

PLANNING APPLICATIONS COMMITTEE

7th December 2023

CASE OFFICER REPORT

<u>APPLICATION NO.</u>	<u>DATE VALID</u>
23/P1621	15/06/2023
Address/Site:	310-356 Grand Drive, Raynes Park, SW20 9NQ
Ward:	Lower Morden
Proposal:	APPLICATION FOR PRIOR APPROVAL IN RESPECT OF THE PROPOSED ERECTION OF A TWO STOREY ROOF EXTENSION TO PROVIDE 12 NO. FLATS AND ASSOCIATED WORKS.
Drawing Nos:	HA22-182-P101, HA22-182-P102B, HA22-182-P106B, HA22-182-P107, HA22-182-P108, HA22-182-P109B
Contact Officer:	Wendy Wong Chang

RECOMMENDATION

GRANT PRIOR APPROVAL subject to conditions 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	65
External consultations	0
Internal consultations	4
Conservation Area	No
Listed Building	No
Public Transport Accessibility Rating	2
Tree Protection Orders	No
Controlled Parking Zone	No

1. INTRODUCTION

- 1.1 This application is being brought to the Planning Applications Committee for determination due to the scale and nature of the development, number of objections and an earlier scheme being determined by Planning Applications Committee.

2. SITE AND SURROUNDINGS

- 2.1 The application site is a 4 storey building located on the eastern side of Grand Drive within a Neighbourhood Parade Area. It comprises commercial units on ground floor level and residential flats on the upper floors.
- 2.2 The surrounding area is in mixed use. To the south is a similar three storey mixed use development. To the west, opposite Grand Drive is a three storey residential development and an access to Morden Cemetery/Recreation Ground which is designated as an area of Open Space, Sites of Importance for Nature Conservation and Metropolitan Open Land.
- 2.4 The site is not located within a Controlled parking Zone (CPZ) and has a public transport access level (PTAL) of 2 (0 being poor and 6 being excellent).

3. CURRENT PROPOSAL

- 3.1 This is an application to determine whether prior approval is required in respect of the proposed erection of two additional storeys to the existing four storey mixed use block to create 12 x new self-contained flats (3 x 2B3P and 9x 1B2P).
- 3.2 This is an application submitted under Class AA of Part 20 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) for new dwellinghouses on detached buildings in commercial or mixed use.
- 3.3 Therefore, the only issues that can form material considerations are as follows:
- (a) transport and highways impacts of the development;
 - (b) air traffic and defence asset impacts of the development;
 - (c) contamination risks in relation to the building;
 - (d) flooding risks in relation to the building;
 - (e) the external appearance of the building;

(f) the provision of adequate natural light in all habitable rooms of the new dwellinghouses;

(g) impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light;

(h) impacts of noise from any commercial premises on the intended occupiers of the new dwellinghouses;

(i) impacts of the introduction of, or an increase in, a residential use of premises in the area on the carrying on of any trade, business or other use of land in the area;

(j) whether, because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15th March 2012.

(k) where the existing building is 18 metres or more in height, the fire safety of the external wall construction of the existing building; and

(l) where the development meets the fire risk condition (see paragraph C(3) of this Part), the fire safety impacts on the intended occupants of the building.

- 3.4 The proposal involves the addition of two floors of accommodation. The additional fourth floor would be finished in materials to match existing whilst the additional fifth floor has been designed as a mansard roof with dormer windows. All windows would align with the windows on the floor below and have the same appearance as the existing windows.

Amended Plans

- 3.5 Materials and detailing of new floors altered to match floors below to improve the detail quality of the proposal and 12 onsite cycle parking spaces provided at rear of building.

4. RELEVANT PLANNING HISTORY

- 4.1 22/P2855 - Application for prior approval in respect of the proposed erection of a single storey roof extension to provide 6 no. flats and associated works. – Granted by PAC 19 April 2023
- 4.2 Below sets out the planning history of the adjacent site at 358-372 Grand Drive.
- 4.3 22/P0440 - Demolition of the existing building and redevelopment of the site to provide a four storey building with a full basement 43 space car park, 3 retail units & supermarket to the ground floor and 33 x apartments to first, second and third floors – Pending Decision

5. CONSULTATION

- 5.1 Public consultation was undertaken by major press notice procedure and individual letters to neighbouring properties.
- 5.2 7 letters of objection were received from 6 properties objecting to the proposal for the following reasons as summarised:

Comments	Officer Comments
<i>Transport</i>	
Put pressure on available parking provision	Further discussed and assessed in Section 6 of this report.
Object to the cycle parking spaces shown on the ground floor as these will block the entrance to the main electricity cupboard under the stairs.	Further discussed and assessed in Section 6 of this report.
A notification to the residents received from the management company in February 2019, states that having any bicycles in the communal areas will contravene Health & Safety regulations.	
Environmental health risk as existing refuse chutes frequently becomes blocked. Overspill rubbish onto the floor increases the risk of vermin.	Further discussed and assessed in Section 6 of this report. However, a condition requiring the submission of refuse management plan has been recommended to ensure the development provides satisfactory refuse disposal/collection arrangements.
The four proposed new flats per chute would increase the amount of rubbish ending up in the skips below the chutes. This increases the chances of the skips being overfilled and rubbish spilling onto the ground.	
No access to recycling facilities	
Incorrect information provided by the applicant as there is currently no dedicated storage space for dry recycling or food waste.	
Damage to existing property during construction works	Further discussed and assessed in Section 6 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.
Noise, dust and debris during construction works causing health hazards	
Health and safety risks during the construction work both inside and on the building. There is the	

potential for trip hazards (possibly objects left on the floor, possibly water) and falling objects. The work might also cause temporary loss of lighting in the corridor.	
<i>Design</i>	
Inappropriate proposal	Further discussed and assessed in Section 6 of the Report.
At 6 storeys, the proposed structure would tower over the surrounding residential neighbourhood of Lower Morden	
No other building is of the same or greater height in Lower Morden or in any adjacent neighbourhood– Worcester Park, Cheam, Raynes Park, Stonecot, St. Helier, etc.	
Adverse visual impact	
Proposal would dominate the skyline across the other side of Grand Drive, as well as from Queen Mary Avenue	
These plans should be rejected as unsuitable for the neighbourhood.	
<i>Neighbour Amenity</i>	
Increases overlooking	Further discussed and assessed in Section 6 of the Report.
Loss of privacy	
Increase in noise	
Impact on light	
<i>Other</i>	
Loss of privacy during construction work	This is not a material planning consideration under this prior approval
Home security will be at risk	
No additional fire escape and no emergency lighting. No additional fire safety measures included.	This is not a material planning consideration under this prior approval
Temporary loss of utilities during construction	This is not a material planning consideration under this prior approval
No contact between the Landlords, Managing agents and	This is not a material planning consideration under this prior approval

the residents of the block 310/354 Grand Drive regarding this proposed work.	
Non-compliance of leasehold requirements on behalf of the landlord	This is not a material planning consideration under this prior approval
No addresses for Buttermere Close, Coniston Close or Queen Mary Avenue are included in the "Consultees Details".	The LPA has undertaken the statutory consultation as required under Clause B(12) of Part 20 Schedule 2 of the T&CP(GPD) Order 2015 (as amended) by the display of a site notice on 29 June 2023), notice within the 29/6/23 local newspaper and by serving a notice on any adjoining owner or occupier.

5.2 Planning officer's comments – Matters raised in the objections have been covered within the delegated report. In terms of dust, noise and disturbance created during the building work, these matters would be covered and monitored by the Council's Environment and Health team. Adherence to a Working Method Statement and Construction Logistics Plan have been conditioned. The applicant would need to ensure that they have all necessary permits and approvals for the works which sit outside planning.

5.3 LBM Transport Planner:

Original Comments

The proposed two storey development where there are no car parking and cycle parking facilities would be likely to give rise to on street parking of additional cars attracted to the premises and thereby interrupt the free flow of traffic to the danger of road users in an area which is already congested with on – street parking.

Updated Comments

Observations:

Site Location

The site is located on Grand Drive (B279), a two-way single carriageway which continues from Raynes Park Station to the B279 roundabout near Lower Morden.

CPZ

The site and surrounding roads are not located within a Controlled Parking Zone. there are however some waiting and loading restrictions in place.

PTAL

The site lies within an area PTAL 2 which is considered to be poor suggesting the site has relatively low accessibility to public transport nodes.

The closest bus stop is Queen Mary Avenue on routes 163 and 413, directly outside the site. These routes provide direct access to Wimbledon, Sutton, and Morden London Underground stations.

Proposal:

The proposed development is for the upwards extension of two storeys at the site to provide an additional twelve apartments at the upper levels of the site (six on each storey).

Existing

The existing site comprises retail units at ground floor with six residential units at the upper floors.

Car parking

No on-site car parking is provided.

In order to assess the current demand for residential parking on the streets surrounding the proposed development, parking beat surveys were undertaken on the 2nd and 3rd November 2021. These surveys were carried out between the hours of 00:30-05:30 and covered the area within a 200 metre walk distance of the site. The surveys were carried out in accordance with the methodology produced by Lambeth Borough Council, which is commonly accepted throughout London as an appropriate way of assessing peak demand for on street parking in residential areas.

On the 3rd November, it was observed that 40 vehicles were parked suggesting that spaces remained available for on street parking.

Considering the car generation from the proposal is within 11-12 cars, the parking survey indicates there is sufficient spaces available for any overspill parking within 200m of the site.

Cycle Parking

The development site cannot accommodate the full quota of cycles in accordance with the London Plan Standards.

The applicant to enter into an obligation to provide a financial contribution to provide two on-street cycle hangers that will be placed on the public highway and the applicant to cover the membership fee for each of the first 3 years of occupation of the development for each new resident. This should be arranged directly with one of the Council's formal provider and in accordance with details to be submitted to and approved by the Local Planning Authority before the development is first occupied.

Cycle hire

Cycle hire schemes improve sustainable transport options by offering residents the option of hiring a e-bike or e-scooter and this could help reduce demand for car trips generated by the proposed development. Merton Council has already introduced allocated parking areas for our partner cycle hire scheme operators on-street in close proximity to the development and at trip end destinations around the borough including Raynes Park, Wimbledon and Morden Town Centres/ Stations. To promote sustainable travel patterns to new residents, the developer should implement a scheme to provide credit for free use of the cycle hire scheme to the value of £100 per unit for each of the first 3 years of occupation of the development. This should be arranged directly with one of the Council's formal cycle hire scheme partners (see latest details on Merton's webpage) and in accordance with details to be submitted to and approved by the Local Planning Authority before the development is first occupied.

Demolition/Construction Logistic Plan

Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.

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

Raise no objection subject to:

- The applicant to pay for the costs for 2 cycle shelters to be secured under s106 agreement.
- The applicant to pay for the membership fee for 3 years to be secured under s106 agreement.
- The applicant to provide credit for free use of the cycle hire scheme to the value of £100 per unit for each of the first 3 years of occupation of the development to be secured under s106 agreement.

5.4 LBM Waste Officer

No objections subject to condition requiring the submission of a refuse management plan.

5.5 LBM Highways (cycling)

Original Comments

We are increasingly getting competing demands on highway space to accommodate schemes like cycle hire so irrespective of previous agreement, applicant should look to provide required cycle parking spaces on-site.

Updated Comments from Transport Manager

Given shortfall of cycle parking and demand for cycle hangars in the locality, 2 x cycle hangars to be provided.

The cost with installation will be approx. £5k per hangar including a contribution towards the residents annual membership fee for an initial period of 2 years.

5.6 Highways

Recommended conditions and informatives

5.7 Councils Environmental Health Officer

No objections

6. POLICY CONTEXT

6.1 The application as submitted is for prior approval and will be assessed against Schedule 2, Part 20 'Construction of New Dwellinghouses', Class AA 'New dwellinghouses on detached buildings in commercial or mixed-use' of the Town and Country (General Permitted Development) (England) Order 2015 (as amended). These rights have not been removed or restricted by any previous planning conditions.

6.2 Officer note: Article C of Part 20 defines 'Detached' as a building that does not share a party wall with a neighbouring building. In this instance, Officer has reviewed planning history of the adjoining building, 300 Grand Drive (Co-op building) and as illustrated on historic plans submitted under application MER215/79, the application building and the adjoining Co-op building do not share a party wall. The simplistic way to define a party wall is defined as two buildings that share only one wall (normally a flank wall). In this instance, the host building has its own flank wall, and the Co-op has its own flank wall. Despite these walls adjoining, they are separate from each other, and for the purpose of assessment under Part 20 this is considered as detached (as they don't share a party wall). This view only relates to consideration under Part 20 and does not alter how officers would normally define a detached building. In any event, even if the building were to be considered as a terrace, then under Part 20, Class AB (new dwellinghouses on terrace buildings in commercial or mixed use) the prior approval criteria is exactly the same as that under Class AA as set out below.


6.3 Class AA – The proposed erection of an additional storey at 310-356 Grand Drive is considered to be permitted development under Class AA. It has been assessed against the following criteria accordingly:

Permitted development	Officer comments
AA. (1) Development consisting of works for the construction of up to two additional storeys of	

new dwellinghouses immediately above the topmost storey on a detached building to which subparagraph (2) applies, together with any or all—	
(a) engineering operations reasonably necessary to construct the additional storeys and new dwellinghouses;	Complies
(b) works for the replacement of existing plant or installation of additional plant on the roof of the extended building reasonably necessary to service the new dwellinghouses;	Complies
(c) works for the construction of appropriate and safe access to and egress from the new dwellinghouses and existing premises in the building, including means of escape from fire, via additional external doors or external staircases;	Complies
(d) works for the construction of storage, waste or other ancillary facilities reasonably necessary to support the new dwellinghouses.	Complies
AA (2) This sub-paragraph applies to a building which is—	
(a) used for any purpose within Class A1 (shops), Class A2 (financial and professional services), Class A3 (restaurants and cafes) or Class B1(a) (offices) of the Schedule to the 1987 Order, or as a betting office, pay day loan shop or launderette;	N/A. AA(2)(b) applies as the building is in a mixed use with commercial uses on the ground floor and residential use on the upper floors.
(b) in a mixed use combining—	Complies
(i) two or more uses within paragraph (a); or (ii) a use falling within Class C3 (dwellinghouses) of the Schedule to the 1987 Order, together with one or more uses within paragraph (a).	Complies
AA.(3) In relation to Class AA, “the 1987 Order” means the Use Classes Order as in force on 5 th March 2018.	Complies

Development not permitted	Officer comments
AA.1. Development is not permitted by Class AA if—	

(za) the permission to use the building as a dwellinghouse has been granted only by virtue of Class MA of Part 3 of this Schedule;	Complies
(a) above ground level, the building is less than three storeys in height;	Complies. The building is 4 storeys in height.
(b) the building was constructed before 1st July 1948 or after 5th March 2018;	Complies. It has been submitted that the building was originally constructed circa 1963.
(c) on 5th March 2018 the building was in a use other than— (i) a use or mixed use within paragraph AA(2)(a) or (b); or (ii) a use falling within Class C3 of the Schedule to the Use Classes Order;	Complies. Google streetview of the site dating between 2008 to present shows the building to have been in continued mixed use with commercial uses on the ground floor and residential uses above.
(d) the additional storeys are constructed other than on the principal part of the building;	Complies. The additional storeys are constructed above the flat roof of the principal part of the building.
(e) the floor to ceiling height of any additional storey, measured internally, would exceed the lower of— (i) 3 metres; or (ii) the floor to ceiling height, measured internally, of any storey of the principal part of the existing building;	Complies. The floor to ceiling height measures 2.4m which is the same as existing.
(f) the new dwellinghouses are not flats;	Complies. The new units are flats.
(g) the height of the highest part of the roof of the extended building would exceed the height of the highest part of the roof of the existing building by more than 7 metres (not including plant, in each case);	Complies. See screenshot below. The height of the highest part of the extended building would extend approx. 5.75m therefore <7m.

	
<p>(h) the height of the highest part of the roof of the extended building (not including plant) would be greater than 30 metres;</p>	<p>Complies. See screenshot above. The proposed elevation shows the height of the extended building (excluding plant) to be approx. 16.93m. (Total height is approx. 17.85m including plant.)</p>
<p>(i) development under Class AA(1)(a) would include the provision of visible support structures on or attached to the exterior of the building upon completion of the development;</p>	<p>Complies. None proposed.</p>
<p>(j) development under Class AA(1)(a) would consist of engineering operations other than works within the existing curtilage of the building to— (i) strengthen existing walls; (ii) strengthen existing foundations; or (iii) install or replace water, drainage, electricity, gas or other services;</p>	<p>Complies. All associated works are sited within the curtilage of the building.</p>
<p>(k) in the case of Class AA(1)(b) development there is no existing plant on the building;</p>	<p>Complies. There is plant at roof level.</p>
<p>(l) in the case of Class AA(1)(b) development the height of any replaced or additional plant as measured from the lowest surface of the new roof on the principal part of the extended building would exceed the height of any existing plant as measured from the lowest surface of the existing roof on the principal part of the existing building;</p>	<p>Complies. The height of the replacement plant is the same as the existing.</p>
<p>(m) development under Class AA(1)(c)</p>	<p>Complies. The proposed</p>

would extend beyond the curtilage of the existing building;	additional storeys are sited within the curtilage of the existing building.
(n) development under Class AA(1)(d) would— (i) extend beyond the curtilage of the existing building; (ii) be situated on land forward of a wall forming the principal elevation of the existing building; or (iii) be situated on land forward of a wall fronting a highway and forming a side elevation of the existing building; or	Complies. The proposed additional storeys are sited within the curtilage of the existing building.
(o) the land or site on which the building is located, is or forms part of— (i) article 2(3) land; (ii) a site of special scientific interest; (iii) a listed building or land within its curtilage; (iv) a scheduled monument or land within its curtilage; (v) a safety hazard area; (vi) a military explosives storage area; or (vii) land within 3 kilometres of the perimeter of an aerodrome.	Complies. The application site do not form part of areas listed under (i)-(vii).

Conditions	Officer comments
AA.2.—(1)Where any development under Class AA is proposed, development is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for prior approval of the authority as to—	
(a) transport and highways impacts of the development;	Complies. This is discussed in further detail in the report below.
(b) air traffic and defence asset impacts of the development;	Complies. The site is not within 3 km of any identified aerodrome. The application is not considered to impact on air traffic and defence assets.
(c) contamination risks in relation to the building;	Complies. There are no land contamination designations, no excavation is proposed and the new flats would be on upper floors.
(d) flooding risks in relation to the building;	Complies. The site is not situated in an area at high risk of flooding.
(e) the external appearance of the building, including—	Complies. This is discussed in further detail in the report below.

(i) the design and architectural features of— (aa) the principal elevation; and (bb) any side elevation that fronts a highway; and (ii) the impact of any works under subparagraph (1)(c) or (d) of Class AA;	
f) the provision of adequate natural light in all habitable rooms of the new dwellinghouses;	Complies. All new habitable rooms in the new dwellings would be served by adequately sized and sited windows.
(g) impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light;	Complies. The amenities of occupiers of the existing building are not considered to be unacceptably compromised by the development. This is discussed in further detail in the report below.
(h) impacts of noise from any commercial premises on the intended occupiers of the new dwellinghouses;	Complies. The commercial premises are sited at ground floor and the proposed new units are sited on the 5 th and 6 th floors. No impact identified.
(i) impacts of the introduction of, or an increase in, a residential use of premises in the area on the carrying on of any trade, business or other use of land in the area;	Complies. Impact is considered beneficial with potential increase in footfall and thus the viability and vitality of the existing commercial units.
j) whether, because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15th March 2012 issued by the Secretary of State	Complies. There are no protected views to consider.
(k) where the existing building is 18 metres or more in height, the fire safety of the external wall construction of the existing building; and	Complies. Existing building does not exceed 18m in height.
(l) where the development meets the fire risk condition (see paragraph C(3) of this Part), the fire safety impacts on the intended occupants of the building,	Complies. The development does not meet the fire risk condition for reasons set out under (k).

Transport and Highways - Condition 1(a)

- 6.4 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.

- 6.5 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.
- 6.6 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

- 6.7 The current application provides no onsite car parking. This is due to land availability within the application site and other land/facilities outside the ownership of the applicant. London Plan policy T6 (Car parking) 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, with developments elsewhere designed to provide the minimum necessary parking ('car-lite')'. The application site has a Public Transport Accessibility Level of 2 which is considered to be poor and is not located within a Controlled Parking Zone. In this instance the development would be a car free development, however officers are unable to prevent future occupiers from parking a vehicle on the surrounding highway network (as the site is not located in a CPZ). Planning policy T6.1 (Residential parking) of the London Plan states that 'New residential development should not exceed the maximum parking standards set out in Table 10.3'. As no car parking is proposed in this instance and the London Plan sets maximum parking standards, officers raise no principle objection to the car free approach. However, officers need to consider if the lack of onsite car parking and impact of potential car ownership created by the proposed development would have an adverse impact on the local highway network.
- 6.8 Impact on parking pressure, did form part of concerns raised by neighbouring occupiers, which officers have carefully considered. The applicant has provided a Transport Note with the application, which included results of two parking surveys. Parking surveys following the Lambeth methodology were undertaken overnight in November 2021 as well as in September 2023. The results of the November 2021 Parking Surveys demonstrate overnight unrestricted car parking is around 22-26% of capacity (with circa 75 parking spaces remaining available). The results of the September 2023 Parking Surveys demonstrate overnight unrestricted car parking is around 18-19% of capacity (with circa 100 parking spaces remaining available).
- 6.9 It has been submitted that due to the parking restrictions in the area indicated by the single yellow lines, it is acknowledged that the ability for residents to park on street is so inconvenient as to mean that the majority would not

consider parking on the single yellow lines as a feasible option. At the request of the Transport Officer, a parking survey discounting single yellow lines has also been undertaken and the results of this survey demonstrates car parking would be around 29-31% of capacity (with circa 54 parking spaces remaining available).

- 6.10 Within the applicants Transport Note the current car ownership in the area can be determined by way of an analysis of the 2011 Census data. For flatted units in the Merton 025 output area, the results demonstrate (from a sample of 12 flatted units) that 30% of properties are occupied by non-car owners, 52% are occupied by those owning 1 car or van, and 17% of properties are occupied by those owning 2 or more cars or vans. This equates to a car ownership of 0.92 cars per flat in the local area.
- 6.11 Using the above information, the proposed development could generate between 11-12 additional cars. Taking account of the Parking Surveys, even when considering this scenario (discounting single yellow lines), with the development in situ, the parking stress will increase from approx 30% to 49% which would still leave around 42 parking spaces available in the locality
- 6.12 The above satisfactorily demonstrates that there is capacity in the locality to accommodate the maximum parking that are likely to generate from the proposed development without detriment to the free flow of traffic in the locality. The Councils Transport Planner has confirmed that he has no objection subject to conditions.
- 6.13 Turning to the provision of disabled parking bays. London Plan Policy T6.1 requires the provision of disabled parking bays for 3% of dwellings within residential development proposals delivering ten or more units. This would result in the provision of approx. 0.36 disabled parking bay. Therefore, with rounding, this would suggest the provision of 0 disabled spaces.

Cycling Parking

- 6.14 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).
- 6.15 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 1.5 spaces per 1B2P units and 2 spaces for all other unit types. The proposal comprises 3 x 2 bed flats and 9 x 1 bed (1B2P) flats as such 19.5 no. cycle parking spaces is required. This is to be rounded up to 20 cycle parking spaces.
- 6.16 The proposal will also include a two tier cycle rack sited to the rear of the property. This provides for 12 cycle parking spaces. The applicant has explored the provision of cycle parking within the curtilage of the site however

there are no alternative locations to provide any further cycle parking spaces as all the hardstanding spaces to the rear of the development are leased to the existing commercial occupiers.

- 6.17 The earlier prior approval application (ref 22/P2855) secured a financial contribution of £10,000 to provide 2 x cycle hangars on the public highway together with 2 year membership for all new residents. Whilst the Councils Cycle Officer raised concern with providing on street hangers, the Councils Transport Manager has confirmed that this facility will continue to be secured under this application. This secures as a minimum 12 off-site cycle parking spaces. This may increase however is dependent on further details upon procurement by the Highways Team. The location of the street hangers has yet to be agreed, however this would be close to the application site and should amendments to parking spaces be required, then the applicant has agreed to a £5,000 contribution for amendments to Traffic Management Order and associated signing and lining should the cycle hangars be installed within parking spaces.
- 6.18 With the combination of on and off-site cycle parking provision, the proposal would provide 24 cycle spaces (12 on site and a minimum of 12 offsite) which will exceed the cycle parking provision required for the development which is commended. It is also noted that given there are currently no cycle parking spaces within the development, any excess cycle parking is considered a benefit to the existing property and the wider area in general.

Cycle Hire

- 6.19 The Councils Transport Planning has requested a financial contribution toward promoting cycle hire. Cycle hire schemes improve sustainable transport options by offering residents the option of hiring a e-bike or e-scooter and this could help reduce demand for car trips generated by the proposed development. Merton Council has already introduced allocated parking areas for our partner cycle hire scheme operators on-street in close proximity to the development and at trip end destinations around the borough including Raynes Park, Wimbledon and Morden Town Centres/ Stations. To promote sustainable travel patterns to new residents, the developer should implement a scheme to provide credit for free use of the cycle hire scheme to the value of £100 per unit for each of the first 3 years of occupation of the development. This should be arranged directly with one of the Council's formal cycle hire scheme partners (see latest details on Merton's webpage) and in accordance with details to be submitted to and approved by the Local Planning Authority before the development is first occupied. The applicant has agreed to with the cycle hire requirement. This can be secured within the legal agreement attached to the application. The inclusion of this cycle hire provision and cycle hangars should be considered as a planning benefit within the overall planning assessment.

Refuse/Recycling

- 6.20 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.

- 6.21 It is noted that the existing refuse arrangement provides for separate residential and commercial refuse stores/collection. The refuse arrangement will utilise existing refuse storage/collection arrangement. It has been submitted that there are 3 bin stores located at ground floor level and the residents use the chutes in the staircases and the refuse drops into waste wheel bins in the bins store areas at ground floor level. The same approach would apply to the residents of the new flats.
- 6.22 No objections have been raised by the Councils Waste Services Officer subject to securing details of Waste Management Strategy prior to commencement of development. A number of objections from existing residents raised concerns with the current waste arrangements with overflowing bins etc. There are currently no waste management conditions that the Council would be able to control and enforce against from a planning perspective in relation to the existing situation. Whilst new residential units are proposed, and naturally an increase in waste provision within the building, this can be seen as an opportunity to improve the refuse situation for all residents. Adding a planning condition requiring details of Waste Management Strategy can ensure that the waste management is brought up to better standards and failure to comply with the approved details can enable the Council to take more proactive control in planning terms in maintaining standards if the approved details are being breached.

Construction Impacts

- 6.23 Concerns from residents have been submitted in relation to the potential impact of the constructions works on the health, safety and security of the existing occupants. Whilst officers acknowledge that the site constraints may appear to make construction more difficult than on an easily accessible site, however this situation is not unusual in urban areas. In this instance, Officers consider the concerns can be satisfactorily addressed by way of planning conditions requiring the submission of construction logistic plan and a working method statement to help reduce impact on surrounding residential properties. The standard wording of the condition for submission of a Working Method Statement include details of control of dust and noise.
- 6.24 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.

External Appearance - Condition 1(e)

- 6.25 Policies DM D2 and DM D3 seek to ensure a high quality of design in all development, which relates positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area. Core Planning Policy CS14 supports these SPP Policies.
- 6.26 The proposal comprises the erection of two additional storeys to provide 12 flats (3 x 2B3P and 9 x 1B2P) flats on top of the existing building. Materials will be in keeping with existing and the fenestration arrangement aligns with existing on the floors below.
- 6.27 To the south is a three storey building with a pitched roof where the highest point is similar in height to the application site. Adjoining the site to the north is a single storey building. Further to the north is a three storey building with a pitched roof. Opposite the site is a three storey residential building block. Whilst the site, standing at 4 storeys, is currently one of the taller buildings in the locality however, given the design of the nearby buildings, it is considered that the additional height could be reasonably accommodated without causing material harm to the character of the area. It should also be noted that the site fronts onto Grand Drive, which itself is a busy neighbourhood parade and as set out below already includes larger buildings. Within this context, buildings of a greater height can sit more comfortably within the surroundings and are generally seen as the natural place for growth. This in turn takes away pressure (with increased housing targets) to build at greater height/bulk in more low-rise settings found within the local area.
- 6.28 The principle of the 5th storey has already been accepted under the earlier prior approval for an additional storey (ref: 22/P2855). Therefore, officers would direct members of the planning committee to consider the merit of the 6th storey, as approval 22/P2855 is a material consideration which offers an approved view of the Council. This additional floor has been designed as a mansard roof, pitched on the side. In addition, the use of zinc to differentiate from the lower floors is considered to break up the massing.
- 6.29 Of note is the adjacent building, which benefit from a pitched roof therefore allowing a suitable visual transition along Grand Drive.
- 6.30 The impact on the external appearance of the building and the locality is therefore considered acceptable.

Neighbouring amenities - Condition 1(f)

- 6.31 Policy DM D2 seeks to ensure that development does not adversely impact on the amenity of nearby residential properties.

- 6.32 The proposed rooftop extension would not project beyond the existing footprint of the building. In view of the alignment with the building to the south, the impact on the adjacent 3 storey mixed use building would be minimal.
- 6.33 In view of siting and distance to all other nearby occupants at Grand Drive and Queen Mary Avenue and existing level of overlooking afforded from the upper floor windows on the host building, the proposal is not considered to materially increase harm to the residential amenity of any of the nearby occupants when compared to existing situation. In addition, the increase in height is not considered to materially impact on daylight/sunlight that currently benefits nearby occupants.

7. LOCAL FINANCE CONSIDERATIONS

- 7.1 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.
- 7.2 On initial assessment this development is considered liable for the Mayoral and Merton CIL.

8. SECTION 106 LEGAL AGREEMENT

- 8.1 In line with London Plan Policy T5 which requires the provision of adequate cycle parking provision commensurate to the scale of the development, a financial contribution is being sought to enable the Council to provide 2 x cycle hangars in the vicinity of the application site.
- 8.3 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>

9. Conclusion

- 9.1 For the reasons given above, and taking all provisions of the GPDO (2015) (as amended) into account, it is concluded that the proposals should be granted Prior Approval. This is for the reason that the development is considered to be permitted development under Schedule 2, Part 20 'Changes of Use', Class AA 'New dwellinghouses on detached buildings in commercial or mixed use' of the Town and Country (General Permitted Development) (England) Order 2015 (as amended) and satisfies the relevant conditions set out under Criteria AA.2(1).

10. RECOMMENDATION

10.1 GRANT PRIOR APPROVAL subject to conditions and the completion of a S106 agreement covering the following heads of terms:

1. £10,000 to provide 2 x cycle hangars including a contribution towards the new residents annual membership fee for an initial period of 2 years.
2. £5,000 for amendments to Traffic Management Order and associated signing and lining should the cycle hangars be installed within parking spaces
3. £3,600 for credit for free use of the cycle hire scheme to the value of £100 per unit for each of the first 3 years of occupation of the development.
4. Paying the Council's legal and professional costs in drafting, completing and monitoring the legal agreement.

Grant prior approval subject to the following conditions:

1	A Non Standard Condition	The development to which this prior approval relates shall be completed not later than the expiration of 3 years from the date of this permission.	
	1	Reason: To comply with The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020, Part 20, Class A.	
2	A7 Approved Plans	The development hereby permitted shall be carried out in accordance with the following approved plans: HA22-182-P101, HA22-182-P102B, HA22-182-P106B, HA22-182-P107, HA22-182-P108, HA22-182-P109B	
	1	Reason: For the avoidance of doubt and in the interests of proper planning	
3	Materials	The facing materials to be used for the development hereby permitted shall match those found on the existing building 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 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.	
4	Use of roof restricted	Access to the flat roof of the development hereby permitted shall be for maintenance or emergency purposes only, and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area. Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policies D3 and D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.	

5	Refuse Storage	<p>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.</p> <p>REASON: To safeguard the appearance of the property and the amenities of the area</p>
6	C06 Refuse & Recycling (Details to be Submitted)	<p>No development shall take place until a refuse management plan including details for the secure storage and collection of refuse and recycling for the new flats and details to ensure clear access to and from the refuse/recycling storage is maintained at all times 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 unless otherwise agreed in writing with the Local Planning Authority</p>
		<p>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.</p>
7	D11 Construction Times	<p>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.</p>
		<p>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.</p>
8	CLP	<p>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.</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>

9	WMS	<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>
10	A Non Standard Condition	<p>All Non-road Mobile Machinery (NRMM) used during the course of the development that is within the scope of the Greater London Authority 'Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (SPG) dated July 2014, or any subsequent amendment or guidance, shall comply with the emission requirements therein.</p> <p>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: policy D14 of the London Plan 2021 and policies DM D2, DM D3, DM EP2 and DM EP4 of Merton's Sites and Policies Plan 2014.</p>
11	Cycle Parking	<p>Cycle Parking to be implemented - 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.</p> <p>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 2023, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Policies Plan 2014.</p>
12	INF 20 Street naming and numbering	INFORMATIVE

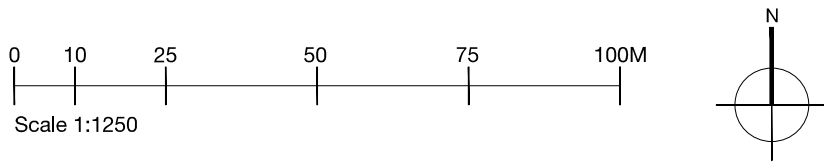
		<p>This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at the London Borough of Merton</p> <p>Street Naming and Numbering (Business Improvement Division) Corporate Services 7th Floor, Merton Civic Centre London Road Morden SM4 5DX Email: street.naming@merton.gov.uk</p>
13	INF 11 Drainage	<p>INFORMATIVE</p> <p>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).</p>
14	INF 01 Party Walls Act	<p>INFORMATIVE</p> <p>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/buildingpolic yandlegislation/current legislation/partywallact</p>
15	INF 00 Non- Standard/ Blank Informative	<p>INFORMATIVE</p> <p>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>
16	INF 00 Non- Standard/ Blank Informative	<p>INFORMATIVE</p> <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>

17	INF 00 Non-Standard/ Blank Informative	<p>INFORMATIVE</p> <p>Damage to the public highway: 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 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. 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. 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 Applicants should also be aware of the guidance contained in British Standard 5228:2009- Noise and vibration control on construction and open sites.</p>
18	INF 00 Non-Standard/ Blank Informative	<p>INFORMATIVE</p> <p>The applicant is informed to ensure services/utilities are retained for the existing residents during the construction of the development hereby approved.</p>

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Status **Planning Issue**

Client **Woodcock Brothers**

Project Title **Grand Drive
 London SW20 9NQ**

Rev. Date Detail

Drawing Title **Location Plan**

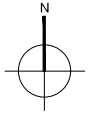
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Job No. **HA22-182** Drawing No. **P101** Rev. **-**

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Scale 1:500



Rev.	Date	Detail
0	04.09.2023	Bike storage on lift-pit
A	05.09.2023	Bike storage address

Planning Issue



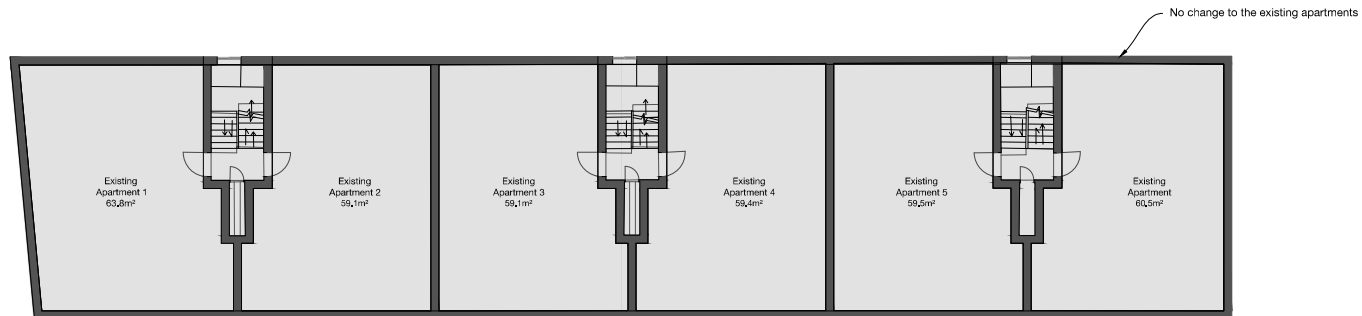
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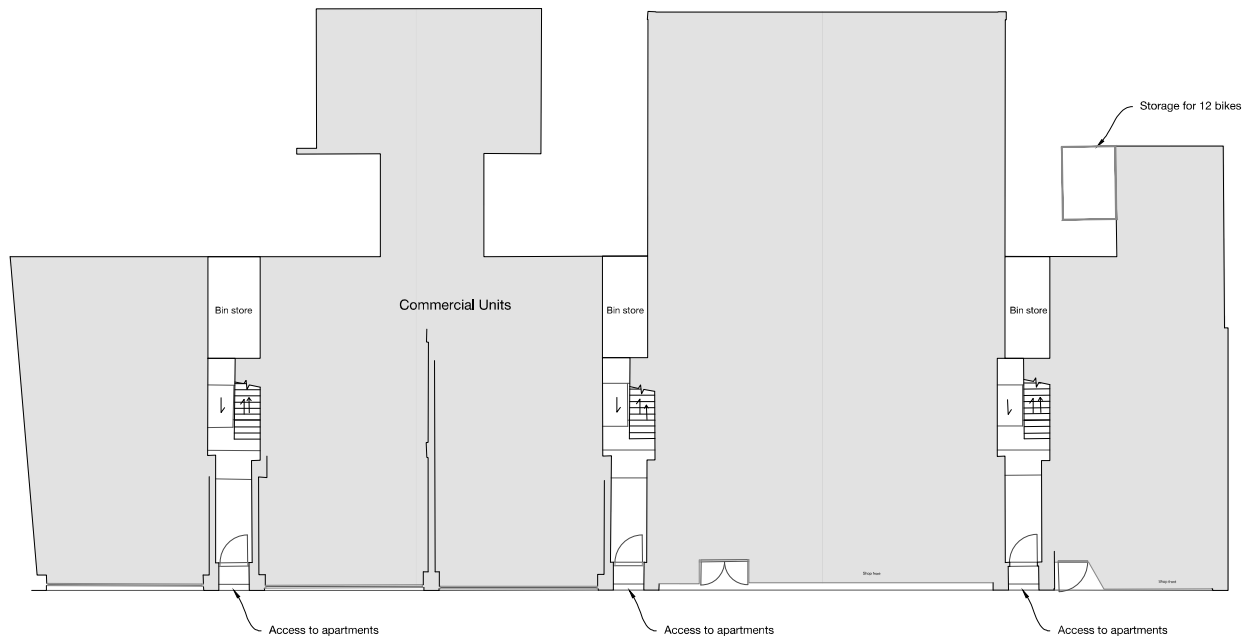
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Scale	Date	Drawn
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Job No.	Drawing No.	Rev.
HA22-182	P102	B



Total G.I.A. - 361.4m²
 *including the communal area - 390.8m²

2 First Floor Plan
 Scale 1:100



1 Ground Floor Plan
 Scale 1:100



0	1	2	3	4	5	6	8	10m
Scale 1:100								

Rev.	Date	Issued
0	06.2023	Bin storage off-site
1	06.2023	Bin storage on-site

Project Title: **Planning Issue**



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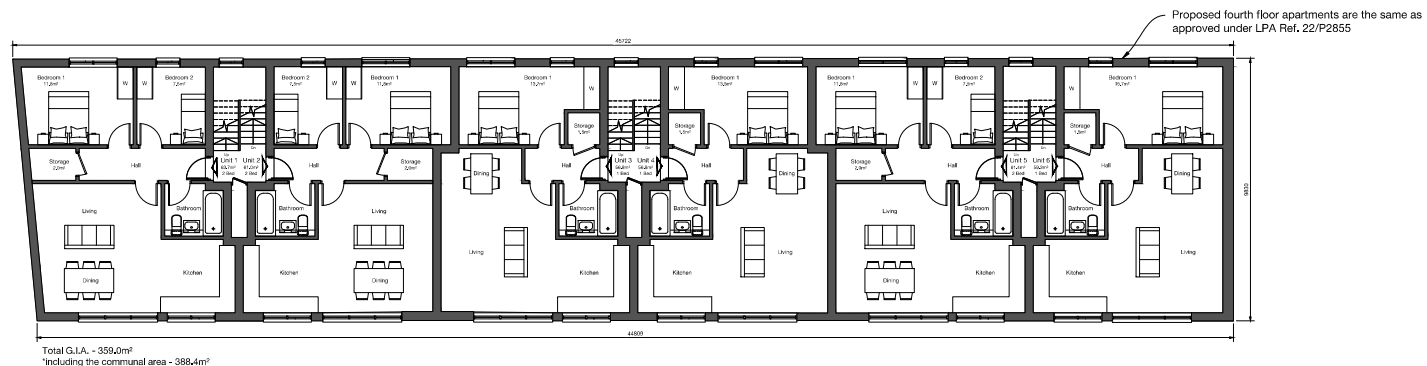
Client: **Woodcock Brothers**

Project Title: **Grand Drive London SW20 9NQ**

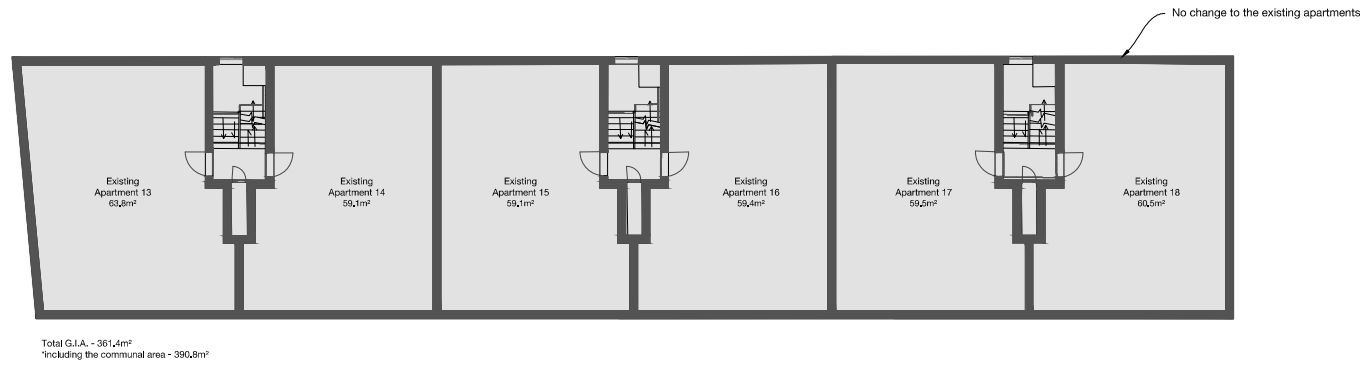
Drawing Title: **Proposed Ground Floor & First Floor Plans**

Scale:	Date:	Drawn:
1:100@A1	06.2023	KF
Job No.:	Drawing No.:	Rev.:
HA22-182	P106	B

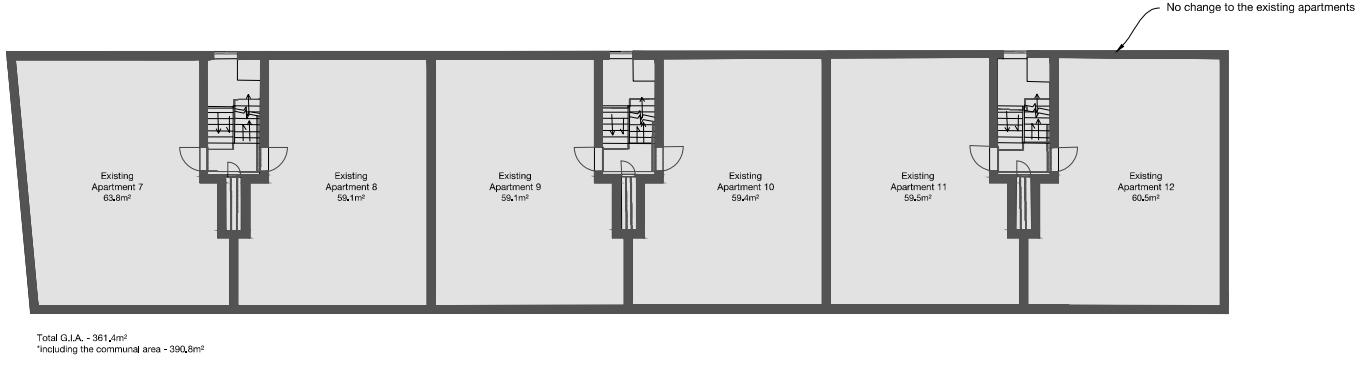
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3 Fourth Floor Plan Scale: 1:100



2 Third Floor Plan Scale: 1:100



1 Second floor Plan Scale: 1:100

Page 60



Plan: Date: Issued

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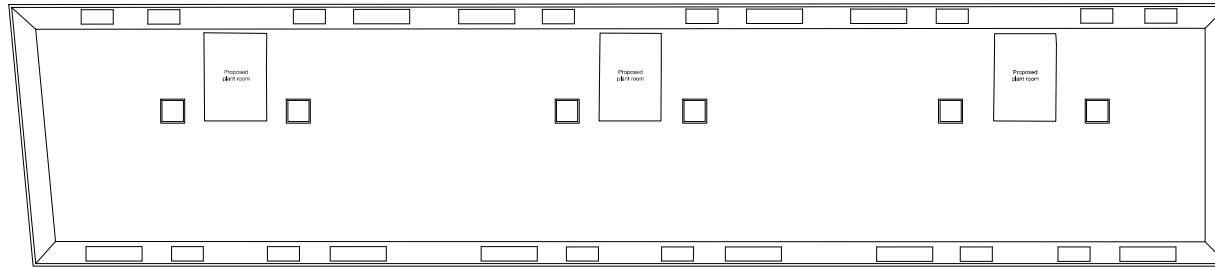
Project Title: Grand Drive London SW20 9NQ

Drawing Title: Proposed Second, Third & Fourth Floor Plans

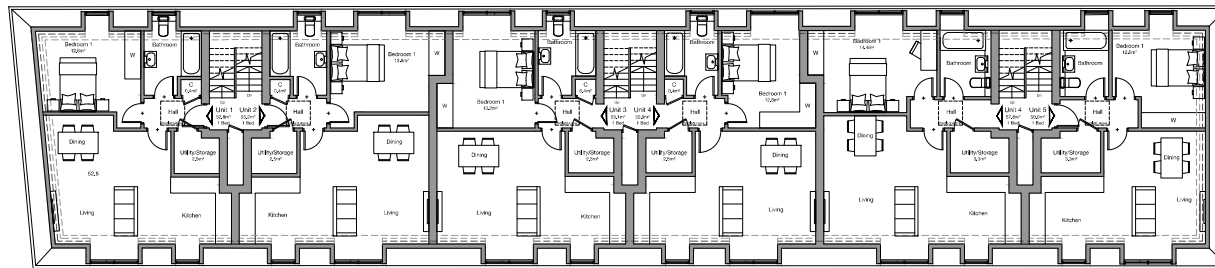
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Job No. HA22-182	Drawing No. P107	Rev. -
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2 Roof Plan
Scale: 1:100



----- Bedroom
----- Living
----- Kitchen
----- Utility
----- Hall

1 Fifth Floor Plan
Scale: 1:100



Plan Date
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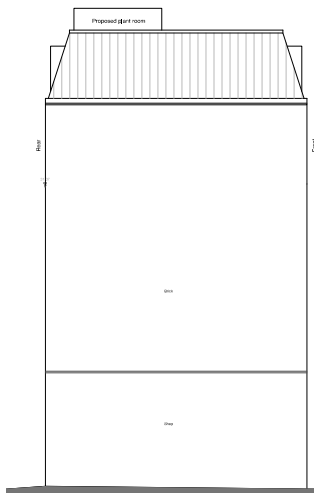
Client: **Woodcock Brothers**

Project Title:
**Grand Drive
London SW20 9NQ**

Drawing Title:
**Proposed Fifth Floor
& Roof Plans**

Scale	Date	Drawn
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Job No.	Drawing No.	Rev.
HA22-182	P108	-

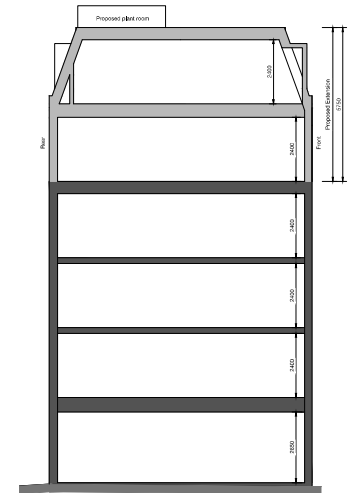
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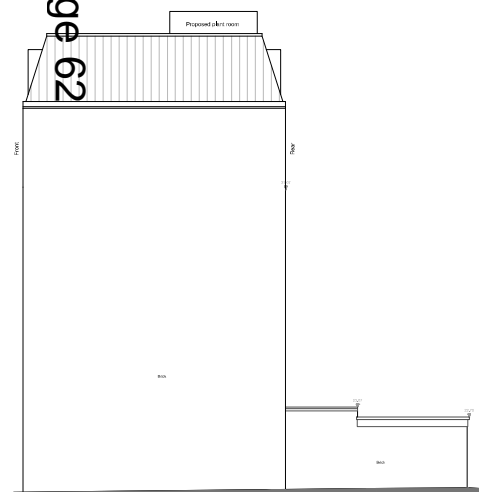
1 Side Elevation
Scale: 1:100



2 Front Elevation
Scale: 1:100



5 Section A-A
Scale: 1:100



3 Side Elevation
Scale: 1:100



4 Rear Elevation
Scale: 1:100

Page 62



Scale 1:100
 0 1 2 3 4 5 6 8 10m

Rev: 01/12/2023
 Date: 02/02/2023
 Rev: 01/12/2023
 Date: 02/02/2023

Client: Woodcock Brothers



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Client: Woodcock Brothers

Project Title: Grand Drive London SW20 9NQ

Drawing Title: Proposed Elevations

Scale: 1:100@A1 Date: 06.2023 Client: KF

Job No: HA22-182 Drawing No: P109 Rev: B

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Page 001

A 20/12/2023 10:00:00 AM
 Rev. Date Issue

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0001
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 Grand Drive
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 Visualisation

Scale	Date	Drawn
not to scale@A1	06.2023	KF
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HA22-182	P110	A

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