

Planning Applications Committee 16th January 2020 Supplementary Agenda (Modifications Sheet)

Item 5. 36 Aston Road, Raynes Park SW20 – 19/P2715 – Dundonald Ward.

No modifications.

Item 6. Transmitter Mast, Blenheim Close, Raynes Park SW20 – 19/P2673 - West Barnes Ward.

No modifications.

Item 7. 252-254 Haydon's Road, Wimbledon, SW19 – 19/P3271 – Trinity Ward.

Drawing Numbers (Page 39)

Amended Plans: 4774/PA/020B, 021B and 030B showing bin and cycle layout with pedestrian access from Cowdrey Road.

Consultation (Page 42)

Additional letter of objection from occupier of 2 Cowdrey Road:-

The amended plans and elevations dated 21.10.2019 pdf.03A and 31A show the new two storey wall closer by distance than the current parking area. As advised before there has to be a reduction in light and enclosure to our property by this proposition. 245 Haydon's Road could equally extend towards Haydon's Road which would cause less encroachment towards neighbouring properties including ours.

Transport Planning Comments:

Observations:

The building is currently subdivided into eight flats. The site is conveniently located within a 2-minute walk to Haydon's Road station, and is 1 mile from Colliers Wood station and Wimbledon Town centre. Bus route no 200 passes the site.

Car Parking

The site lies within an area PTAL 2.

The local area forms part of Controlled Parking Zone 3E. Restrictions are enforced from Monday to Saturday between 8.30am to 6.30pm.

Given the sites location it is proposed that the development be designated 'permit free' secured through a S.106 Agreement which is considered to be appropriate in this location.

The proposed development would see the existing redundant vehicular crossover removed and the footway reinstated. This would allow for an additional on-street parking bay to be provided. The space can be allocated for disabled parking subject to demand.

Cycle Parking

Cycle parking should be installed on site in accordance with London Plan standards on cycle parking for new residential developments

The London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space for cycles at the following level:

- 1 per studio and one bed dwellings;
- 2 per all other dwellings

The proposal provides 20 cycle parking spaces which satisfies the requirement.

Refuse: The servicing, refuse and recycling for the residential units would be undertaken on-street, as per the existing situation.

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

Recommendation: The proposal is unlikely have a significant impact on the adjoining highway. Raise no objection subject to:

- The applicant enters into a Unilateral Undertaking which would restrict future occupiers of the units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.
- Condition requiring cycle parking provision.
- Condition requiring Refuse collection.
- Working Method Statement

Development shall not commence until a working method statement (**Condition**) has been submitted to and approved in writing by the Local Planning Authority to accommodate-

- (1) Parking of vehicles of site workers and visitors;
- (ii) Loading and unloading of plant and materials;
- (iii) Storage of construction plant and materials;
- (iv) Control of dust, smell, noise and other effluvia;

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

Flood Risk Officers Comments:

If you are minded to approve, please include the following conditions:

Condition: No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been submitted to and approved in writing by the local planning authority. The drainage scheme will include construction level drawings showing drainage layout and will dispose of surface water by means of a sustainable drainage system (SuDS) at the agreed runoff rate (no more than 0.671 l/s), in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not

increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

Condition: Prior to the commencement of development, the detailed design and specification for the permeable paving and rainwater harvesting shall be submitted to and approved in writing by the Local Planning Authority. The design shall be carried out as approved, retained and maintained by the applicant in perpetuity thereafter.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

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).

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.

Officer response:

Recommend the additional conditions are added to the conditions recommended on page 47.

Item 8. 74 Hazelwood Avenue, Morden SM4 – 19/P3302 – St Helier Ward.

No modifications.

Item 9. 34 Lingfield Road, Wimbledon SW19 – 19/P3715 – Village Ward.

Consultation (Page 62)

Additional letter from Swift-Conservation group stating that the substantial building project presents a golden opportunity to help local Swifts through including artificial nests, i.e. swift bricks or nesting boxes into the new construction.

Objection received from the resident of flat 2, which is accompanied by 2 photos of trees which are in the PAC folder:

The concerns about the new development and its impact on trees are as follows:

T15 Norway Spruce: Proposals recommend: "Remove tree"

This is a young tree that is growing in amongst smaller trees and shrubs so most of its growth is upwards where it has developed strong healthy growth. It is 7m high and the tree survey estimates it has useful life of 20+ years. The other trees due to be felled have a useful life of only 10+ years. Its physiological condition and structural condition is rated as "good". I do not understand how it can be described as an unremarkable tree with very little merit (Grade C). To remove this tree and all the other 10 trees in this small garden in a Conservation Area and replace them with a large brick built construction will destroy much of the existing pleasant green

outlook from the sitting room bay window of Flat 2, 34 Lingfield Rd, thus having a negative effect on neighbouring amenity.

T14 Common Walnut: Proposals recommend: "Crown lift northern canopy to provide 2m clearance over the new build"

In order to accommodate the ground floor of the new building, the proposals state that this 9m high Grade B walnut tree will need to have its crown lifted to provide 2m clearance over the proposed 3m high new build. This would amount to a significant removal of the northern canopy of the walnut tree, leaving the tree unbalanced and misshapen. Carrying out this major work at any time other than mid-summer to autumn will leave it susceptible to aphids, blister mite and coral spot. Furthermore, excavation of the basement right up to the edge of the Walnut's Root Protection Area risks damaging the roots resulting from overdig.

Tree Officer's response:

The arboricultural expert has applied the BS 5837:2012 correctly and I have no reason to disagree with the evaluation of the trees or methods of protection during the course of site works. Arboricultural experts know about the timing of any tree works to Walnut trees.

Flood Risk Officers Comments

If you are minded to approve, please include the following the following conditions:

Condition: No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been submitted to and approved in writing by the local planning authority. The drainage scheme will include detailed drainage layout construction drawings and dispose of surface water by means of a sustainable drainage system (SuDS) at a restricted runoff rate (no more than 2l/s), in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

Condition: Prior to the commencement of development, the applicant shall submit a detailed proposal on how drainage and groundwater will be managed and mitigated during construction and post construction (permanent phase), for example through the implementation of passive drainage measures around the basement structure.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

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).

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

Transport Planning Comments:

Observations on the proposal:

Car Parking: The access to the site is as existing and the proposals will provide two off-street parking spaces. Satisfactory.

Cycle Parking: Covered cycle storage for two cycles is indicated on the proposed ground floor plan. Satisfactory.

Refuse: Refuse is proposed to be collected in the same manner as currently provided for Lingfield Road.

Refuse store should be within 20 metres of collection vehicles.

Recommendation: Raise no objection subject to:

- Car and cycle parking maintained.
- Condition for refuse collection.
- 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.

Additional Condition

Condition

No part of the development hereby approved shall be occupied until evidence has been submitted to, and approved in writing by, the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 19% improvement on Part L regulations 2013, and internal water consumption rates of no greater than 105 litres per person per day.

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

Officer response:

Recommend the additional conditions are added to the conditions recommended on page 68.

Item 10. TPOat Leeward Gardens, Wimbledon SW19 – TPO743 – Hillside Ward.

No modifications.

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