

**PLANNING APPLICATIONS COMMITTEE**  
**December 2021**

**APPLICATION NO.**  
21/P1863

**DATE VALID**  
10/05/2021

**Address/Site:** 441 Commonsides East Mitcham CR4 1HJ

**Ward:** Pollards Hill

**Proposal:** DEMOLITION OF EXISTING SINGLE DWELLINGHOUSE AND ERECTION OF 7 X TWO STOREY DWELLINGHOUSES, ALONG WITH PARKING, HARDSTANDING, LANDSCAPING, CYCLE AND REFUSE STORAGE.

**Drawing No.'s:** 3402/L/02; 3402/P/11.RevA; 3402/P/12.RevA; 3402/P/13.RevB; 3402/P/15.RevA; 3402 P/14.RevA; 3402/P/21; 211381/SK/01; 3402/L/01; Construction Logistics Plan-211381/CLP/JR/RS/01

**Contact Officer:** Jourdan Alexander (020 8545 3122)

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**RECOMMENDATION**

Grant planning permission subject to conditions and S.106 agreement to secure private waste collection.

**CHECKLIST INFORMATION**

- 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: 19
- External consultations: 0
- Conservation area: No
- Listed building: No
- Archaeological priority zone: No
- Tree protection orders: No
- Controlled Parking Zone: No
- Flood Zone: Zone 1
- Designated Open Space: No
- Town Centre: No
- Public Transport Accessibility Level 0 (0 being the worst and 6 being

excellent).

## **1. INTRODUCTION**

- 1.1 This application is being brought to the Planning Applications Committee for determination due to number of objections received.

## **2. SITE AND SURROUNDINGS**

- 2.1 The application site is located at 441 Commonside East, Mitcham, CR4 1HJ, which is a large square shaped plot of approximately 35m length and 35m depth. The plot is currently occupied by a single storey, two bedroom bungalow. There is also a detached double garage located on the site's northern corner. The remainder of the plot is largely soft landscaped with hedge rows along boundaries and grassed areas within, a few small trees are also present. There are areas of hardstanding including the concreted driveway and a patio area close to the house.
- 2.2 The accessway to the plot including parts between 439 and 449 Commonside East also forms part of the subject site.
- 2.3 The site has a backland character with limited visibility from public vantages. There are outdoor open spaces nearby, notably Mitcham Common within a 100m walking distance. To the north of the application site are allotment gardens. To the east is a newly finished residential development in which a terrace of 6 x 2 bedroom houses have been built (Council ref: 16/P1210). These houses are two storey with valley roof forms.
- 2.4 Terraced dwellings are located to the south of the application site, with the rear gardens of these properties backing onto the accessway. The majority of these houses have garages/outbuildings to the rear of their gardens, in which several open onto the accessway. To the west of the application site are terraced houses that front Castleton Road. Wrapping around the outside of these houses is a private access lane, which abuts the application site's western boundary.
- 2.5 The site is not located within a Controlled parking Zone (CPZ) and has a public transport access level (PTAL) of 0 (0 being poor and 6 being excellent), and as such is considered to be poorly served by public transportation.

## **3. CURRENT PROPOSAL**

- 3.1 The application seeks planning permission for the demolition the existing bungalow, and construction of a terrace row consisting of 7 houses. Each house would be two stories, and have accommodation arranged across ground, first, as well as a loft level. All houses would have 3 bedrooms, with four of the houses designed for 4 persons, 2 houses for 5 person and 1 house for 6 persons. Seven onsite car parking spaces would be provided on the front

forecourt, with cycle storage and bin storage facilities also accommodated on this space.

- 3.2 The proposed terrace would be orientated north-south with rear gardens on the eastern side of the terrace and the car parking area on the western side. The terrace block would be positioned parallel to the recently built terrace at the adjacent site (443-447 Commonside East), in which the rear of the proposed terrace and rear of this neighbouring terrace would be positioned back-to-back.
- 3.3 The design would be consistent across the development, with all houses sharing the same pattern of openings and solid parts, and each having a valley roof form above. The front entrance doors would be set within a recess and pop-out oriel windows are provided to the front elevation at first floor. External materials to be used are consistent with the recently completed neighbouring development, including buff stock brick, aluminium framed windows and slate roofs.
- 3.4 The application proposes to install an automatic vehicle entrance gate at the car park entry. In addition, dense hedge, shrub and tree planting is planned along east, south and west boundaries. The applicant states that the access road into the site would be upgraded with new surfaces similar to those undertaken for the neighbouring development at 443-447 Commonside East. Marked pedestrian footways would also be created.
- 3.5 The development would have the following approximate dimensions:

Building heights - ridge: 8.85m, eaves: 6.30m

House plot width- 4.9m

House depth (front to rear measurements) ranges from 9.0m (southernmost house) to 10.7m (northernmost house)

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

##### 441 Commonside East

- 4.1 20/P3163- PRE-APPLICATION ADVICE FOR DEMOLITION OF EXISTING HOUSE AND ERECTION OF 7 X4 RESIDENTIAL DWELLINGS.
- 4.2 MER 378/84 ERECTION OF A TWO STOREY EXTENSION AT SIDE OF BUNGALOW TO PROVIDE SELF-CONTAINED "GRANNY" UNIT. Permission Granted (1984)
- 4.3 MER 85/68 OUTLINE APPLICATION FOR TWO STOREY BUILDING OF FOUR MAISONETTES, RANGE OF FOUR GARAGES INVOLVING DEMOLITION OF EXISTING BUILDING. Permission Refused 1968
- 4.4 MER 86/68 OUTLINE APPLICATION FOR TWO DETACHED HOUSES AND TWO GARAGES INVOLVING DEMOLITION OF EXISTING BUILDING. Permission Refused 1968

### 443-447 Commonside East

- 4.5 16/P1210 - DEMOLITION OF EXISTING BLOCK OF FLATS AND THE ERECTION OF 6 X 2 BEDROOM TERRACED RESIDENTIAL DWELLINGS WITH ASSOCIATED PARKING, AMENITY SPACE, CYCLE STORAGE AND REFUSE STORAGE PROVISION. Permission Granted (Planning Committee - 2016)

## **5. CONSULTATION**

- 5.1 Public consultation was undertaken by way of site notice and by post sent to neighbouring properties.
- 5.2 11 letters were received objecting to the proposal for the following reasons as summarised:
- The new development would result in privacy issues and overlooking of neighbouring properties. The 20m distance between new and existing houses is too short.
  - The trees proposed within the development would block our sunlight.
  - The height of the development would block light.
  - There are no details of how asbestos would be dealt with.
  - There is currently a gap in the shrub where the existing building is (441) but this should be planted at the same height before the construction works of the new development to tackle sound and dust and provide privacy.
  - Keeping the shrubs continuously spread at the same minimum 5m height by the boundary of 443-447 and the new development at 441 Commonside is imperative to maintaining our privacy.
  - Trees by the fence line are not acceptable as they easily grow out of hand, and their roots can damage fence lines and property over time.
  - The height of the new development is unconfirmed and plans are confusing as to how many stories / bedrooms will be built. Our worry is that the new builds will over tower our property since the roof and view to the sky would be effected.
  - Since the proposed distance between the back of the two developments is the bare minimum and unprecedented in this area we suggest glazed windows or window films to be installed to maintain resident's privacy.
  - Bin collection is currently an issue for us as the council are refusing to collect general waste from our bin area.
  - Construction working hours would cause disturbance to residents.
  - Starting date should be moved from 8 to 9am on Saturdays.
  - There would be traffic issues and disturbance from vehicles using the narrow access alley
  - The number of parking spaces are inadequate to serve the development and would lead to overflow car-parking.

- The development would further limit access to the alleyway.
- Delivery vehicles reversing would be dangerous.
- The electric gates could prevent delivery and or vehicles entering the site causing prolonged idling.
- The site is in a conservation area and you cannot knock down the bungalow to building houses
- The proposal would introduce traffic through a narrow lane that would cause safety issues for pedestrians and result in noise, disturbance and accidents.
- Construction of the development would be challenging for trucks to access; furthermore it is not clear where work vehicles would park.
- The scaffolding used to build the development would create privacy issues.

Comments made towards re-consulted documents ref: 211381/TR/02 and 211381/SK/01:

- Document fails to identify vehicles parked outside 441, which would prohibit turning.
- The vehicles would touch my wall in 2 places, as well as entering gardens during the manoeuvre
- The pedestrian walkway leads to the refuse area and not the pedestrian access.
- The use of traffic calming procures would have minimal effect due to the width of the access path.
- The document fails to account for pedestrians coming from neighbouring properties and surrounding areas.

5.3 Planning officer's comments – Matters raised in the objections have been covered within the delegated report. In terms of noise and disturbance created during the building work, these matters would be covered and monitored by the Council's Environment and Health team. All works would be expected to adhere to the Council's Construction Code of Practice. Adherence to a Working Method Statement and Construction Logistics Plan have been conditioned.

5.4 LBM Highways Officer:

No objections, provided the following conditions are in place – Working Method Statement and Construction Logistics Plan.

Highways must be contacted prior to any works being carried out to ensure all relevant licenses are in place.

5.5 LBM Flood Management Officer:

The applicant is proposing onsite storage and a discharge rate of 2.3l/s. No objections, please include the condition below.

Prior to the commencement of development, a detailed scheme for the provision of surface and foul water drainage shall be submitted to and approved in writing by the local planning authority for both phases of the development. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) at the agreed runoff rate (no more than 2.3l/s, with no less than 14.0m<sup>3</sup> of attenuation volume), in accordance with drainage hierarchy contained within the London Plan Policy 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 SI13

5.6 LBM Transport Planner:

The submitted tracking diagrams and dimensions show that the access and parking would be acceptable. Please note Refuse Officer comments.

5.7 LBM Refuse Officer:

The access way is too narrow for standard size refuse trucks to enter the site, and therefore the Council's refuse collectors will be unable to service the units. Concerns raised about whether a private waste collection company with suitable size vehicles will be available to service the site at all times. Therefore, whilst the option of a private provider for waste collection is acknowledged, questions arise whether this would be sustainable practice for waste collection over the life of the development

**6. POLICY CONTEXT**

6.1 National Planning Policy Framework (2021)

- 5. Delivering a sufficient supply of homes
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places

6.2 London Plan (2021)

Relevant policies include:

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG6 Increasing efficiency and resilience
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D8 Public realm

- G6 Biodiversity and access to nature
- H1 Increasing housing supply
- H2 Small sites
- SI2 Minimising greenhouse gas emissions
- SI5 Water infrastructure
- SI13 Sustainable drainage
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6.1 Residential parking
- T7 Delivery servicing and construction

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

Relevant policies include:

- CS 8 Housing choice
- CS 9 Housing provision
- CS 12 Economic development
- CS 13 Open Space, Nature Conservation, Leisure and Culture
- CS 14 Design
- CS 15 Climate change
- CS 17 Waste management
- CS 18 Active Transport
- CS 19 Public transport
- CS 20 Parking servicing and delivery

6.4 Merton Sites and Policies Plan – 2014 (SPP)

Relevant policies include:

- DM H2 Housing mix
- DM H3 Support for affordable housing
- DM D1 Urban Design
- DM D2 Design considerations
- DM F2 Sustainable urban drainage systems
- DM O2 Nature conservation, trees, hedges and landscape features
- 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
- Merton Small Site's Toolkit – 2021
- Merton Character Study - 2021

**7. PLANNING CONSIDERATIONS**

7.1 Material Considerations

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

- Principle of development.
- Design and impact upon the character and appearance of the area.

- Impact upon neighbouring amenity.
- Standard of accommodation.
- Transport and parking.
- Refuse storage and collection.
- Sustainable design and construction.
- Cycle storage.
- Flood risk and urban drainage.

### **Principle of development**

- 7.2 Paragraph 1.4.5 of the London Plan (2021) states that to meet the growing need, London must seek to deliver new homes through a wide range of development options. Policy H1 ‘Increasing housing supply’ marks an increase to Merton’s 10 year targets for net housing completions, with the new target set at 9,180 or 918 homes per year. Policy D3 – ‘Optimising site capacity through the design-led approach’, states that incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. 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.
- 7.3 The proposal would replace a two bedroom bungalow with 7 new homes. All homes would be family sized (three bedroom) for which there is measurable local need. Therefore, notwithstanding the need to carefully consider design, transport and other technical aspects of the proposal in more detail, officers consider that a more intensive residential development could be supported in principle. The proposed densification is therefore consistent with London Plan and Merton Council planning policies and objectives.

### **Design and impact upon the character and appearance of the area**

- 7.4 The NPPF section 12, London Plan policies D2, D3 and D4, Core Strategy policy CS14 and SPP Policies DMD1 and DMD2 require well designed proposals which would optimise the potential of sites that are of the highest architectural quality and incorporate a visually attractive design that is appropriate to its context. Development must relate positively to the appearance, scale, bulk, form, proportions, materials and character of their surroundings, thus enhancing the character of the wider area.

### **Layout and typology**

- 7.5 Officers are supportive of the proposed building typology that seeks to create a terrace row of houses. This approach is consistent with the architectural grain of the area, in which terrace rows are the dominant housing type. The site layout also appears appropriate, given that the terrace row would be positioned parallel to the recently completed terrace row of 6 houses at 443-447 Commonsides East. The proposed and existing terrace would be positioned back-to-back with gardens at the centre, thereby ensuring private



amenity space is contained at rear, and the creation of a clearly defined edge to the development with building blocks to the front. The front elevation would provide animation and overlooking to entrances and the forecourt. The layout and typology is considered sensible in townscape terms and importantly uses available space efficiently.

- 7.6 The proposed terrace would have sufficient space between the older terrace groups to the south which front Commonside East, and terrace houses to the west. It is noted that the site is fairly regular in shape compared to 443-447 Commonside East, which narrows at one end. This meant the neighbouring development needed to stagger the front elevation of the building to ensure houses at the site's end could still be visible, and to create natural surveillance. The application site is less constrained in this respect, and an even front building line to the terrace is considered appropriate.

#### Scale, design and materials

- 7.7 The buildings would have a height of 8.85m, which is comparable in height to the development at 443-447 Commonside East in which building heights are 8.31m. It is not considered that a small height difference (54cm) between the two terrace groups would cause a jarring visual transition between the two building blocks. The development would have an extra house compared to the adjoining development at no.443-447. Officers consider that the number of houses within the terrace row has been effectively managed by the applicant through thoughtful design that uses architectural features and articulation effectively to break-up each housing plot. The width of each house relative to its height also appears appropriately proportioned, and although the houses would be compact it is not considered that an impression of a cramped development would be created.
- 7.8 The development's valley roof would provide visual cohesion with the completed development on the neighbouring site, and acts to reduce the building's upper bulk. It is acknowledged that this proposal unlike the neighbouring development would also utilise accommodation at loft level. This is considered acceptable, given that the loft would be contained in the valley roof, whereby the external visual impression of a two-storey development is maintained.
- 7.9 In terms of design, the architecture is considered attractive with a clear sense of rhythm and scale, achieved through design articulation, modelling and texture. The pitched roof form clearly identifies each individual house. The entrance doors would be set within a recess to provide weather protection. Windows to be set within 80mm deep reveals, pop out oriel windows installed at front elevations, and recessed brick panels would be provided at rear and side elevations. It is important to ensure that such architectural features are locked into the proposal and therefore conditions are in place to secure detailed drawings of these parts to make sure they are later incorporated within the build.
- 7.10 In terms of materials buff stock brick, aluminium framed windows and slate

roofs are proposed. These materials are similar to the recently completed neighbouring development and should provide a high quality finish.

#### Gardens, forecourt and access way

- 7.11 Small landscaped areas would front each house, helping to soften the frontage. External space for refuse storage would be positioned to the front of each house in a discreet storage box. The front forecourt would have a functional design with car parking space sensibly positioned, and the pedestrian footpath would be demarcated from the main parking area so that car and pedestrian areas are clearly defined.
- 7.12 The submitted plans detail that hedge, scrub and tree planting would be established to the perimeter. A condition has been imposed requiring full details of the landscaping including new and retained vegetation, as care is needed to ensure that vegetation enhances visual amenity and appropriately safeguards neighbour living conditions.
- 7.13 The application proposes to retain the existing boundary fencing between the site and 443-447 Commonside East. Other fencing along the boundary including an access gate would be 2.0m height, and a condition is recommended to secure this detail.

#### Conclusion

- 7.14 Overall the layout, scale and design of the buildings are considered thoughtfully designed and sympathetic to the surrounding properties. The buildings would not appear obtrusive from external views, and the materials selected and architectural detailing is expected to create a high quality build.

#### Impact upon neighbouring amenity

- 7.15 SPP policy DM D2 states that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of loss of light, quality of living conditions, privacy, visual intrusion and noise.
- 7.16 The Council's Small Sites Toolkit 2021, provides guidance towards new development stating that '*proposals that are located to the rear of neighbouring buildings in residential areas should sit below a 25 degree line drawn from the middle of the lowest existing neighbouring habitable room window. If the proposal obstructs the 25 degree line, a detailed daylight/ sunlight study must be submitted*'. In this case, the new houses would be at least 20m from the rear elevation of the terrace at 443-447 Commonside East and with the proposal having a ridge height of 8.85m, an angle of 23.87 degrees is created. This indicates that the proposal would not create undue harm due to loss of light. It is worth noting that this angle would be less again if the measurement had been taken from the middle of the lowest existing neighbouring habitable room window, rather than from ground level thereby affirming the absence of an impact on natural light. The

development's valley roof in which eaves reduce to 6.3m would further reduce potential for overshadowing.

- 7.17 The proposal would not cause over shadowing to the established terrace houses to the south fronting Commonsides East. This is because there would be adequate distance between the new buildings and neighbours, and because of the development is orientated directly north thus limiting any potential overshadowing effect to late evenings around mid-summer. The houses to the west fronting Castleton Road would not be overshadowed due to the large separation distance between buildings.
- 7.18 It is not considered that the scale of the development would create an enclosing impact to neighbours given that sufficient space would be kept between building blocks including gardens relative to the size and proportions of the proposal. Whilst new views towards the proposal would be created, this is not considered a reason to refuse planning permission given the site's location in a residential neighbourhood surrounded by terrace houses.
- 7.19 In terms of impacts to privacy, the distances between rear windows of the scheme and rear facing windows of the completed terrace at 443-447 Commonsides East would be at least 20m. This distance is consistent with the wider parameters referenced in the Mayor of London's Housing Design Guidance (18-20m) and Merton Small Sites SPD (18m). Window openings on the proposal's south flank wall would be closer than 20m, and have been conditioned to be obscure glazed at first floor level. These two windows serve a bathroom and ensuite.
- 7.20 There would be some views from rear facing windows towards rear gardens of the terrace at no.443-447; however, all rear gardens within this development already experience some form of mutual overlooking from adjacent houses on the site, and as such new views created towards these spaces would not be considered problematic to a degree permission could reasonably be refused. Furthermore, the applicant proposes planting along the perimeter with the neighbour, which should further lessen views across. Conditions are proposed requiring specifications and details of new and retained planting.
- 7.21 The development would increase the density on site, and therefore noise created from the residential uses would be greater than currently generated by the single house. However, given the context of the site in an existing residential environment, the impacts caused from greater residential density are unlikely to be harmful in planning terms.
- 7.22 Lastly, the proposal would increase the traffic generated through the access way as occupants enter/exit the site by vehicle or by foot. In terms of vehicle movements, the applicant's transport statement estimates 3 to 4 two-way trips per unit, in the peak periods per day (AM Peak 08:00 – 09:00 & PM Peak 17:00 – 18:00). It is not considered this level of vehicle movement from 7 residential houses (each having only 1 car park space), would cause an excessive degree of noise towards neighbours, including no. 439 and 499 Commonsides East that flank the access. Vehicle speeds are expected to be

low given the access's narrow width (3.35m) and short length. An upgraded access way surface with additional traffic calming measures in the form of a speed cushion should further reduce speeds and potential for there to be car related disturbances. Conditions are in place requiring details of the upgraded access way including traffic calming measures.

- 7.23 To ensure the safety and security of residents, the proposal has been conditioned requiring details of external lighting
- 7.24 Overall, the proposal with recommended conditions in place would safeguard the living conditions of adjoining neighbours, and therefore would comply with relevant local plan policy.

**Standard of accommodation**

- 7.25 London Plan policy D6 states that housing development should be of high quality design and provide adequately-sized rooms, with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners. The Sites and Policies Plan policy DM D2 seeks to ensure good quality residential accommodation with adequate levels of privacy, daylight and sunlight for existing and future residents, the provision of adequate amenity space and the avoidance of noise, vibration or other forms of pollution.
- 7.26 The table below provides a breakdown of the internal space for each house along with private external amenity space.

| House                   | Type  | GIA (sqm) | London Plan requirement for GIA (sqm) | External amenity space (sqm) |
|-------------------------|-------|-----------|---------------------------------------|------------------------------|
| <b>1 (southernmost)</b> | 3b/4p | 96.7      | 90                                    | 57.9                         |
| <b>2</b>                | 3b/4p | 96.7      | 90                                    | 63.3                         |
| <b>3</b>                | 3b/4p | 96.7      | 90                                    | 61.7                         |
| <b>4</b>                | 3b/4p | 96.7      | 90                                    | 62.9                         |
| <b>5</b>                | 3b/5p | 103.6     | 99                                    | 61.4                         |
| <b>6</b>                | 3b/5p | 103.6     | 99                                    | 62.6                         |
| <b>7 (northernmost)</b> | 3b/6p | 115.9     | 108                                   | 62.2                         |

- 7.27 All of the houses would exceed Internal Space Standards (GIA), and would have adequately sized rooms and convenient and efficient room layouts, which are functional and fit for purpose. Good outlook as well as adequate daylight / sunlight would be received into habitable rooms. Officer's note that the loft level bedrooms would be served by roof lights rather than a traditional window. No objections are raised towards this configuration given that the roof lights would be on a sloped part of the roof, of good size, and well positioned to generate adequate amounts of light and outlook for the occupants.

- 7.28 In terms of external amenity size, the Council's SPP policy DM D2, paragraph 6.17, seeks for new houses to have a minimum garden area of 50sqm. All houses would exceed the 50sqm required by policy.
- 7.29 All units would have good amounts of privacy from both existing houses that neighbour the site, and the new houses created by the proposal. The loft level roof lights would be installed on north facing roof slopes only thus avoiding mutual views between windows.

### **Transport and Parking**

- 7.30 Core Strategy policy CS20 and SPP policy DM T3 require that developments would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, on street parking or traffic management.
- 7.31 The proposed quantum of parking, one parking space per house, is in-line with London Plan standards for outer London. It is known from census data that across all of Merton car ownership for households was between 60% and 70%, and for private owner occupied households average car ownership was approximately 1 car. Given these figures, the level of car-parking allocation is considered adequate to offset the number of cars produced by the scheme. The applicant has supplied a parking beat survey that shows that car parking on-street is relatively stressed. However, there are a limited number of parking spaces potentially available should there be a small degree of car overspill from the development. Notwithstanding this, Merton Council data would suggest the car parking allocation is sufficient for the development.
- 7.32 The applicant has demonstrated through 'swept path analysis' that the parking and access area would have sufficient space for cars to turn within the site, and enter and exit in a forward gear.
- 7.33 For other service vehicles such as deliveries of online shopping, submitted 'swept path analysis' has been completed for a 4.6 tonne vehicle entering and exiting the site. The analysis demonstrates that the car park and access arrangements would cater for delivery vehicles entering the development from the access to deliver to the properties. The vehicle could then reverse out of the car park onto the access way, to then exit the site in a forward gear onto the highway
- 7.34 The pedestrian access to the development would need to be shared with vehicles because the access way is too narrow to separate from the footway. The pedestrian routes will be demarcated by a change in surfacing colours, which is expected to make vehicles aware of the potential presence of pedestrians and gives some assurance to those using this route.
- 7.35 In terms of access for emergency services, the applicant has acknowledged that the width of the access does not comply with Building Regulations for fire services and therefore an alternative fire strategy will be need to be employed. It is therefore advised that the applicant contact the relevant fire authority and ambulance services in order to conduct a fire and safety audit

for the site. (Officers note that following similar issues being raised in respect of a recently approved backland scheme for dwellings at Leafield Road and Robinson Road, in both cases officer's attached a suitable condition requiring fire safety measures to be prepared and for these to be reviewed in consultation with the London Fire Brigade before occupation). Subject to the potential to attach a similar condition it would be unreasonable for the Council to withhold planning permission.

- 7.36 Given the restricted nature of the site and the scope of works, the applicant has submitted a Construction Logistics Plan which has been conditioned, as has a Working Method Statement. All documents for the proposal have been consulted with Highways and Transport Planning Officers, and no objections towards the above matters were raised.

### **Refuse Storage and Collection**

- 7.37 Merton Core Strategy Policy CS17 require new developments to show capacity to provide waste and recycling storage facilities. Waste storage facilities should be integrated, well-designed and include recycling facilities.
- 7.38 The applicant's site plan details that individual refuse storage would be provided to the front of each house within a discreet storage box, with refuse moved to the allocated collection unit immediately behind the gated entrance for collection. The Council's Refuse Officer has reviewed the plans and advised that the access way into the site would be too narrow for the Council's waste collection contractor (Veolia) to reach, as refuse collection trucks would be too large. Contractor requirements also stipulate that collection points must be within a maximum distance of 10 metres of collection vehicles. This cannot be achieved.
- 7.39 Planning officers have explored the prospect of a refuse collection point being located near the public road of Commonsides East. However, the drag distances to the highway would be excessive and unreasonable for the new occupants being up to 50m from houses. Furthermore, a collection point on the access way would block vehicles from entering into and out of the site due to narrow road widths.
- 7.40 Given that the Council is unable to service the site for refuse collection, the applicant would need to arrange private refuse collection. The applicant has agreed with planning officers to arrange private refuse collection for the new houses. Waste management services company 'Grundon' has been approached by the applicant, and advised that they are able to collect the refuse generated from the households, a quotation of the service has been shared with the Council. The applicant has also confirmed some practicalities of this arrangement which can be weekly, provides collection of all waste streams including recycling, that collection services have ability to access the site's refuse store, and that the costs of carrying out this service is considered by the applicant as reasonable.

- 7.41 Given the above, planning officers are amenable towards a private waste collection arrangement, and that this arrangement would be secured by way of legal agreement for the lifetime of the development. The legal agreement would be framed to cover the precise nature of the expected refuse collection arrangement, responsibilities, and contingency in place should the applicant fail to provide private refuse collection at any point in the future. The granting of planning permission would be contingent on a robust legal agreement surrounding refuse collection matters being secured.

### **Cycle storage**

- 7.42 Cycle storage is required for new development in accordance with London Plan Standards and Core Strategy policy CS 18. The Plan requires one cycle parking space for 1 bed 1 person units, 1.5 spaces per 1 bedroom, 2 person unit and two spaces for all other dwellings.
- 7.43 Cycle storage facilities are proposed near the front of the car park, with space for 14 cycles. These facilities are considered to be acceptable.

### **Sustainable design and construction**

- 7.44 London Plan policies SI2 and SI5, 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.
- 7.45 As per CS policy CS15, minor residential developments are required to achieve a 19% improvement on Part L of the Building Regulations 2013 and water consumption should not exceed 105 litres/person/day. It is recommended to include a condition which will require evidence to be submitted that a policy compliant scheme has been delivered prior to occupation.

### **Flood risk and urban drainage**

- 7.46 The applicant has submitted a drainage strategy for the development, the report proposes that the drainage regime would be to discharge to the existing Thames Water sewer located on site via an attenuation tank restricted by a Pumping Station at 2.3 l/s. This is the lowest recommended rate the Pump can be set at to avoid a significant increase in risk of blockages.
- 7.47 The development proposals will increase the hardstanding area, however as they will not be located in a low flood risk area (Flood Zone 1), there will be no impact on the free flow of flood waters or loss of flood storage volumes generated from a 1 in 100 year storm event, including allowances for climate change. A safe and dry access can be provided during times of flooding, as the site is located in a low flood risk probability area.

7.48 The drainage strategy has been shared with the Council's Flood Management Officer, who raised not objections towards flooding or urban drainage, subject to a condition that requires a detailed scheme for the provision of surface and foul water drainage to be submitted to the Council prior to development.

## **8. CONCLUSION**

8.1 The proposal is considered to be acceptable in principle, providing seven residential homes, 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.

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.

## **RECOMMENDATION**

**Grant planning permission subject to a S.106 agreement to secure private refuse collection, the applicant paying the Council's reasonable costs for drafting and monitoring the agreement and the following conditions:**

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

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

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

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

3. No development shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 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. No development shall take place until detailed drawings to a scale of no less than 1:10 (including cross-section and elevation), in respect to all external windows, doors and recessed panelling to elevations, have been submitted to and approved in writing by



the local planning authority, and the works shall not be carried out other than in accordance with the details so approved and shall thereafter be so maintained.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 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. No development shall commence until details of the vehicular access to serve the development, including upgrading of the access way and traffic calming measures, has been submitted in writing for approval to the Local Planning Authority. No works that are subject of this condition shall be carried out until those details have been approved, and the development shall not be occupied until those details have been approved and completed in full.

Reason: In the interests of the safety of pedestrians and vehicles, safeguarding neighbour amenity, and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM D2, DM T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

6. Development shall not commence until a working method statement has been submitted to and approved in writing by the Local Planning Authority to accommodate:

- (i) Parking of vehicles of site workers and visitors;
- (ii) Loading and unloading of plant and materials;
- (iii) Storage of construction plant and materials;
- (iv) Wheel cleaning facilities
- (v) Control of dust, smell and other effluvia;
- (vi) Control of surface water run-off.

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

Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

7. The construction works including demolition shall be carried out in full accordance with the submitted Construction Logistics Plan by Lanmor Consulting, unless otherwise agreed in writing with the local planning authority.

Reason: To ensure the safety of construction and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policy T4 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011, and policy DM D2 and DM T2 of Merton's Sites and Policies Plan 2014.

8. No development shall take place until details of all boundary walls, fences or gates are submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied until the works to which this condition relates have been carried out in accordance with the approved details. The walls, fences or gates shall be permanently retained thereafter.

Reason: To ensure a satisfactory and safe development in accordance 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 D1 and D2 of Merton's Sites and Policies Plan 2014.

9. No development shall take place until full details of a landscaping and planting scheme has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved before the commencement of the use or the occupation of any building hereby approved, unless otherwise agreed in writing by the Local Planning Authority. The details shall include on a plan, full details of the size, species, spacing, quantities and location of proposed plants, together with any hard surfacing, means of enclosure, and indications of all existing trees, hedges and any other features to be retained, and measures for their protection during the course of development.

Reason: To enhance the appearance of the development in the interest of the amenities of the area, safeguard living quality, and to ensure the provision of sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policies G6 of the London Plan 2021, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, DM F2 and DM 02 of Merton's Sites and Policies Plan 2014.

10. No development shall take place 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 for all phases of the development. The drainage scheme shall dispose of surface water by means of a sustainable drainage system (SuDS) at the agreed runoff rate (no more than 2.3l/s, with no less than 14.0m<sup>3</sup> of attenuation volume), in accordance with drainage hierarchy contained within the London Plan Policy 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 SI13

11. Prior to construction, a scheme of external lighting shall be submitted to, and approved in writing by the Local Planning Authority, and these works shall be carried out as approved before the commencement of the use or the occupation of any building hereby approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the area and ensure highway safety, and to comply with the following Development Plan policies for Merton: policy T4 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011, and policy DM D2 and DM T2 of Merton's Sites and Policies Plan 2014.

12. No part of the development hereby approved shall be occupied until full details are submitted to, and approved in writing by the Local Planning Authority that show infrastructure for electric or Ultra-Low Emission vehicles within the development's onsite car parking. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. The development shall not be occupied until the works to which this condition relates have been carried out in accordance with the approved details. The charging facilities shall be permanently retained thereafter.

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, Policy CS15 of Merton's Core Planning Strategy 2011 and policy T6.1 of the London Plan 2021

13. No dwelling shall be occupied until the application has provided written confirmation as to the installation of a fire hydrant (or otherwise agreed fire management and safety plan), and that such measures have been agreed by the London Fire Brigade.

Reason: To ensure the development delivers measures for use by emergency services or suitable alternative measures for the development and to comply with the objectives of Merton Core Planning Strategy policy CS20 and Merton Sites and Policies Plan policy DM.D2.

14. The development shall not be occupied until full details 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 have been submitted to and approved by the local planning authority.

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 SI2 and SI5 of the London Plan 2021 and Policy CS15 of Merton's Core Planning Strategy 2011.

15. The vehicle parking area along with demarcated pedestrian routes shown on the approved plans shall be provided before the commencement of the buildings or use hereby permitted and shall be retained for parking and pedestrian purposes for occupiers and users of the development and for no other purpose.

Reason: To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy T6.1 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Policies Plan 2014.

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

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

17. The development hereby approved shall not be occupied until the refuse and recycling storage and collection 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 CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

18. The hardstanding hereby permitted shall be made of porous materials, or provision made to direct surface water run-off to a permeable or porous area or surface within the application site before the development hereby permitted is first occupied or brought into use.

Reason: To reduce surface water run-off and to reduce pressure on the surrounding drainage system in accordance with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2016, policy CS16 of Merton's Core Planning Strategy 2011 and policy DMF2 of Merton's Sites and Policies Plan 2014.

19. Before the development hereby permitted is first occupied, the windows within the southern (side) elevation at first floor level shall be glazed with obscure glass, fixed shut, and shall permanently maintained as such thereafter.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policies D3 and D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no extension, enlargement or other alteration of the dwellings hereby approved other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties or to the character of the area and for this reason would wish to control any future Development plan policies for Merton: policy 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.