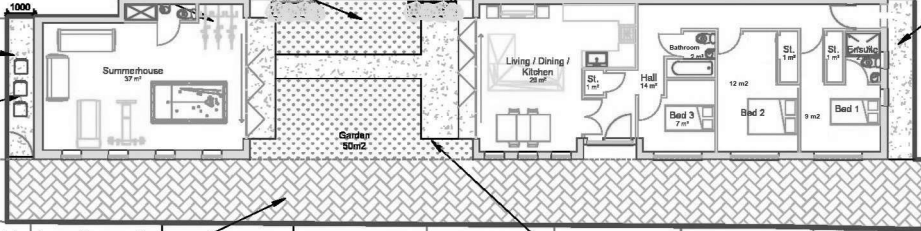
Rainwater planters

Permeable surface

Permeable surface
Storage for 2 x 180 litre bins and a food caddy

Existing block paving surface to be maintained

Permeable surface



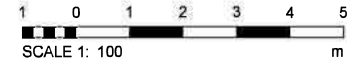
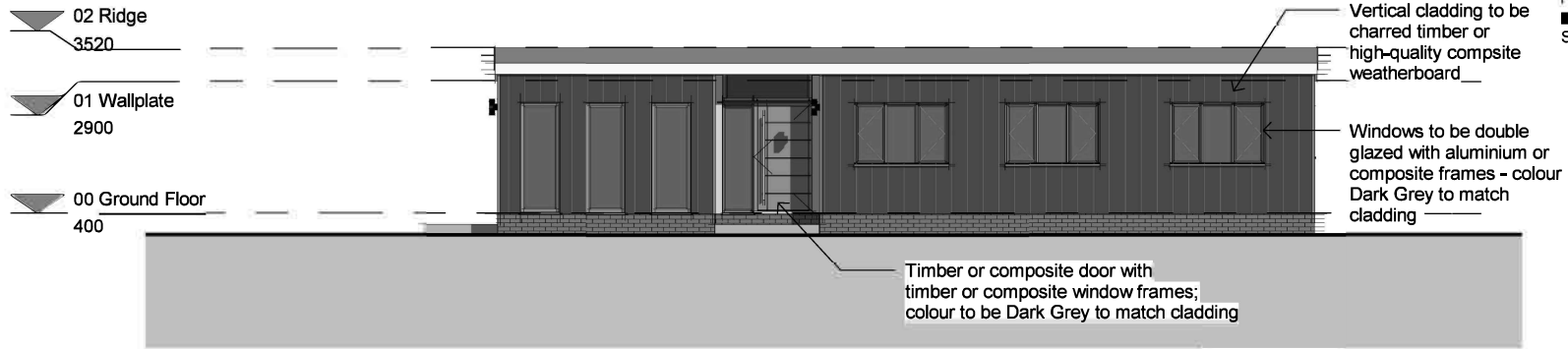
Project:
Proposed dwelling and summerhouse at
18 Whitfield Court, 508 Kingston Road,
London SW20 8DT

Drawing:
Proposed Block Plan

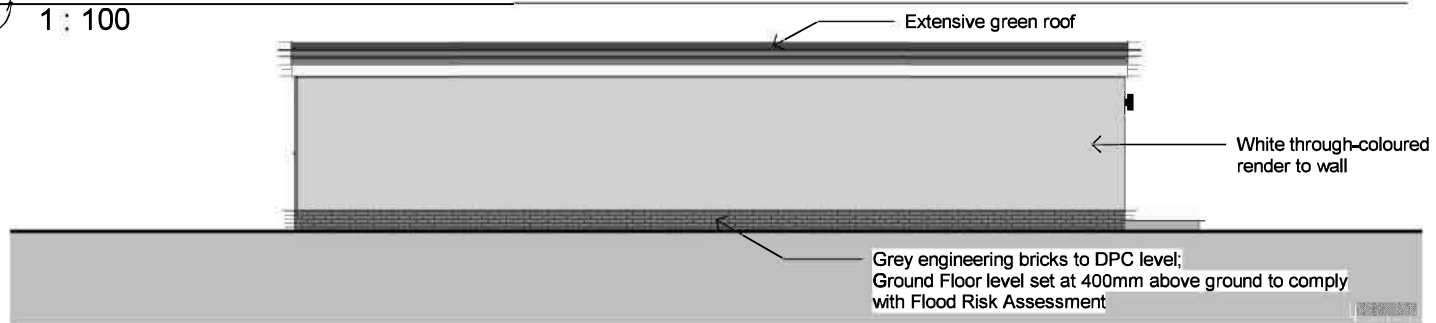
Date:
May 2022

Scale:
1:200 @A3

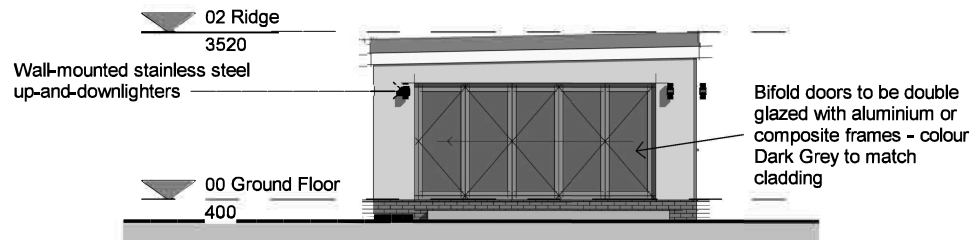
Drawing Nr.:
HPD11



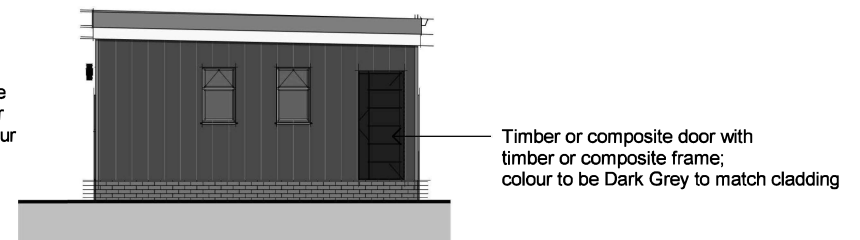
1 Dwelling NE Elevation
1 : 100



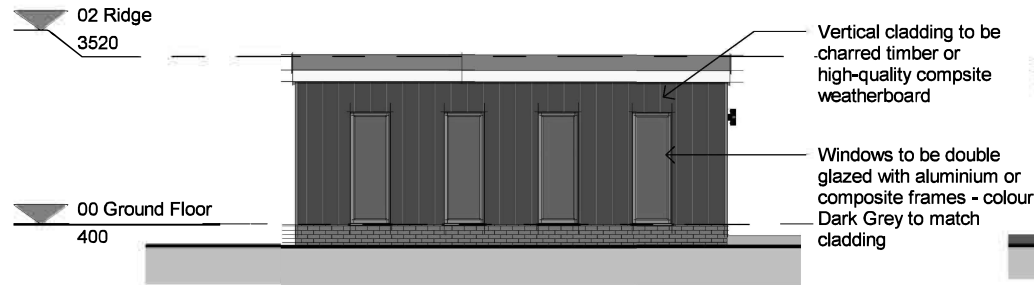
2 Dwelling SW Elevation
1 : 100



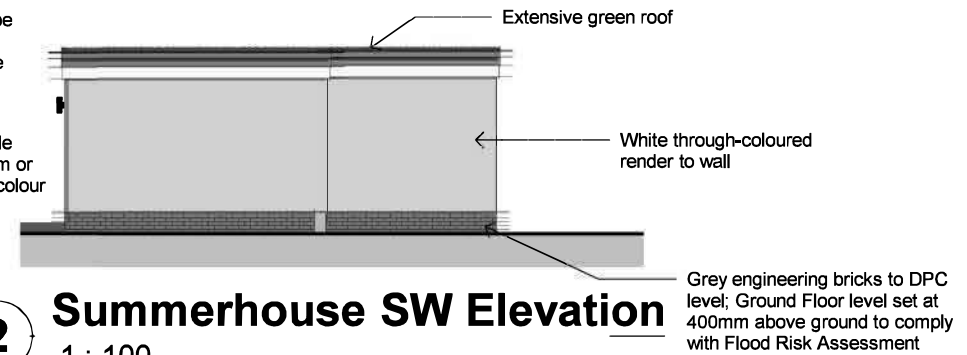
3 Dwelling SE Elevation
1 : 100



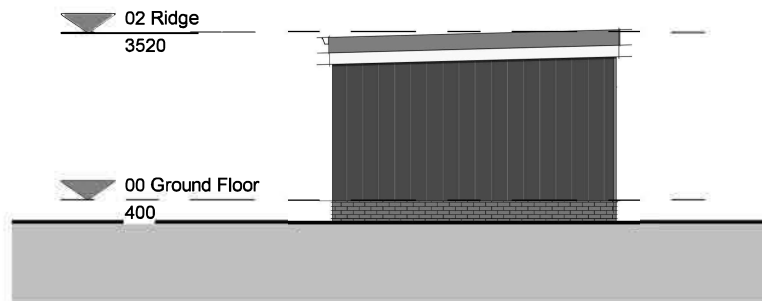
4 Dwelling NW Elevation
1 : 100



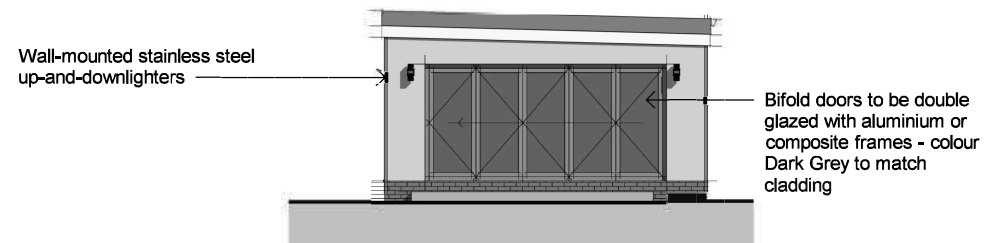
1 Summerhouse NE Elevation
1 : 100



2 Summerhouse SW Elevation
1 : 100



3 Summerhouse SE Elevation
1 : 100



4 Summerhouse NW Elevation
1 : 100



SCALE BAR 1:200





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