

PLANNING APPLICATIONS COMMITTEE

19 JUNE 2019

APPLICATION NO.

18/P4148

DATE VALID

06/11/2018

Address/Site: Land to the rear of
2A Amity Grove
Raynes Park
SW20 0LJ

Ward: Raynes Park

Proposal: Erection of a two storey building comprising of 3 x residential units with associated landscaping and cycle parking.

Drawing No.'s: 602.1/R LOC P2; 602.1/R/010 P5; 602.1/R/011 P4;
602.1/R/012 P4; 602.1/R/020 P5; 602.1/R/021 P5;
602.1/R/030 P3 & 602.1/R/031 P4.

Contact Officer: Tony Smith (020 8545 3144)

RECOMMENDATION

Grant planning permission subject to conditions and a Section 106 agreement.

CHECKLIST INFORMATION

- S106: Yes (restriction of parking within CPZ)
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 81
- External consultations: 1
- Conservation area: No
- Listed building: No
- Archaeological priority zone: No
- Tree protection orders: No
- Controlled Parking Zone: Yes, Zone RP
- Flood Zone: 1
- Designated Open Space: No

1. INTRODUCTION

1.1 This application is being brought to the Planning Applications Committee for

determination due to the number of objections received.

2. SITE AND SURROUNDINGS

- 2.1 The application site comprises approximately 360sq.m of an irregular plot of land, which runs to the front, side and rear of no. 2A Amity Grove, on the eastern side of the street. The site is currently in use as a pedestrian and vehicle accessway to the rear of a parade of shops fronting Coombe Lane and to a car park which serves no. 2A Amity Grove.
- 2.2 No. 2A Amity Grove is a 3 storey vacant building which has formerly used as offices, but has prior approval for a change of use to 11 residential units. The building features a single storey entrance element to the front, a part-single, part-two storey element to the rear which incorporates a first floor balcony. A pre-existing small box style plant room was situated above the flat roof which has recently been demolished. The building features brickwork to all elevations with the front façade being painted white and windows feature in the front, rear and southern flank elevations at all levels.
- 2.3 Immediately to the north of the car park is a 1.7 – 2.2m wide pedestrian access way, beyond which are rear gardens for residential properties in 2 Amity Grove. Immediately to the south is a two storey (flat roof) parade with commercial units/shops at ground floor and flats above; the parade comprises a mixture of single storey and two storey rear extensions of varying depths, to the southeast corner of the site the parade steps up to 3 stories in height. To the east of the site is a 2.5 storey wing of the Raynes Park Health Centre.
- 2.3 The site is located within Raynes Park Town Centre and is located to the rear of a primary shopping frontage. The site is located within a controlled parking zone (CPZ) has a public transport accessibility level (PTAL) of 5 (0 being the lowest and 6b being the best) being 180m from Raynes Park Station and having numerous bus routes in close proximity. The site is not located within a conservation area nor is it within the curtilage of a listed building.

3. CURRENT PROPOSAL

- 3.1 This application seeks planning permission for the erection of a new two storey, detached building comprising three self-contained flats, with associated landscaping and cycle parking.
- 3.2 The proposal would have a regular plot and would be situated in the north-east corner of the site, to the rear of no. 2A. The building would be part single, part two storeys in height, with the two storey flat roof element towards the south, this would then slope down to a single storey along the north. The first floor would be recessed back from the western elevation by approximately 4m to leave a single storey element to the west with a timber pergola and privacy screening above for the upper flat amenity area. A single storey 'L' shaped building with a green roof would be situated to the north-west of this to house refuse and bicycles.
- 3.3 At ground level, the building would feature window units along the south elevation with a recessed entrance to the east and an access door in the

west. Private amenity spaces would be formed in the separation between the building and the northern boundary, with bi-fold doors and slit style windows. At first floor, the southern elevation would have projecting angled window units, the east would feature a single obscured window and a set of large doors would be in the western elevation facing out into the upper floor private amenity space. Rooflights would be inserted in to the main roof and the sloping roof.

- 3.4 Internally, the building would provide a total of 3 residential self-contained units, with two units on the ground floor and one unit in the first floor. Each unit would provide a 1 bed, 2 person flat, with its own private amenity space.
- 3.5 The proposed building would have the following dimensions: 15m length at ground floor, 10.9m length at first floor, 9m width, 3m eaves height, 5.85m max height. The building would run against the eastern boundary with separation distances to the northern boundary of 2m, 5.9m to no.2A to the west and 3.4m - 5.6m to the ground floor rear extensions of the parade to the south.
- 3.6 Hardstanding would be laid to the front, side and rear of no. 2A in the form of permeable resin bound gravel, with soft landscaping to the ground floor private amenity areas. CCTV and lighting is to be installed on the proposed building and existing building at no.2A.
- 3.7 The proposal would utilise London stock brickwork for facing walls, zinc to the sloping roof, bronze coloured aluminium window sills and surrounds, and timber to boundaries, gates, cycle/bin store and the first floor pergola/screening.
- 3.8 It should be noted that the application has been amended to reduce the height, scale and bulk of the building, and to create a separation from the rear gardens of no.2 to the north, following Officer's concerns regarding its visual impact. The proposed security gates have also been removed given they were not entirely within the applicant's ownership.

4. PLANNING HISTORY

There is extensive planning history on the site which pre-dates the office building, most of which is no longer relevant. Below is a summary of relevant and more recent history:

- 4.1 WIM3192: to install 2 petrol pumps on the forecourt – Granted.
- 4.2 WIM3010: outline to install 3 petrol pumps on the forecourt – Granted.
- 4.3 MER966/70(D): erection of 3 storey building involving demolition of petrol station – Granted.
- 4.4 MER833/70: outline - 4 storey building demolition petrol station and 13 parking spaces – Refused (reason not recorded).

- 4.5 MER798/70: Outline 3 storey building demolition of petrol stn. 11 parking spaces – Refuse (reason not recorded).
- 4.6 MER653/71: erection of 4 storey office block with 17 car parking spaces – Refuse (reason not recorded).
- 4.7 MER299/71(O): outline for erection of 5 storey building for offices, with provision of 14 car parking spaces and demolition of petrol filling station – Granted.
- 4.8 MER299/71(D): detailed plans for a three storey office block with 14 parking spaces and demolition of petrol station – Granted.
- 4.9 MER1020/71: part three storey and part single storey office block with parking – Granted.
- 4.10 MER52/72: part three storey and part single storey office block with parking – Granted.
- 4.11 09/P2246: the use of vacant office floorspace [use class b1] at ground, first and second floor levels for education purposes [use class d1] – Granted.
- 4.12 15/P1214: Demolition of the existing three storey West Wimbledon College building [Use Class D1 - 526 square metres] and the erection of a new four storey building with additional basement level at the front of the site providing retail, financial services, business, non-residential institutions or assembly and leisure use [Use Class A1, A2, B1, or D1- 278 square metres] at basement and ground floor level with floor space to the rear of the commercial space and in a second detached building with floor space at basement and ground floor level providing a total of 9 flats (4 three bedroom; 3 two bedroom and 2 one bedroom)including 4 off street car parking spaces with vehicle access from Amity Grove – Granted.
- 4.13 17/P4083: prior approval in respect of the proposed change of use of office space (class b1a) to provide 11 residential units (class c3) – Granted.
- 4.14 18/P4363: external alterations to facade including cladding, addition of balconies, reconstruction of plant room on roof, amendments to door and window openings, landscaping and associated works in connection with LBM ref. 17/P4083 for the prior approval for change use of office space (class B1a) to provide 11 residential units (class C3) – Granted.

5. CONSULTATION

- 5.1 Public consultation was undertaken by way of site notice and letters sent to 81 neighbouring properties. A second round of consultation was undertaken following amendments to the scheme, the outcome of the combined consultation is summarised as follows:
- 5.2 Representations were received from 8 individuals who raised the following concerns:

- Concerns over relocation of large overflowing commercial waste bins along the service road and to the rear of Coombe Lane shop units
- Will new residents use these bins and exacerbate the problem
- Concerns of access through the gates to collect bins
- Visual intrusion to no. 2 Amity Grove
- Impact on sun and daylight to no. 2 Amity Grove
- Impact on sun and daylight to no. 4 Amity Grove
- Erection of the Raynes Park Health Centre has already caused loss of light and privacy, this will further worsen problem to no. 6 Amity Grove
- 3D models are misleading and do not show proportion correctly compared to surrounding buildings
- North facing, second floor office window of no 44 Coombe Lane will lose light and views
- Balconies and main fenestration face rear of Coombe Lane properties where cooking odours dominate
- Visual intrusion and loss of light to future occupiers from proximity to Coombe Lane properties
- One of the rear bedrooms has no window
- Sloping roof would result in little standing space in bedrooms and bathroom
- Amenity spaces are would be poor and small
- Concerns of access for deliveries to Coombe Lane properties during construction
- Only one turning bay, for one car
- Loss of existing car parking spaces
- Future occupiers should not be allowed access to parking permits for the CPZ

5.3 LBM Climate Change Officer: No objection. The development would need achieve the relevant sustainability requirements, being a 19% improvement on Part L of the Building Regulations 2013 and an internal water usage not exceeding 105 litres per person per day; these requirements should be secured by condition and an informative should be included detailing this.

5.4 LBM Transport and Highways Officers: No objection. The site is within a CPZ and has very good PTAL rating (5) with no off-street car parking. The development should be permit free and secured by a legal agreement. The site provides adequate cycle and refuse storage, and a condition is requested for the implementation of the cycle storage. Refuse collection should be located within 20m of the highway.

5.5 LBM Trees Officer: No objection. Requested conditions relating to compliance with protection of neighbouring Ash trees as stated in the Arboricultural Report and the monitoring of excavations.

5.6 LBM Environmental Health Officer: No objection. Requested conditions relating to maximum noise levels from plant/machinery, implementation of recommendations within submitted Noise Impact Assessment, direction of external lighting, unexpected contamination/remediation and the submission of a demolition & construction method statement.

5.5 Metropolitan Police – Designing Out Crime Officer: some comments and

recommendations. Many of the Secured by Design principles have been incorporated, however, the recess at the rear lacks natural surveillance and could form a hiding place. The cycle store is a flat roof canopy with open sides which may be attractive for thieves with views from the public street, this should be a lockable container only accessible by residents. Any planting should allow for clear views of cars and to avoid the creation of hiding places. Lighting should be to British Standards and council requirements as to reduce light pollution.

6. POLICY CONTEXT

6.1 National Planning Policy Framework (2019)

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

6.2 London Plan (2016)

Relevant policies include:

- 3.3 Increasing housing supply
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.13 Sustainable drainage
- 5.17 Waste Capacity
- 6.9 Cycling
- 6.13 Parking
- 7.4 Local character
- 7.6 Architecture
- 7.14 Improving air quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 8.2 Planning obligations
- 8.3 Community Infrastructure Levy

6.3 Merton Local Development Framework Core Strategy – 2011 (Core Strategy)

Relevant policies include:

- CS 8 Housing choice
- CS 9 Housing provision
- CS 14 Design
- CS 15 Climate change
- CS 16 Flood risk management
- CS 17 Waste management
- CS 18 Active Transport
- CS 20 Parking servicing and delivery

6.4 Merton Sites and Policies Plan – 2014 (SPP)

Relevant policies include:

DM D2 Design considerations
DM D3 Alterations and extensions to existing buildings
DM EP2 Reducing and mitigating noise
DM EP4 Pollutants
DM F2 DM F2 Sustainable urban drainage systems and; wastewater and water infrastructure
DM T1 Support for sustainable transport
DM T2 Transport impacts of development
DM T3 Car parking and servicing standards
DM T4 Transport infrastructure

- 6.5 Supplementary planning considerations
London Housing SPG – 2016
London Character and Context SPG -2014
DCLG - Technical Housing Standards 2015

7. PLANNING CONSIDERATIONS

7.1 Material Considerations

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

- Principle of development
- Need for additional housing
- Design and impact upon the character and appearance of the area
- Impact upon neighbouring amenity
- Standard of accommodation
- Transport, highway network, parking and sustainable travel
- Refuse storage and collection
- Sustainable design and construction
- Community Infrastructure Levy
- Response to objections

Principle of development

- 7.2 Policy 3.3 of the London Plan 2016 states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher densities. Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space. The National Planning Policy Framework 2018 and London Plan policies 3.3 & 3.5 promote sustainable development that encourages the development of additional dwellings at locations with good public transport accessibility.

- 7.3 The site is currently vacant, being previously used as off-street car parking for the redundant office building. The site is located within Raynes Park Town Centre and has a good public transport accessibility level (PTAL) of 5 (with 0 the worst and 6b being excellent). The proposals would result in three additional residential units for up to 6 people, thereby meeting NPPF and London Plan objectives by contributing towards London Plan housing targets and the redevelopment of sites at higher densities.

7.4 Given the above, it is considered the proposal is acceptable in principle, subject to compliance with the relevant London Plan policies, Merton Local Development Framework Core Strategy, Merton Sites and Policies Plan, supplementary planning documents and a legal agreement as detailed in the relevant sections below.

Need for additional housing

7.5 The National Planning Policy Framework (March 2018) requires Councils to identify a supply of specific 'deliverable' sites sufficient to provide five years' worth of housing with an additional buffer of 5% to provide choice and competition.

7.6 Policy 3.3 of the London Plan states that the Council will work with housing providers to provide a minimum of 4,107 additional homes in the borough between 2015 and 2025. Within this figure of 4,107 new homes, the policy states that a minimum of 411 new dwellings should be provided annually. This is an increase from the 320 dwellings annually that was set out in the earlier London Plan and in Policy CS9 of the Core Strategy. The policy also states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher densities.

7.7 The Council's planning policies commit to working with housing providers to provide a minimum of 4,107 additional homes in the borough between 2015 and 2025 (a minimum of 411 new dwellings to be provided annually). This is an increase from the 320 dwellings annually that was set out in the earlier London Plan and in Policy CS9 of the Core Strategy. The emerging London Plan is likely to increase this annual target, however, only limited weight can be attributed at this stage.

7.8 Merton's overall housing target between 2011 and 2026 is 5,801 dwellings (Authority's Monitoring Report Draft 2017/19, p12). The latest (draft) Monitoring report confirms:

- All the main housing targets have been met for 2017/18.
- 665 additional new homes were built during the monitoring period, 254 above Merton's target of 411 new homes per year (London Plan 2015).
- 2013-18 provision: 2,686 net units (813 homes above target)
- For all the home completions between 2004 and 2017, Merton always met the London Plan target apart from 2009/10. In total Merton has exceeded the target by over 2,000 homes since 2004.

7.9 The current housing target for the London Borough of Merton is 411 annually. Last year's published AMR figures are: "688 additional new homes were built during the monitoring period, 277 above Merton's target of 411 new homes per year (in London Plan 2015)."

7.10 Against this background officers consider that while new dwellings are welcomed, the delivery of new housing does not override the need for comprehensive scrutiny of the proposals to ensure compliance with the relevant London Plan policies, Merton Local Development Framework Core

Strategy, Merton Sites and Policies Plan and supplementary planning documents.

Design and impact upon the character and appearance of the area

- 7.11 Section 12 of the NPPF, London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DM D2 and DM D3 require well designed proposals which make a positive contribution to the public realm, are of the highest quality materials and design and which are appropriate in their context, thus they must respect the appearance, materials, scale, bulk, proportions and character of their surroundings.
- 7.12 Paragraph 1.3.61 of the London Plan Housing SPG 2016 states that *fully optimising housing potential will necessitate high quality, innovative design to ensure new development successfully responds to challenges and opportunities presented on a particular site*. The proposal would be sited away from the streetscene behind the existing building at no. 2a with very limited views along the access path of the southern elevation available when viewed from Amity Grove. In this instance, the site is considered to be unique in that it is isolated and enclosed by a mixture of varying architectural styles and materials.
- 7.13 Given the isolated and unique nature of the site, a contemporary approach to the design is considered to be appropriate. The building would be part single, part two storeys in height with the bulk of the building being broken up the set back at first floor level and the sloping roof to the south. In the context of the surrounding form of buildings, the building would not appear out of scale, given the presence of the large 2.5 storey wing of the Health Centre to the east, the 3 storey office building to the west, and the part two, part 3 storey parade to the south. Whilst the northern part of the site is open, featuring rear gardens to no. 2 Amity Grove, the design of the building is such that it would reduce in height to one storey and would be separated sufficiently. Considering the siting of the proposal in relation to the abovementioned urban form, it is not considered that the bulk or massing of the proposals would appear unduly dominant.
- 7.14 The building would utilise London stock brick with bronze coloured window and door surrounds, a zinc sloping roof and timber elements to the pergola, gate and cycle/refuse stores. The proposed pallet of materials is considered to be of good quality, providing a coherent and interesting final design.
- 7.15 As a whole, officers consider that in context with the nature of the site, the proposal would be of an appropriate scale and bulk and would incorporate an interesting design and choice of materials. It is therefore considered that the proposal would not result in a harmful impact to the street scene.
- 7.16 The proposal is considered to be acceptable in terms of the impact on the character of the area, in compliance with London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DMD2 and DMD3 in this regard.

Impact upon neighbouring amenity

- 7.17 London Plan policies 7.6 and 7.15 along with SPP policy DM D2 state that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of light spill/pollution, loss of light (sunlight and daylight), quality of living conditions, privacy, visual intrusion and noise.
- 7.18 A number of objections were raised from neighbouring properties in Coombe Lane and Amity Grove regarding visual intrusion, loss of sunlight/daylight and overshadowing. In regards to the properties to the north, the design of the proposal is such that the building steps down to a single storey element towards the north, at a height of 3m. This would then be separated from the site boundary by 1.9m and to the boundary of no.2 by 2.8m, due to the pedestrian accessway. It is considered that the use of a sloping roof, in addition to the moderate eaves height and separation from these properties would not give rise to a materially harmful impact in terms of loss of visual intrusion, loss of light, or shadowing.
- 7.19 In regards to the Coombe Lane properties to the south, these properties feature stepped elevations with separations from the proposal ranging from 10.7m to 17.5m at the closest properties. The rear facing elevations of these elements also do not feature rear windows. Given the lack of facing windows, the separation distances, and the southerly orientation of these properties, it is not considered the proposal would result in a materially harmful impact to these neighbours. It is noted that no.44 Coombe Lane does feature a rear facing window, however, this would serve an office unit and not a residential use and it is therefore considered the impact would be acceptable.
- 7.20 In addition to the above, the submitted sunlight and overshadowing diagrams further demonstrate that the proposal would not result in undue loss of light to neighbouring properties.
- 7.21 In terms of privacy and overlooking, the ground floor units would have high level windows in the southern elevation to prevent onlooking to the rear of Coombe Lane properties, whom do not feature facing windows in their closest rear elevations. To the north, windows and doors would face into private amenity space which is screened by a 1.8m high timber fence. There would be no ground floor windows in the east or west elevations. At first floor, the southern elevation features angled oriel style windows which would direct outlook towards the south-west and into the accessway, to prevent onlooking to the rear window of no.44 Coombe Lane. The private amenity space to the west would be screened by 1.7m high venetian-blind style timber panelling which would be angled as such to prevent views towards no.2A Amity Grove, which has prior approval for 11 flats and features windows in the facing elevation. The window in the eastern elevation would be high level and would serve a bathroom. A condition is recommended which requires the implementation and retention of all boundary treatment and screening to protect this.
- 7.22 Regarding noise pollution, light pollution, and disruption during construction, Secured By Design and Environmental Health officers were consulted on the

application whom have recommended a number of conditions to ensure that neighbouring amenity is not unduly impacted.

- 7.23 Given the above, it is not considered that neighbouring privacy would be unduly compromised as a result of the proposal. The proposal would therefore accord with London Plan policies 7.6 and 7.15 and Merton Sits and Policies Plan policy DM D2.

Standard of accommodation

- 7.24 Policies 3.5 and 3.8 of the London Plan 2016 state that housing developments are to be suitably accessible and should be of the highest quality internally and externally and should ensure that new development reflects the minimum internal space standards (specified as Gross Internal Areas) as set out in table 3.3 of the London Plan (amended March 2016) and the DCGL – Technical Housing Standards 2015.

| Flat | No. of beds | No. of persons | No. of storey's | Required GIA | Proposed GIA | Compliant |
|------|-------------|----------------|-----------------|--------------|--------------|-----------|
| 1 | 1 | 2 | 1 | 50 sq.m | 50 sq.m | Yes |
| 2 | 1 | 2 | 1 | 50 sq.m | 50.1 sq.m | Yes |
| 3 | 1 | 2 | 2 | 58 sq.m | 59.2 sq.m | Yes |

- 7.25 As demonstrated by the table above, each of the proposed units would meet the minimum required GIA and would therefore comply with Core Strategy policies CS8 & CS9 and London Plan Policy 3.5.
- 7.26 All habitable rooms are serviced by windows which are considered to offer suitable natural light and ventilation to prospective occupants in line with policy 3.5 of the London Plan (2016), policy CS.14 of the Merton Core Planning Strategy (2011) and policy DM.D2 of the Merton Sites and Policies plan (2014).
- 7.27 In accordance with the London Housing SPG and policy DMD2 of the Council's Sites and Policies Plan, there should be 5sq.m of external amenity space provided for 1 and 2 person flats with an extra square metre provided for each additional occupant. Each of the flats would be exceed these standards, being provided with at least 13.sq.m of private amenity space, with two of the flats exceeding 16 sq.m. Furthermore, it is considered that the spaces provided would be of an appropriate layout and are sufficiently screened to protect privacy.
- 7.28 Environmental Health officers were satisfied with the development, and requested conditions to limit noise pollution as to protect the amenity of future occupants.
- 7.29 As a whole it is considered the proposal would offer an acceptable standard of accommodation to all occupants.

Transport, highway network, parking and sustainable travel

- 7.30 London Plan policies 6.3 and 6.12, CS policies CS18 and CS20 and SPP policy DM T2 seek to reduce congestion of road networks, reduce conflict between walking and cycling, and other modes of transport, to increase safety and to not adversely effect on street parking or traffic management. London Plan policies 6.9, 6.10, 6.13, Core Strategy policy CS20 and SPP policies DM T1 and DM T3 seek to promote sustainable modes of transport including walking, cycling, electric charging points and to provide parking spaces on a restraint basis (maximum standards).
- 7.31 The LBM Transport Planner has reviewed this application and their comments are integrated into the assessment below.
- 7.32 The site has a 'Very Good' PTAL rating of 5, and Amity Grove falls within a Controlled Parking Zone. As such, it is considered that a car-free development would be acceptable. However, in order to prevent the increase of on street parking pressure, future occupiers should be restricted from obtaining permits for the CPZ and this should be secured by way of a legal agreement.
- 7.33 London Plan policy 6.9 and the London Housing SPG standard 20 require that developments provide dedicated, secure and covered cycle storage, with 1 space per one bedroom units. The proposal would provide space for 4 cycles in the timber storage sheds to the north-west. It is considered this arrangement is acceptable and a condition is recommended requiring the implementation and retention of this. In terms of the access to the rear of the Coombe Lane properties, the proposal would not impact the entranceway that currently exists, and has shown a swept path analysis which would allow for the turning of vehicles on the site. The security gate initially proposed has also been removed from the scheme to retain uninterrupted access. It is therefore considered that access to the rear of these properties would be maintained. In order to ensure the above, a condition is recommended requiring the provision of a detailed demolition and construction method statement.

Refuse storage

- 7.34 Appropriate refuse storage must be provided for developments in accordance with policy 5.17 of the London Plan and policy CS 17 of the Core Strategy.
- 7.35 Concerns were raised from LBM Transport Officers regarding the logistics of refuse collection and the distance of the refuse storage from the highway. The application has been amended, whereby refuse storage is located in the timber enclosure to the north-west, and then on collection days refuse will be transported to the large Eurobins within the front of 2A Amity Grove, of which is also under the applicant's ownership. It is considered this arrangement would be acceptable given the capacity and location of the bins. A condition is recommended requiring the implementation and retention of these facilities.

Sustainable design and construction

- 7.36 London Plan policy 5.3 and CS policy CS15 seek to ensure the highest standards of sustainability are achieved for developments which includes

minimising carbon dioxide emissions, maximising recycling, sourcing materials with a low carbon footprint, ensuring urban greening and minimising the usage of resources such as water.

- 7.37 As per CS policy CS15, minor residential developments are required to achieve a 19% improvement on Part L of the Building Regulations 2013 and water consumption should not exceed 105 litres per person per day. Climate Change officers recommend to include a condition and informative which will require evidence to be submitted that a policy compliant scheme has been delivered prior to occupation.

Community Infrastructure Levy

- 7.38 The proposed development would be subject to the Community Infrastructure Levy (CIL). This would require a contribution of £220 per additional square metre of floorspace to be paid to Merton Council and an additional £35 per additional square meter to be paid to the Mayor. Further information on this can be found at:

7.39 Responses to objections

The majority of the issues raised by objectors are addressed in the body of the report but in addition, the following response is provided:

- Residents will have their own bin store which with waste being moved to the front of no.2A for collection
- The 3D models have not been updated with the new design and do not form part of the approved drawings
- The gates initially proposed have now been removed
- The balconies have been removed and amenity areas are now either towards the south or west
- In reference to the sloping roof, no part of the first floor flat would come under 1.5m headroom height as per London Plan policy
- Amenity spaces have been increased
- A demolition and construction management plan is to be submitted to and approved by the LPA as to reduce impacts to neighbouring properties
- The principle of the loss of existing car parking spaces was established through the conversion of the office building at no.2A.
- The future occupiers would not be able to apply for CPZ permits

8. CONCLUSION

- 8.1 Officers consider the proposal is acceptable in principle, providing a residential development at an increased density, in line with planning policy. The proposal is considered to be well designed, appropriately responding to the surrounding context in terms of massing, heights, layout and materials and would not have a harmful impact on the visual amenities of the area. The proposal would not unduly impact upon neighboring amenity. The proposal would not unduly impact upon the highway network, including parking provisions (subject to Section 106 Obligations). The proposal would achieve suitable refuse and cycle storage provisions.

- 8.2 The proposal is considered to accord with the relevant National, Strategic and Local Planning policies and guidance and approval could reasonably be granted in this case. It is not considered that there are any other material considerations which would warrant a refusal of the application.

9. RECOMMENDATION

Grant planning permission subject to conditions and a Section 106 Agreement covering the following heads of term;

1. The new flats are to be permit free residential units
2. The developer agreeing to meet the Council's costs of preparing [including legal fees] the Section 106 Obligations [to be agreed]
3. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations [to be agreed].

Conditions:

- 1) Standard condition [Commencement of development]: The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.

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

- 2) Standard condition [Approved plans]: The development hereby permitted shall be carried out in accordance with the following approved plans: [Refer to the schedule on page 1 of this report].

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

- 3) Amended standard condition [Materials]: The facing materials to be used for the development hereby permitted shall be those specified in the approved drawings 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: policy 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

- 4) Standard condition (site and 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.

Reason: To ensure a satisfactory standard of development and 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 the following Development Plan policies for Merton: policies 5.13, 7.5 and 7.6 of the London Plan 2016, policies CS14 & CS16 of Merton's Core Planning Strategy 2011 and policies DM D1, DM D2 & DM F2 of Merton's Sites and Policies Plan 2014.

- 5) The flats shall not be occupied until all boundary walls, fences or screening as shown on the approved plans have been carried out. The walls, fencing and screening shall be permanently retained thereafter.

Reason: To ensure a satisfactory and safe development, and to ensure adequate garden space is provided for the flats, in accordance with the following Development Plan policies for Merton: policies 7.5 and 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.

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

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with the following Development Plan policies for Merton: policy 5.17 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.

- 7) Amended standard condition [Cycle storage]: The development hereby permitted shall not be occupied until further details of the proposed cycle parking have been submitted to and approved by the Local Authority. The approved cycle parking must be provided and made available for use prior to occupation and these facilities shall be retained for the occupants of and visitors to the development at all times.

Reason: To ensure satisfactory facilities for cycle parking are provided and to comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2016, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Policies Plan 2014.

- 8) Non-standard condition [Sustainability]: No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the development has achieved CO2 reductions not less than a 19% improvement on Part L of the Building Regulations 2013 and internal water usage of not more than 105 litres per person per day.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: Policy 5.2 of the London Plan 2016 and Policy CS15 of Merton's Core Planning Strategy 2011.

- 9) Amended standard condition [Demolition & Construction Method Statement]: No development shall take place until a Demolition and Construction Method Statement has been submitted to, and is approved in writing, by the Local Planning Authority to accommodate:
- Parking of vehicles of site operatives and visitors
 - Loading and unloading of plant and materials
 - Storage of construction plant and materials;
 - The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - Wheel cleaning facilities
 - Measures to control the emission of dust, dirt, smell and other effluvia;
 - Measures to control the emission of noise and vibration during construction/demolition
 - Non road mobile machinery compliance
 - A scheme for recycling/disposing of waste resulting from demolition and construction works

The approved details must be implemented and complied with for the duration of the demolition and construction period.

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 6.3, 6.14 & 7.15 of the London Plan 2016, policy CS20 of Merton's Core Planning Strategy 2011 and policies DM T2 & DM EP2 of Merton's Sites and Policies Plan 2014.

- 10) Non-standard condition [Contamination] In the event that contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.

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 7.15 of the London Plan 2016 and policy DM EP2 of Merton's Sites and Polices Plan 2014.

- 11) Standard condition [External Lighting] Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.

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.

- 12) Non-standard condition [Noise] Due to the potential impact of the surrounding locality on the development the recommendations to protect noise intrusion

into the dwellings as specified in the AF Acoustics, Noise Impact Assessment Report 1024-AF-00002-02, dated 10 October 2018, must be implemented as a minimum standard for the development.

Reason: To safeguard the amenities of future and neighbouring occupiers and to ensure compliance with the following Development Plan policies for Merton: policies DM D2 and DM EP4 of Merton's Sites and Policies Plan 2014.

- 13) Non-standard condition [Noise from plant/machinery] Noise levels, (expressed as the equivalent continuous sound level) LAeq (10 minutes), from any new external plant/machinery shall not exceed LA90-10dB at the boundary with any residential property.

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 7.15 of the London Plan 2016 and policies DM D2 & DM EP2 of Merton's Sites and Policies Plan 2014.

- 14) Non-standard condition [Tree Protection] The details and measures for the protection of the neighbouring Ash tree as specified in the approved document 'Arboricultural Report' reference 'APA/AP/2018/188' dated '3 January 2019' shall be fully complied with. The methods for the protection of the neighbouring Ash trees shall fully accord with all of the measures specified in the report.

Reason: To protect and safeguard the existing neighbouring Ash tree in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policies DM D2 and 02 of Merton's Sites and Policies Plan 2014.

- 15) Non-standard condition [Site Supervision] The details of the 'Arboricultural Report' shall include the retention of an arboricultural expert to monitor/supervise the manual excavations as set out in the report. A final Certificate of Completion shall be submitted to the Local Planning Authority at the conclusion of all site works.

To protect and safeguard the existing neighbouring Ash tree in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policies DM D2 and 02 of Merton's Sites and Policies Plan 2014.

- 16) Standard condition [Timing of construction]: No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following

Development Plan policies for Merton: policy 7.15 of the London Plan 2016 and policy DM EP2 of Merton's Sites and Policies Plan 2014.

Informatives:

1) INFORMATIVE

In accordance with paragraphs 38 and 39 of the National Planning Policy Framework 2018, The London Borough of Merton takes a positive and proactive approach to development proposals focused on solutions. The London Borough of Merton works with applicants or agents in a positive and proactive manner by suggesting solutions to secure a successful outcome; and updating applicants or agents of any issues that may arise in the processing of their application. In this instance, the application has been amended following concerns from Officers and the Planning Committee considered the application where the applicant or agent had the opportunity to speak to the committee and promote the application.

2) INFORMATIVE

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

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

3) INFORMATIVE

Water efficiency evidence requirements for Post Construction Stage assessments must provide:

- Detailed documentary evidence representing the dwellings 'As Built'; showing:
 - The location, details and type of appliances/ fittings that use water in the dwelling (including any specific water reduction equipment with the capacity / flow rate of equipment); and
 - The location, size and details of any rainwater and grey-water collection systems provided for use in the dwelling; along with one of the following:
 - Water Efficiency Calculator for New Dwellings; **or**
 - Written confirmation from the developer that the appliances/fittings have been installed, as specified in the design stage detailed documentary evidence; **or**

- Where different from design stage, provide revised Water Efficiency Calculator for New Dwellings and detailed documentary evidence (as listed above) representing the dwellings 'As Built'

4) INFORMATIVE

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).

5) INFORMATIVE

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.

6) INFORMATIVE

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

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

[Click here](#) for full plans and documents related to this application.
Please note these web pages may be slow to load

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