

PLANNING APPLICATIONS COMMITTEE

09 FEBRUARY 2023

CASE OFFICER REPORT

| <u>APPLICATION NO.</u> | <u>DATE VALID</u> |
|-------------------------|--|
| 22/P2258 | 27/07/2022 |
| Site Address: | 19 Arras Avenue, Morden SM4 6DG |
| Ward: | Ravensbury |
| Proposal: | Part single /part two storey side and rear extensions, roof extensions and conversion of property into 6 self-contained flats (2 x 3-bed, 1 x 2-bed, 3 x 1-bed/1-person) with associated outside amenity space and refuse and bicycle enclosures |
| Drawing Nos: | 01, 18 Rev A, 19 Rev A, 20 Rev A, 21 Rev A, 22 Rev A, 23 Rev A, 24 Rev A, 25 Rev A, 26 'PROPOSED BIN STORAGE DETAIL' Rev A, 26 'BIKE STORE' Rev A |
| Contact Officer: | Sarah Muckian (020 854453297) |

RECOMMENDATION

GRANT Planning permission subject to conditions

CHECKLIST INFORMATION

| | |
|--|----|
| Is a screening opinion required | No |
| Is an Environmental Statement required | No |
| Press notice | No |
| Site notice | No |
| Design Review Panel consulted | No |
| Number of neighbours consulted | 13 |
| External consultations | 0 |
| Internal consultations | 4 |
| Controlled Parking Zone | No |
| Conservation Area | No |

| | |
|---------------------------------------|----|
| Archaeological Priority Zone | No |
| Public Transport Accessibility Rating | 2 |
| Tree protection orders | No |

1. INTRODUCTION

- 1.1.1 This application is being brought to the Planning Applications Committee for determination due to number of objections received. The application has also been called in by Councillor Stephen Alambritis.

2. SITE AND SURROUNDINGS

- 2.1.1 The application site comprises a semi-detached 3 bedroom house located on a corner plot south of Arras Avenue and east of Ravensbury Avenue, Morden.
- 2.1.2 Arras Avenue is characterised by a mixture of detached bungalows, detached two storey dwellings, semi-detached two storey dwellings and a two storey terrace. A mixture of side and rear ground floor extensions and hip to gable and roof extensions are prevalent throughout the area in a mixture of architectural styles and sizes.
- 2.1.3 17 Arras Avenue forms the other half of the semi, whilst 21 Arras Avenue is located on the opposite corner to the west of Ravensbury Avenue. Directly opposite the application site at 18 Arras Avenue is Wyvern Lodge/Youth Centre comprising 6 flats.
- 2.1.4 The site has a Public Transport Accessibility (PTAL) rating of 2 and is not located within Controlled Parking Zone.
- 2.1.5 The site is not within a Conservation Area nor is it a Listed Building.

3. CURRENT PROPOSAL

- 3.1.1 The application seeks planning permission for the erection of part single, part two storey side and rear extensions, roof extensions and conversion of existing single dwellinghouse into 6 self-contained flats.
- 3.1.2 The proposal would include the following mix of units:

| Flat (level) | No. beds | No. persons | Storeys | Required GIA (sqm) | Proposed GIA (sqm) | External amenity (sqm) | Compliant |
|--------------|----------|-------------|---------|--------------------|--------------------|------------------------|-----------|
| 1 (ground) | 3 | 4 | 1 | 74 | 80.0 | 22.0 | Yes |
| 2 (ground) | 3 | 4 | 1 | 74 | 77.0 | 36.5 | Yes |
| 3 (first) | 1 | 1 | 1 | 39(37) | 37.4 | 104.4 Communal | Yes |
| 4 (first) | 1 | 1 | 1 | 39(37) | 39.1 | 104.4 Communal | Yes |
| 5 (first) | 1 | 1 | 1 | 39(37) | 42.0 | 104.4 Communal | Yes |

| | | | | | | | |
|----------|---|---|---|----|------|-------------------|-----|
| 6 (loft) | 2 | 3 | 1 | 61 | 66.6 | 104.4 Communal | Yes |
|----------|---|---|---|----|------|-------------------|-----|

Note – Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m², as shown bracketed.

3.1.3 Flat 1 would have access to 22sqm of external amenity space. Flat 2 would have 36.5sqm. Flats 3-6 would have access to 104.4sqm of communal garden space. The amenity space would be divided with 1.8m high timber fencing.

3.1.4 The following extensions and external alterations are proposed:

- Installation of 5 rooflights on the front roofslope, 1 rooflight to the side roofslope, 1 rooflight above rear dormer roof extension and 2 rooflights above the single storey rear extension.
- Erection of a two-storey side and rear extension with the following approximate measurements; maximum width 8.7m, maximum depth 8.7m, maximum height 9.3m, eaves height 6.3m and 6m. The resultant roof form would be hipped to the side and rear.
- Erection of a rear roof extension extending across the existing building and two storey side extension with the following approximate measurements; height 2.5m, depth 3.3m and length 9.8m.
- Erection of a single storey rear extension the following approximate measurements; depth 3.5m, width 15.2m, eaves height 2.8m, maximum height 3m.

3.1.5 The proposed external materials include render, roof tiles and windows to match the existing host dwelling

3.1.6 Proposed plans indicate that refuse storage would be located in the front garden. Cycle storage for the provision of 11 spaces would be located in the rear garden. There would be 6 air source heat pumps located in the rear garden.

3.1.7 Amendments: During lifecycle of the application amended drawings were received providing sufficient refuse storage in the front garden as requested by Waste Services.

4. PLANNING HISTORY

4.1.1 22/P1620 - Erection of 1 x two storey end terrace dwellinghouse -Grant Permission subject to Conditions 22/07/2022

4.1.2 22/P0696 - Application for a lawful development certificate in respect of the proposed erection of a hip to gable roof extension, rear roof extension and installation of x3 rooflights on the front roofslope - Issue Certificate of Lawfulness 25/04/2022

4.1.3 22/P0695 - Erection of a single storey rear extension - Grant Permission subject to Conditions 22/04/2022

5. CONSULTATION

5.1.1 The application has been advertised by standard site notice procedure and letters of notification to the occupiers of neighbouring properties.

5.1.2 In response to the consultation, letters of objection were received from forty-one (41)

households.

The letters of objection raise the following points:

Highways

- The Parking Survey has not been carried out properly, does not follow the Lambeth Methodology and draws false conclusions
- Questions available parking spaces stated in Parking Survey, the Wyvern Centre residents have moved in and generated extra vehicles parking on the street as well as households owning more than one vehicle
- The parking survey was assessed against a single house and not a residential scheme
- Nearby Controlled Parking Zone M2 means there is further pressure on the available parking
- Parking stress levels are close to or over 100%
- Providing no off street parking would result in an intolerable burden
- Additional unacceptable movements by residents and refuse vehicles would be generated
- A Transport Statement, Transport Assessment and Travel Plan should be required
- Concerns of increases traffic and footfall
- Recent nearby developments on Victory and Leonard Avenues provided parking
- Application 17/P4387 at Wyvern Lodge provides an example of the difference between planning guidance and the actual impacts- 4 off-street parking spaces were provided however car ownership is 10 vehicles and no residents cycle
- The site does not have good public transport accessibility therefore the density proposed is not supported by policy

Design

- Contrary to character of area
- Overdevelopment
- The amount of refuse storage provided would not be sufficient
- Questions why no solar panels are required
- The majority of flats would fall short of minimum space standards
- Aluminium windows proposed would be out of character with Arras Avenue

Neighbour Amenity

- Loss of amenity to neighbouring properties and rear garden
- Concerns of increased noise due to increased number of occupiers and air source heat pumps
- Loss of privacy and overlooking
- The application is not accompanied by a daylight and sunlight assessment

Other

- Received consultation letter 5 days late
- No site notice was erected
- Wyvern Centre does not set a precedent for conversion to flats
- Concerns on Planning Statement provided relating to brownfield sites, incorrect description of existing materials and roof form, and does not mention

- unadopted Merton Local Plan, or refer to NPPF
- Application 94/P0698 was omitted from previous Delegated Reports
- Loss in faith with LBM as a result of Application 17/P4387 Wyvern Lodge as conditions were not implemented despite referral to Enforcement including disabled bays, lighting and street tree.
- Loss of wildlife habitats
- Questions the inclusion NPPF quotation
- There is no justification for providing more housing units as per the 2020 and 2021 Housing Delivery Test
- Application documents not referring to up to date policy and guidance

Amended Parking Survey (06/10/2022)

5.1.3

Following the original parking survey, an amended Parking Survey (by ATC traffic Consultants) was received responding to the concerns of objectors and the Transport Planner. The survey was updated to show results within 200m of the application site, correcting the date the survey was carried out, correcting the description of development proposed, updating maps to show the dropped kerb crossings, where there is disabled parking bays, restricted parking and where spaces were occupied and empty at time of survey. The amended parking survey was received on 06/10/2022 and a re-consult carried out on (07/10/22). Six (6) households again objected. These letters of objection raise the following points:

Highways

- Claims that the parking survey was carried out by a 'fictitious company' and has overstated the parking availability and site area
- The parking survey consultant has not understood the Lambeth Guidance
- Neighbour at 22 Arras Avenue has carried out their own parking survey based on Lambeth Guidance showing 151 available spaces
- Requests a new parking survey be carried out

Other

- Delegated reports for 22/P0695, 22/P0696 and 22/P1620 omitted an application from 1994 where part of the rear gardens of 17 and 19 Arras Avenue were divided to allow erection of 1A Ravensbury bungalow.
- Requests that each household has its own refuse bins or large communal bins with a separate gateway
- Out of character and overdevelopment of the site
- Noise from communal garden which is next to 1A Ravensbury and from air source heat pumps which would be 1.5m away from bedroom window.
- 6 air source heat pumps in a small space would not comply with regulations for noise and pollution

New Parking Survey (16/12/22)

5.1.4

Following concerns raised by objectors about the validity of the original parking survey report, a new parking survey by Alpha Parking (a different company to the original parking survey) was received. The report states that the survey assessment was undertaken on 29th and 30th November 2022. Following receipt of the new report on

16/12/22, a re-consultation was carried out on the 19/12/22 to notify neighbours of this new parking survey. Forty-one (41) households wished to still express objection. The points raised included;

- The new parking survey does not reflect current difficulties in finding somewhere to park
- Concerned about multiple occupancy development in a neighbourhood of houses, bungalows and purpose-built maisonettes
- The refuse collection has implications for pedestrians and cleanliness
- Refers to a condition of 22/P1620 removing permitted development rights
- Requests application be heard at planning applications committee
- Noise from communal garden and air source heat pumps
- Recommendations for air source heat pumps require that they are not installed by a neighbour's bedroom or fence, they should be 1m away from a fence and should have 30cm around the sides and rear with 1.5m unobstructed space in front. The plans do not meet the requirements.

LBM Highways Officer

5.1.5 Recommended condition H9 (Construction Management Plan) and informatives INF9 (Approvals and Licences) and INF12 (Work affecting public highway)

LBM Transport Officer (Original comments (08/08/22))

5.1.6 Conversion of house into 6 x self-contained units comprising, 2 x 3-bed/4-person flats, 1 x 2-bed/3-person flat and 3 x 1-bed/1-person flats.

Location

The site is a corner plot, located at the junction of Arras Avenue with Ravensbury Avenue.

PTAL

The site lies within an area PTAL 2 which is considered to be poor. A poor PTAL rating suggests that only a few journeys could be conveniently made by public transport.

Car Parking

No off street parking is provided.

The location of the proposal is outside the controlled parking zone so no possibility of having a permit free development.

The applicant has undertaken a parking stress survey which demonstrate that the average stress of all available unrestricted parking spaces within the survey area is 56%. Therefore, it is demonstrated that unrestricted parking within the survey area is currently not at a level that is considered to suffer from undue parking stress and the proposed development would not have an impact on the current parking situation.

Cycle Parking

The proposed layout shows 11 cycle parking spaces which satisfies the London Plan Standards.

Refuse

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

Recommendation: Raise no objection subject:

- Cycle Parking as shown (secure & undercover).

Comments on new parking survey (16/12/22)

- 5.1.7 Parking stress survey carried out by Alpha Parking Ltd The surveys carried out between 01:00am and 05:30am on Tuesday 29th and Wednesday 30th November 2022. Day 1 result at 61.54% and day 2 result at 63.19% give an average occupancy level of 62.36%, reflecting an average of 69 unoccupied parking spaces during the survey nights. Parking stress exceeding 85% is an indicative level at which the area would be a concern for parking. A result of 62.36% provides capacity for further parking within the area.

Recommendation: The submitted independent survey carried out within 200m of the site demonstrates that unrestricted parking is currently not at a level that is considered to suffer from undue parking stress and the proposed development is unlikely to have a significant impact on the adjoining highway network.

- 5.1.8 LBM Environmental Health Officer

The submitted documents do not address any aspect regarding potential noise emissions from the Air Source Heat Pumps. These are positioned close to a neighbouring dwelling and away from the proposed development building. There is no noise assessment submitted with the application. I would recommend that this information is provided in order that the application can be properly determined.

However, should you be minded to approve the application in any case, then I would suggest the following planning conditions:

- 1) Noise levels, (expressed as the equivalent continuous sound level) LAeq (15 minutes), from the air source heat pumps shall not exceed LA90-10dB at the boundary with any residential property.
- 2) A post confirmation noise survey shall be undertaken following completion of the development to ensure the specified levels are achieved, if not achieved additional mitigation shall be installed to the levels are achieved before use. Reason: To protect the amenities of the occupiers in the local vicinity.

- 5.1.9 LBM Waste Services

This is acceptable. As previously advised, these bins will all need to be presented for collection by kerbside on scheduled collection days, the crew will not go into the bin store. This is the same arrangement for all properties on the kerbside waste collection arrangement.

6. POLICY CONTEXT

List of relevant planning policies

National Planning Policy Framework (2021)

- Chapter 2 Achieving sustainable development

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

London Plan 2021

- Policy D1 London's form, character and capacity for growth
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D5 Inclusive design
- Policy D6 Housing quality and standards
- Policy D7 Accessible housing
- Policy D11 Safety, security and resilience to emergency
- Policy D12 Fire safety
- Policy D13 Agent of Change
- Policy D14 Noise
- Policy H1 Increasing housing supply
- Policy H2 Small sites
- Policy SI 1 Improving air quality
- Policy SI 2 Minimising greenhouse gas emissions
- Policy SI 7 Reducing waste and supporting the circular economy
- Policy SI 8 Waste capacity and net waste self-sufficiency
- Policy SI 13 Sustainable drainage
- Policy T1 Strategic approach to transport
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car parking
- Policy T6.1 Residential parking
- Policy T7 Deliveries, servicing and construction

Merton Core Strategy (2011)

- Policy CS 8 Housing Choice
- Policy CS 9 Housing Provision

- Policy CS 14 Design
- Policy CS 15 Climate Change
- Policy CS 17 Waste Management
- Policy CS 18 Active Transport
- Policy CS 20 Parking, Servicing and Delivery

Merton Sites and Policies Plan (2014)

- DM H2 Housing mix
- DM D2 Design considerations in all developments
- DM D3 Alterations and extensions to existing buildings
- DM EP2 Reducing and mitigating noise
- DM F2 Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure
- DM T1 Support for sustainable transport and active travel
- DM T2 Transport impacts of development
- DM T3 Car parking and servicing standards

7. PLANNING CONSIDERATIONS

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

- History (Material Planning Consideration)
- Principle of development
- Design (character and appearance)
- Impact upon neighbouring amenity
- Standard of accommodation
- Transport
- Sustainable design and construction
- Air Quality Neutral
- Flood risk and urban drainage
- Biodiversity

7.2 History (Material Planning Consideration)

7.2.2 It must be noted that the external design, appearance, character, height, siting and form etc of the proposal is nearly identical to the recently approved application for a new single dwellinghouse on the site (22/P1620 - Erection of 1 two storey end terrace dwellinghouse - Grant Permission subject to Conditions 22/07/2022). The only differences between the current application and 22/P1620 are:

- Internal changes to create 6 flats (rather than 2 houses)
- Garden split into 3 areas (private areas for flats 1 and 2 and a communal at the rear for flats 3-6)
- Reconfiguration of two front roof lights and a new roof light above rear dormer roof extension.

- Alterations to windows/doors of the ground floor single storey rear extension
- Redesign of front doors
- Additional bins storage within front gardens
- Relocation and increase of air source heat pumps in rear garden
- Cycle parking provided within rear garden

7.2.3 Therefore, in this instance, members of the planning committee need to fully consider the planning history of the site as a strong material planning consideration as the Council has already supported the design, massing, height and appearance of the proposed extensions and new building. Therefore, officers advise that the principle of the built design does not need to be reconsidered as there have been no material changes to the context of the site or planning policy since the previous decision back in July 2022.

7.3 Principle of development

7.3.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise.

7.3.5 National Planning Policy Framework (NPPF) 2021 - Paragraph 124 explains planning decisions should support development that makes efficient use of land, taking into account the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; the desirability of maintaining an area's prevailing character and setting, and the importance of securing well-designed, attractive and healthy places.

7.3.6 NPPF Paragraph 125 states that it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

Housing targets

7.3.7 Planning Policy H1 (Increasing housing supply) of the adopted London Plan 2021 has significantly increased Merton's housing target over a 10 year period (2019/20 - 2028/29) to 9,180 new homes. This equates to 918 homes annually, an increase of 507 compared to the former target (411) set out in Merton's current Sites and Policies Plan. The new target therefore seeks to deliver more than double the former annual target. This sets Merton a challenging target to deliver the expected number of new homes that London needs to meet demand.

Small Sites

7.3.8 The application site has a site area of less than 0.25 hectare. The application site therefore falls under planning policy H2 (Small Sites) of the London Plan 2021. Following on from the housing targets set out above, small sites are expected to deliver 2,610 new homes over the 10 year period (2019/20 - 2028/29). Policy H2 sets out that for London to deliver more of the housing it needs, small sites (below 0.25 hectares in size) must make a substantially greater contribution to new supply across the city. Therefore, increasing the rate of housing delivery from small sites is a strategic priority. Achieving this objective will require positive and proactive planning by boroughs both in terms of planning decisions and plan-making.

Five year land supply

7.3.9 At the time of writing, Merton currently does not have a five-year supply of deliverable housing. It is therefore advised that members should consider this position as a significant material consideration in the determination of planning applications proposing additional homes. Where local planning authorities cannot demonstrate a five year supply of deliverable housing sites, relevant decisions should apply the presumption in favour of sustainable development. This means that for planning applications involving the provision of housing, it should be granted permission unless:

- the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse effect of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

7.3.10 In real terms, if Merton continues to not meet its housing supply, then greater weight will need to be given to delivering more housing in the planning balance. Therefore, it is important that the Council seeks to deliver new housing now and make the most efficient use of sites to deliver new homes with appropriately designed buildings. The scheme is considered to make the most efficient use of the site with a good quality development that respects the character and appearance of the area without being harmful. The additional units created on the site will make a valuable contribution towards Merton meeting its housing targets.

Conversion of house into flats

7.3.11 Policy CS14 (Design) of Merton's Core Planning Strategy 2011 states that schemes involving dwelling conversions that result in the loss of an existing family sized unit must incorporate the re-provision of at least one family sized unit - a family sized unit is one which has at least 3 bedrooms. The policy seeks to encourage well designed housing in the Borough by requiring development to comply with the following criteria:

- (a) by ensuring that all residential development complies with the most appropriate minimum space standards;
- (b) by requiring existing single dwellings that are converted into two or more smaller units of accommodation to:
 - i. incorporate the re-provision of at least one family sized unit where resulting in the loss of an existing family sized unit;
 - ii. comply with the most appropriate minimum space standards;
 - iii. not result in an adverse impact on the suburban characteristics of the streetscape.

7.3.12 The proposal would provide 2 family sized units as a result of the conversion and extension of the existing house on the site. The development would therefore meet the principle of planning policy CS14 (Design) by retaining family sized units on the site. As a result of the conversion, the prevailing character of the area would still remain single family dwelling houses and as set out in the report below all the flats meet minimum space standards.

Conclusion

7.3.13 The proposed development would bring forward additional residential units that would

help deliver Merton's increased housing targets. The principle of the development to deliver additional residential accommodation is therefore considered acceptable and in line with policies seeking to increase provision of additional homes by finding opportunities through intensification of small sites.

7.4 Design (character and appearance)

- 7.4.14 The National Planning Policy Framework (NPPF) states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The regional planning policy advice in relation to design is found in the Chapter 3 of the London Plan (2021). These policies state that Local Authorities should seek to ensure that developments promote high quality inclusive design, enhance the public realm, and seek to ensure that development promotes world class architecture and design.
- 7.4.15 London Plan Policy D3 requires development proposals to enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. Local Policies CS14, DMD1 & DMD2 further supports this, requiring new developments to reflect the best elements of the character of the surrounding area, or have sufficient distinctive merit so that the development would contribute positively to the character and appearance of the built environment.
- 7.4.16 In line with the above policies, as set out in the history section of the main report, the design of the extensions and new building has already been considered to be acceptable under 22/P1620 (approved in July 2022). The proposed changes to the design of the development (as set out in section 7.2.2) are minor changes which have no material impact on the already agreed design approach. Therefore, officers maintain their view that the proposal would respect the visual amenities of the site and area.
- 7.4.17 For members information, extract from Delegated Report (22/P1620):
- The design of the proposed dwellinghouse would replicate the existing to appear as a continuation to create a terrace row in terms of massing with bay windows and fenestration but would have a slightly subordinate appearance to the end with a setback element to the side. So, while the new dwelling would be of substantial scale, it is considered it would be acceptable given the massing relates well to the existing pattern of the semi-detached pair.
- The roof would display a hipped roof to the main roof and subservient end element, which is considered appropriate to retain a semblance of symmetry along the new terrace.
- The permitted development rear roof extension on the roof of the existing dwelling would be seamlessly carried across the roof of the new dwelling. Therefore, it is considered to be of acceptable scaling and massing with setback from the eaves.
- So as to not appear contrary, at the rear, the new dwelling would replicate the existing gable at first floor level and at ground floor would have the appearance of an extension to match the host dwelling.
- 7.4.18 The proposed plans detail that planting would be established in the front garden. A suitable worded condition should be applied requiring details of the landscaping as this element would enhance this characteristic present in a number of front gardens along Arras Avenue.

7.4.19 Therefore, Officers maintain the extensions would not be considered harmful to the character and appearance of the dwelling and street scene. Subsequently, the proposal is therefore acceptable in terms of policies CS14, DM D2 and DM D3 in respect of character and appearance.

7.5 Impact upon neighbouring amenity

7.5.20 Planning Policy D6 (Housing quality and standards) of the London Plan 2021 states that the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

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

7.5.22 As set out within the committee report, officers have already considered that the built form of the development is acceptable, this includes from both a design and neighbour amenity perspective. However, as the proposal now seeks to provide 6 flats on the site, there are changes to the layout of the development, which include an increase in the number of units on the site, changes to amenity space, minor external changes and an increase and relocation of cycle/air source heat pumps.

17 Arras Avenue

7.5.23 This neighbour forms part of the other half of the semi detached house. The neighbour has an existing single storey rear extension. The proposed extensions at ground floor level would not extend beyond the neighbours existing extension. Therefore, there would be no undue loss of amenity.

7.5.24 At first floor level, the proposed extension would be sited to the flank of the existing two storey rear outrigger (on the side away from this neighbour), therefore, there would be no undue impact upon this neighbours amenity.

7.5.25 The rear roof extension, whilst large in size, is sited above the eaves of the roof and therefore away from the neighbours rear windows. In terms of overlooking, first floor rear windows already exist on the host property and neighbouring properties, therefore a degree of overlooking already exists. Given the established arrangement, it is considered that there would be no additional overlooking to warrant refusal of planning permission.

7.5.26 The subdivision of the house into flats over the three floors (which adjoin this neighbour) would result in the space potentially being more intensely used, however there is no evidence that this would create a demonstrable adverse impact on the amenities of the neighbour to warrant refusal of planning permission. Likewise, the splitting of the rear garden may or may not result in the gardens being more intensively used, but there is no evidence to justify a refusal of planning permission.

21 Arras Avenue

7.5.27 This neighbouring property which is located on the other side of Arras Avenue would be separated from the application site by a public highway (Ravensbury Avenue) which would offer some visual relief between neighbours. This is a standard

relationship within urban areas. The level of separation from this neighbour to the proposed extensions are also well distanced away to ensure that there would be no undue loss of amenity.

1a Ravensbury Avenue

7.5.28 This neighbouring property which is located directly to the rear of the application site is a single storey bungalow that is orientated at a right angle to the application site. Therefore, the majority of the proposed extensions would sit opposite the flank wall of this neighbouring property (note neighbours flank wall is inset approximately 1.1m from the rear boundary of the application site). The neighbours flank wall does include a side window which is directed towards the application site, however this window serves a bathroom (according to approved plans of 94/P0698) which is not considered to be a habitable room.

7.5.29 The ground floor extensions would be set back approximately 7m from the rear boundary of the application site and approximately 8m from the proposed first floor extension, which offers a good level of separation to respect neighbouring amenity. As the neighbouring house is positioned to the south of the application site, there are no concerns with loss of light or overshadowing from the proposed extensions. The proposed extensions include rear facing windows which would be directed towards this neighbour, however rear windows already exist on the host property and neighbouring properties, therefore a degree of overlooking already exists. Given the established arrangement, it is considered that there would be no additional overlooking to warrant refusal of planning permission

Air source heat pumps

7.5.30 Six (6) new air source heat pumps would be located in the rear garden close and along the shared boundary with 1A Ravensbury Avenue. The pumps would be screened by the location of the proposed cycle store and the existing high boundary fences. These existing and proposed structures will help reduce noise levels and screen views of the pumps from surrounding properties and the street scene. The Councils Environmental Health Officer has raised no objection to the instalment of the pumps, subject to suitably worded conditions to ensure that noise levels do not exceed LA90-10dB and the requirement of a noise survey report to confirm compliance upon completion.

Conclusion

7.5.31 Overall, officers have already considered the extensions to have no adverse impact on neighbours and the proposed changes under the current application are still considered to respect neighbouring amenity. The proposal with recommended conditions in place would safeguard the living conditions of adjoining neighbours, and therefore would comply with relevant local plan policy.

7.6 Standard of accommodation

7.6.32 Planning Policy D6 (Housing quality and standards) of the London Plan 2021 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 without differentiating between tenures. The design of development should provide sufficient daylight and sunlight for future occupiers, have adequate and easily accessible storage space and maximise the provision of dual aspect dwellings (normally avoiding the provision of single aspect dwellings). All units must be designed to meet or exceed the minimum Gross Internal Area (GIA) standards as set out in Planning Policy D6 (Housing quality and standards).

7.6.33 Core Planning policy CS 14 and SPP policies DM D1 and DM D2 seek to ensure that

new residential development is of a high standard of design both internally and externally and provides accommodation capable of adaptation for an ageing population and for those with disabilities, whilst offering a mix of unit size reflective of local need. The proposed schedule of accommodation for this current application is set out below:

| Flat (level) | No. beds | No. persons | Storeys | Required GIA (sqm) | Proposed GIA (sqm) | Compliant | External amenity (sqm) |
|--------------|----------|-------------|---------|--------------------|--------------------|-----------|------------------------|
| 1 (ground) | 3 | 4 | 1 | 74 | 80.0 | Yes | 22.0 |
| 2 (ground) | 3 | 4 | 1 | 74 | 77.0 | Yes | 36.5 |
| 3 (first) | 1 | 1 | 1 | 39(37) | 37.4 | Yes | 104.4 Communal |
| 4 (first) | 1 | 1 | 1 | 39(37) | 39.1 | Yes | 104.4 Communal |
| 5 (first) | 1 | 1 | 1 | 39(37) | 42.0 | Yes | 104.4 Communal |
| 6 (loft) | 2 | 3 | 1 | 61 | 66.6 | Yes | 104.4 Communal |

Note – Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m², as shown bracketed.

7.6.34 All of the flats 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. All units would be dual aspect however, officers note Flat 6 in the loft would be served by a rear window and front rooflights. No objections are raised towards this configuration.

Amenity Space

7.6.35 Planning Policy D6 (Housing quality and standards) of the London Plan 2021 states that a minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant.

7.6.36 The family sized ground floor units would have direct access to 22sqm and 36 sqm of private external amenity space, thereby complying with the above policies.

7.6.37 Officers note there is adequate external space for the remaining 4 flats in the rear by means of 104.4sqm of communal garden space. This arrangement is considered acceptable, given further subdividing of the space would not be practical.

7.6.38 Overall, the proposal meets the requirements of policy D6 of the London Plan 2021 and policy DMD2 of the Council's Sites and Policies Plan.

7.7 Transport and parking and cycle storage

7.7.39 Planning Policy T1 (Strategic approach to transport) of the London Plan 2021 states that the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on

London's transport networks and supporting infrastructure are mitigated.

7.7.40 Planning Policy DM T2 (Transport impacts of development) of Merton's Sites and Policies Plans seeks to ensure that development is sustainable and has minimal impact on the existing transport infrastructure and local environment.

7.7.41 Core Strategy policy CS20 and SPP policy DM T3 require that developments do not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, on street parking or traffic management.

Car Parking

7.7.42 Planning Policy T6 Car parking of the London Plan 2021 states that Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

7.7.43 The application site has a Public transport accessibility level (PTAL) rating of only 2 (poor) and is not located within a Controlled Parking Zone. Therefore, in this instance, the development is not suitable as a permit free development.

7.7.44 London Plan policy T6.1 (Residential Parking) of the London Plan states that new residential development should not exceed the maximum parking standards set out in Table 10.3. As no car parking is proposed, the development would comply with the maximum standards identified in policy T6.1 (which in this instance would be 1-2 beds (up to 0.75 spaces per dwelling and 3+ beds (up to 1 space per dwelling)).

7.7.45 As no onsite car parking is proposed and the site is not within a controlled parking zone (where the Council could restrict car parking permits), the development could create the potential for additional car parking in surrounding streets as more units (and persons) are proposed. Therefore, consideration must be given the scale of the proposal (plus considering the existing situation) and its impact on the surrounding road network.

7.7.46 In this instance, the proposed development is considered to be modest scaled residential development. There is an existing 3 bedroom house on the site and 6 flats are proposed. In terms of the net number of persons created by the development, the existing house could accommodate 5 persons whilst the proposal has been designed for up to 14 persons. So, there could be an increase of 9 persons following the redevelopment of the site. In a worst-case scenario (if none of the occupants of existing house have cars and all occupants of the new development had cars), then consideration needs to be made if the local road network can satisfactorily accommodate 14 additional cars.

7.7.47 The applicant has provided two separate car parking surveys, both of which confirm similar results of an average occupancy level of either 57% (results from ATC traffic Consultants) or 62.36% (results from Alpha Parking). In relating to the parking survey from Alpha Parking, it states that of the 182 spaces included in the survey area (within 200m walking distance of the site), 112 and 115 were occupied on each of the two nights surveyed (leaving 70 and 67 spaces free for parking). The Councils Transport Planning has considered the parking surveys and has raised no objections to the proposal. As set out in section 5.1.7 of this report, Councils Transport Planner makes the following comments on the new parking survey:

"Parking stress survey carried out by Alpha Parking Ltd The surveys carried out between 01:00am and 05:30am on Tuesday 29th and Wednesday 30th

November 2022. Day 1 result at 61.54% and day 2 result at 63.19% give an average occupancy level of 62.36%, reflecting an average of 69 unoccupied parking spaces during the survey nights. Parking stress exceeding 85% is an indicative level at which the area would be a concern for parking. A result of 62.36% provides capacity for further parking within the area.

Recommendation: The submitted independent survey carried out within 200m of the site demonstrates that unrestricted parking is currently not at a level that is considered to suffer from undue parking stress and the proposed development is unlikely to have a significant impact on the adjoining highway network”.

- 7.7.48 During the application process, officers have responded to the concerns raised by neighbours about the parking surveys and impact on the local road network. Officers have taken into consideration those concerns and acknowledge that sometimes parking very close to your home is not always possible and can be inconvenient/frustrating (as with many streets in London), however there are spaces within the local area which can accommodate the proposed development without causing significant harm or disruption to the local road network to warrant refusal of planning permission.

Cycling

- 7.7.49 Planning Policy T5 (Cycling) of the London Plan 2021 states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2. In accordance with Table 10.2, residential dwellings should provide 1 space per studio/1 person 1 bedroom dwelling, 1.5 spaces per 2 person 1 bedroom dwelling and 2 spaces per all other dwellings. For developments with 5-40 dwellings, 2 additional short stay spaces are required.

- 7.7.50 Secure and covered cycle storage would be located in the rear garden for 11 cycle spaces. Therefore, the proposal complies with policy T5 of the London Plan 2021.

Construction

- 7.7.51 As requested by the Councils Highways Officer, details of the provision of site workers and construction vehicles shall be agreed via planning condition to ensure the safety of pedestrians and vehicles during construction.

Refuse storage and collection

- 7.7.52 Policy D6 (Housing quality and standards) of the London Plan 2021 states that housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste.

- 7.7.53 Initial comments from Waste Services indicated that the use of 1100l communal eurobins would not be permissible for flats under 10 units. Shared wheelie bins and individual waste bins should be provided. It was discussed that 330l wheelie bins to be shared by 2 units be implemented to minimise space taken by refuse. Consequently, amended drawings were provided showing the new arrangements.

- 7.7.54 The refuse storage would be located in the front garden which is considered a suitable location. This would be convenient on collection days when needing to wheel/bring forward to the kerbside. The proposal indicates the residual waste bin; paper and card bin; dry recycling container; and food waste bins would be enclosed in a timber store. The Councils Waste Officer has confirmed that the amended refuse design is

acceptable. Therefore, the proposal complies with policy CS17 of the council's Core Strategy Policy and policy SI 7 and SI 8 of the London Plan 2021.

7.8 Sustainable design and construction

- 7.8.55 Merton's Core Planning Strategy (2011) Policy CS15 outlines how all minor and major development, including major refurbishment, should demonstrate: how the proposal makes effective use of resources and materials, minimises water use and CO2 emissions; makes the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy and designed to withstand the long term impacts of climate change.
- 7.8.56 The applicant has submitted an Energy Statement with the application which states that several options to reduce the energy demand were considered in terms of feasibility and viability. It was concluded that the most effective low carbon technology for the new flats was the addition of Air Source Heat Pumps. The Air Source Heat Pumps proposed were chosen as they consider that these will have minimal material, noise and minimal visual impacts on the proposed development.
- 7.8.57 Part L of Building Regulations was updated (Part L 2021) and Part L 2021 is estimated to represent a 31% improvement against Part L 2013. As a result, the new Part L 2021 exceeds the 19% improvement against Part L 2013 target which Merton requires for minor schemes. Therefore, better improvements to building standards will now be controlled under building control regulations, however under planning, we will still need to see evidence of meeting Merton's internal water use rate of 105 Litres per person per day for minor residential schemes. In order to secure this requirement, a planning condition can be attached requiring evidence that the development has met this standard.

7.9 Air Quality

- 7.9.58 London Plan Policy SI 1 requires all minor development to be air quality neutral. An Air Quality Statement or Assessment has not been submitted with the application, however given the modest scale of the development with no on-site car parking proposed and use of air pumps rather than gas boilers, the development is assumed Air Quality Neutral. Officers recommend a pre-occupation condition is attached ensuring that the development has achieved assumed air quality neutral status in line with draft guidance.

7.10 Flood risk and urban drainage

- 7.10.59 London Plan Policies SI12 (Flood Risk Management) and SI13 (Sustainable Drainage) seek to protect the borough from flooding and provide sustainable urban drainage where appropriate. This is supported by Merton Core Strategy Policy CS16 (Flood Risk Management) and Merton SPP policies DM F1(Support for Flood Risk Management) and DM F2 (Sustainable Urban Drainage Systems).
- 7.10.60 Planning Policy SI 13 (Sustainable drainage) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy:
- 1) rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)
 - 2) rainwater infiltration to ground at or close to source
 - 3) rainwater attenuation in green infrastructure features for gradual release

(for example green roofs, rain gardens)

4) rainwater discharge direct to a watercourse (unless not appropriate)

5) controlled rainwater discharge to a surface water sewer or Drain

6) controlled rainwater discharge to a combined sewer

7.10.61 The application site is situated in Flood Zone 1 (low probability of flooding from rivers and the sea). The application does not include details of sustainable drainage aspirations. However, some measures, such as water butts at the very least could be incorporated and this matter can be addressed by condition. Officers conclude that subject to condition, the proposed development would be acceptable in terms of drainage and runoff.

7.11 Biodiversity

7.11.62 Planning Policy G6 of the London Plan sets out that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain, including sites not within areas of special protection. Planning Policy DM O2 (Nature conservation, trees, hedges and landscape features) of Merton's Sites and Policies Plan seeks to protect and enhance biodiversity. Policy CS13 of the Core Planning Strategy requires proposals for new dwellings in back gardens must justify the impact on biodiversity value of the site.

7.11.63 It is considered the biodiversity value of the existing site is limited, however as part of the development of the site, further details of biodiversity features can be controlled via a planning condition so that there is some biodiversity value delivered.

8. ENVIRONMENTAL IMPACT ASSESSMENT

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

9. LOCAL FINANCE CONSIDERATIONS

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

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

10. CONCLUSION

10.1.1 The principle of development is considered to be acceptable by maximizing the potential of the site, helping Merton deliver its increased housing targets and retaining family sized units on the site. The standard of residential accommodation is considered to offer good accommodation that would meet the needs of future occupiers. Each flat would have access to suitable bin and cycle facilities and direct access to amenity spaces which exceeds minimum standards. The proposed conversion and extensions are considered to respect the host building, semi, street scene and would have no undue impact upon neighbouring amenity, highways, or flooding. The proposals are therefore considered to be in accordance with Adopted Sites and Policies Plan, Core

Planning Strategy and London Plan policies. The proposal is therefore recommended for approval subject to conditions.

11. RECOMMENDATION

11.1.1

GRANT PLANNING PERMISSION subject to the following conditions:

1. Commencement of development (full application) - The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.

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

2. A7 Approved Plans - The development hereby permitted shall be carried out in accordance with the following approved plans: [18 Rev A, 19 Rev A, 20 Rev A, 21 Rev A, 22 Rev A, 23 Rev A, 24 Rev A, 25 Rev A, 26' BIKE STORE PLAN' Rev A, 26 'TIMBER REFUSE STORE PLAN' Rev A]

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

3. External Materials as Specified - The facing materials to be used for the development hereby permitted shall be those specified in the application form unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policies D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

4. Refuse & Recycling (Implementation) - 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: policies T4 and T7 of the London Plan 2021, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

5. No Use of Flat Roof - Access to the flat roof of the development hereby permitted shall be for maintenance or emergency purposes only, and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area.

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

6. Construction Times - No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policies D14 and T7 of the London Plan 2021 and policy DM EP2 of Merton's Sites and Policies Plan 2014.

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

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.

8. The development shall not commence until details of the provision to accommodate all site workers', visitors' and construction vehicles and loading /unloading arrangements during the construction process have been submitted to and approved in writing by the Local Planning Authority. The approved details must be implemented and complied with for the duration of the construction process.

Reason: In the interests of the safety of pedestrians and vehicles 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 T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

9. Prior to the first occupation of the dwelling hereby approved, a scheme for ecological enhancements on the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved measures prior to the first occupation of the dwelling hereby approved. The approved measures shall be retained thereafter.

Reason: Having regard to the ecological value of the site and to comply with the following Development Plan policies for Merton: G6 of the London Plan 2021, policy CS13 of Merton's Core Planning Strategy 2011 and policy DM 02 of Merton's Sites and Policies Plan 2014.

10. No part of the development hereby approved shall be occupied until evidence has been submitted to, and approved in writing by, the Local Planning Authority confirming that the development has achieved internal water consumption rates of no greater than 105 litres per person per day

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the

following Development Plan policies for Merton: Policy SI 2 and SI 3 of the London Plan 2021 and Policy CS15 of Merton's Core Planning Strategy 2011.

11. The development hereby approved shall not be occupied until a scheme for the provision of surface water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority.

Reason: To ensure satisfactory means of surface water drainage, to reduce the risk of flooding and to comply with the following Development Plan policies for Merton: policy SI 13 of the London Plan 2021, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F2 of Merton's Sites and Policies Plan 2014

12. Noise levels, (expressed as the equivalent continuous sound level) LAeq (15 minutes), from the air source heat pumps shall not exceed LA90-10dB at the boundary with any residential property.

Reason: To safeguard the amenities 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.

13. A post confirmation noise survey shall be undertaken following completion of the development to ensure the specified levels are achieved, if not achieved additional mitigation shall be installed to the levels are achieved before use.

Reason: To safeguard the amenities 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.

14. No development (other than below ground works) shall take place until details of all boundary walls or fences are submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details are approved and works to which this condition relates have been carried out in accordance with the approved details. The walls and fencing shall be permanently retained thereafter.

Reason: To ensure a satisfactory and safe development in accordance with the following Development Plan policies for Merton: policies D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.

15. No external lighting shall be installed without the prior 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: policies DM D2 and DM EP4 of Merton's Sites and Policies Plan 2014.

16. No development (other than below ground works) 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, to ensure the provision sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policies G7 and D8 of the London Plan 2021, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, DM F2 and DM O2 of Merton's Sites and Policies Plan 2014.

17. 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 SI12 of the London Plan 2021, policy CS16 of Merton's Core Planning Strategy 2011 and policy DMF2 of Merton's Sites and Policies Plan 2014.

18. The gates hereby approved shall not open over the adjacent highway.

Reason: In the interests of the safety of pedestrians and vehicles 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 T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

19. No refuse or waste material of any description shall be left or stored anywhere on the site other than within a building or refuse enclosure.

Reason: To safeguard the appearance of the property and the amenities of the area

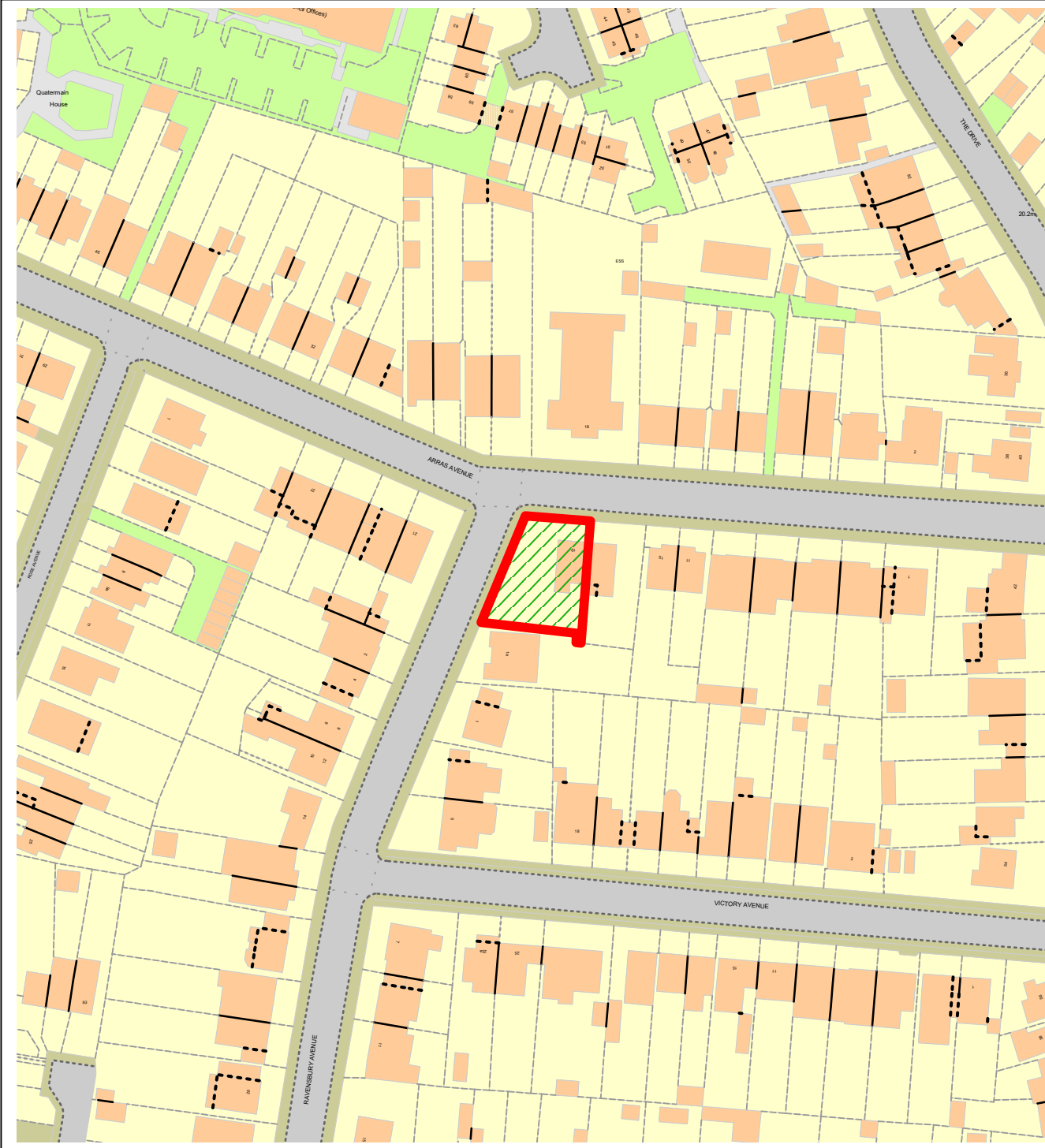
20. Prior to the first occupation of the dwelling hereby approved, details of features to ensure the development is air quality neutral shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved measures prior to the first occupation of the dwelling hereby approved. The approved measures shall be retained thereafter.

Reason: To ensure the development is Air Quality Neutral in line with draft guidance (LPG) and does not worsen air quality and to comply with London Plan policy SI1.

Informatives:

1. INF 00 Non-Standard/ Blank Informative The applicant should be aware that the site may provide a useful habitat for swifts. Swifts are currently in decline in the UK and in order to encourage and improve the conservation of swifts the applicant is advised to consider the installation of swift nesting box/bricks on site.
2. INF 09 Works on the Public Highway You are advised to contact the Council's Highways team on 020 8545 3700 before undertaking any works within the Public Highway to obtain the necessary approvals and/or licences. Please be advised that there is a further charge for this work. If your application falls within a Controlled Parking Zone this has further costs involved and can delay the application by 6 to 12 months.
3. INF 12 Works affecting the public highway Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be co-ordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Merton. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with the London Borough of Merton, Network Coordinator, (telephone 020 8545 3976). This must take place at least one month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are co-ordinated to take place wherever possible at the same time.
4. INF 20 Street naming and numbering 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.u

NORTHGATE SE GIS Print Template



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EXISTING FRONT ELEVATION



PROPOSED FRONT ELEVATION

Page 32

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 - 5- All structural elements to be agreed with local authority Building Control prior to commencement of works.
 - 6- All references to drawings refer to current revision of that drawing;
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Wandsworth

400+
Planning Approvals
In All
Other SW
Boroughs

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project
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drawing title
EXISTING & PROPOSED
FRONT ELEVATION

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| 05 | 05 of 13 | - |



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| drawing number 08 | sheet no. 08 of 13 | rev - |
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| drawing number 13 | sheet no. 13 of 13 | rev - |
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--- 1.5m DIAMETER TURNING CIRCLE

FLAT 1
80.0m²

FLAT 2
77.0m²

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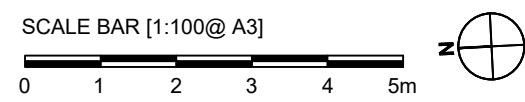
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PROPOSED GROUND FLOOR PLAN

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| drawing number 18 | sheet no. 18 of 27 | rev A |

Page 45

PROPOSED GROUND FLOOR PLAN
166.3m²



10

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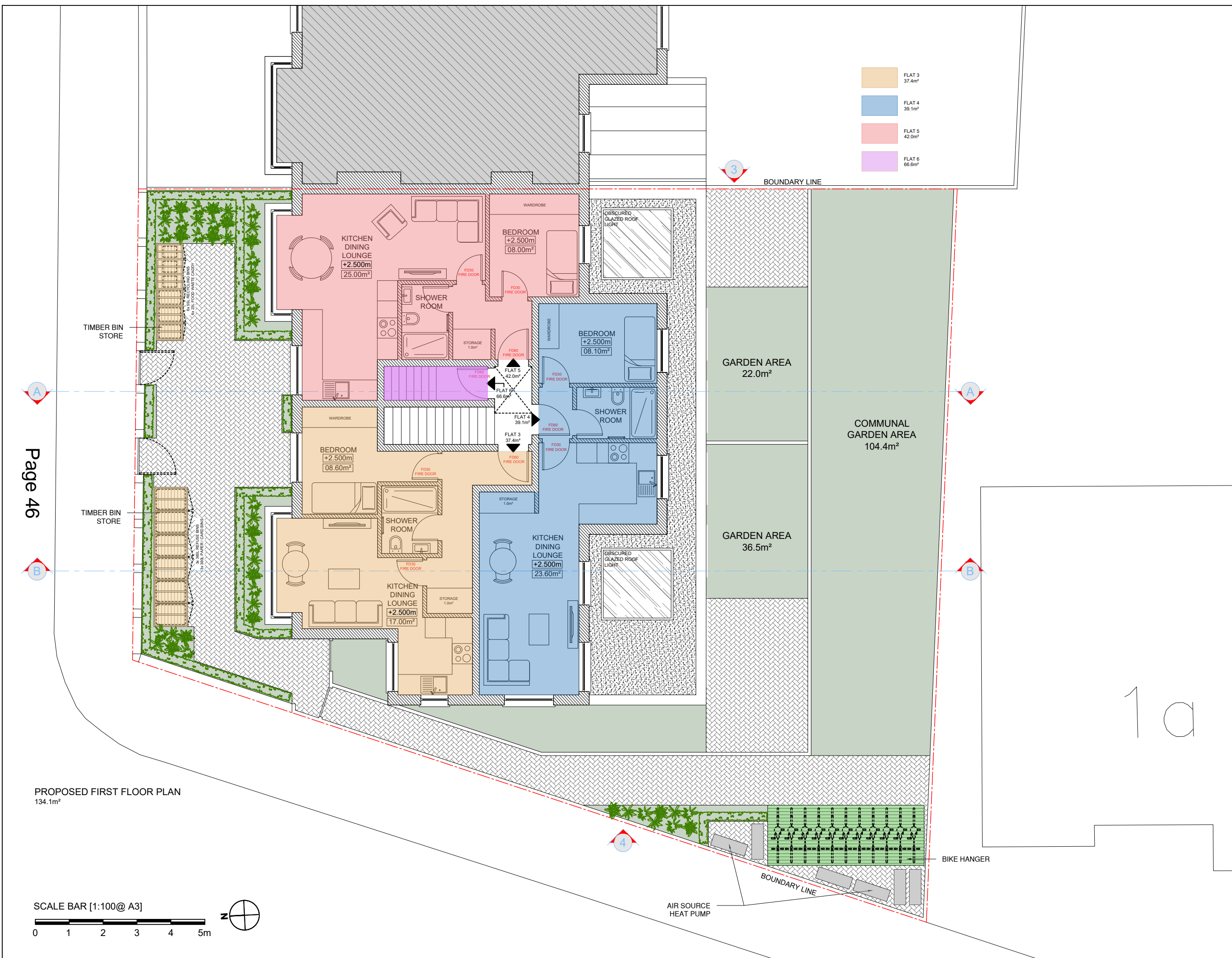
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drawing title
PROPOSED FIRST FLOOR PLAN

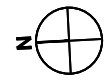
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| drawing number 19 | sheet no. 19 of 27 | rev A |
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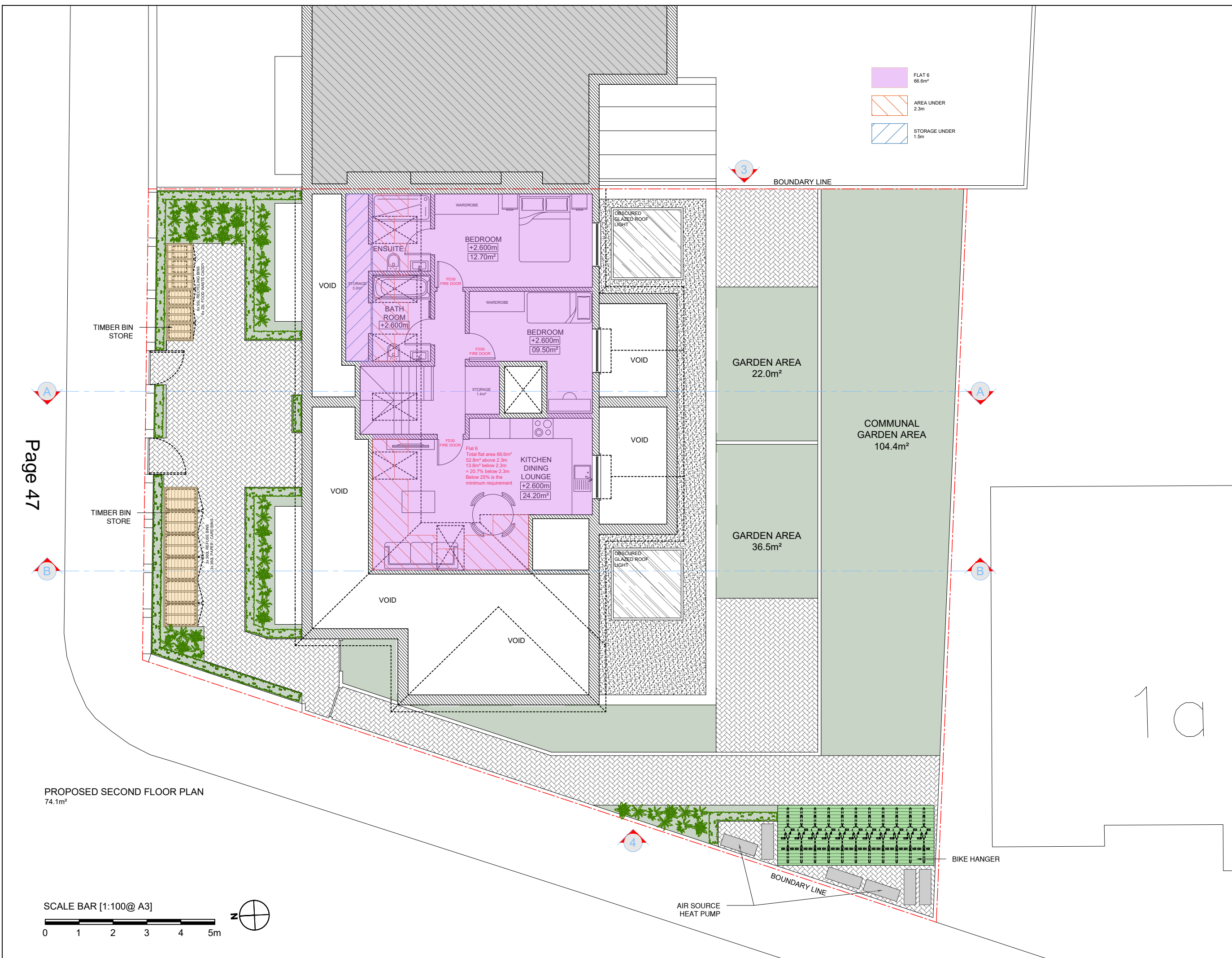


PROPOSED FIRST FLOOR PLAN
134.1m²

SCALE BAR [1:100@ A3]

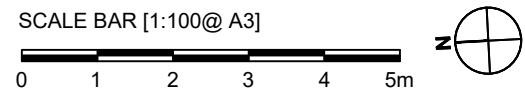


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PROPOSED SECOND FLOOR PLAN
74.1m²



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drawing title
PROPOSED LOFT PLAN

date
SEPTEMBER 2022

scale
1:100@A3

dwn
O.M

drawing number
20

sheet no.
20 of 27

rev
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drawing title
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| drawing number | sheet no. | rev |
| 21 | 21 of 27 | A |



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PROPOSED ROOF PLAN

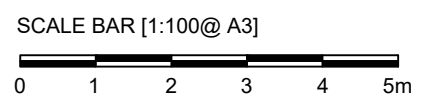
SCALE BAR [1:100@ A3]

10



17 ARRAS AVENUE

19 ARRAS AVENUE (APPLICATION SITE)
PROPOSED FRONT ELEVATION



Page 49



17 ARRAS AVENUE

19 ARRAS AVENUE (APPLICATION SITE)
PROPOSED FRONT ELEVATION STREET VIEW

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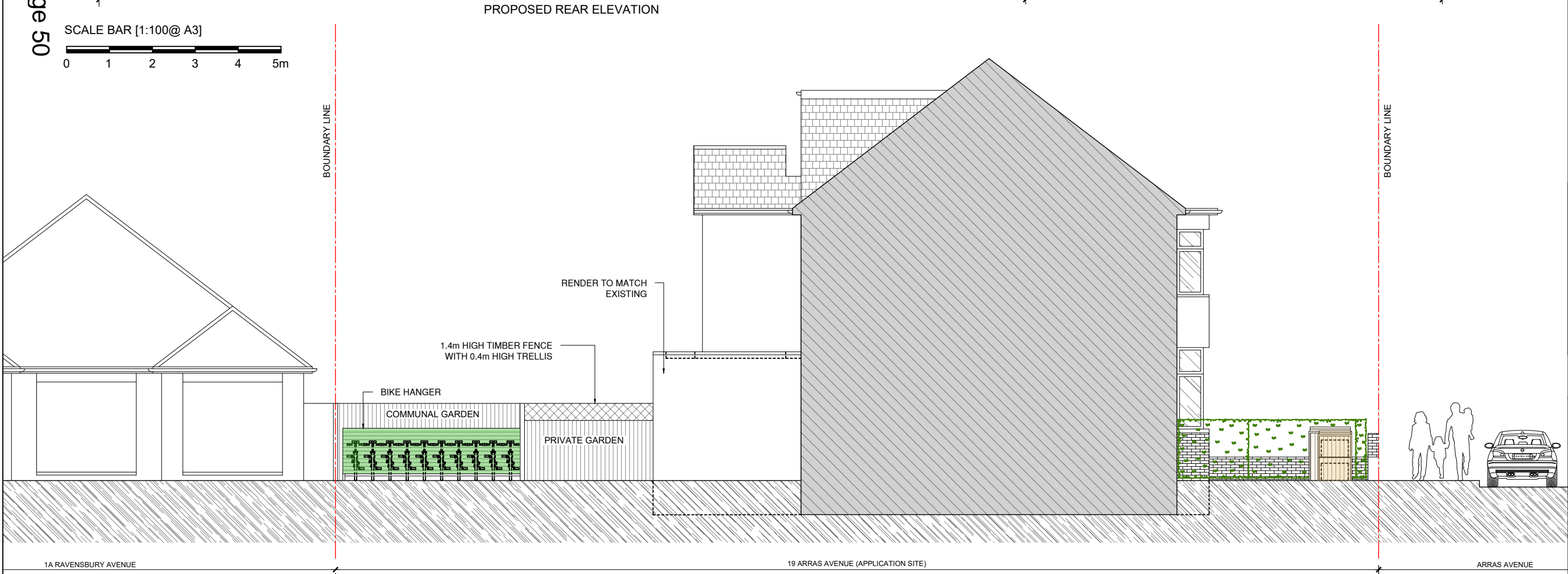
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drawing title
PROPOSED FRONT ELEVATION

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**PROPOSED REAR ELEVATION
& ELEVATION 3**

date
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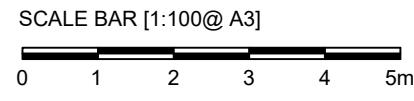
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drawing number
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sheet no.
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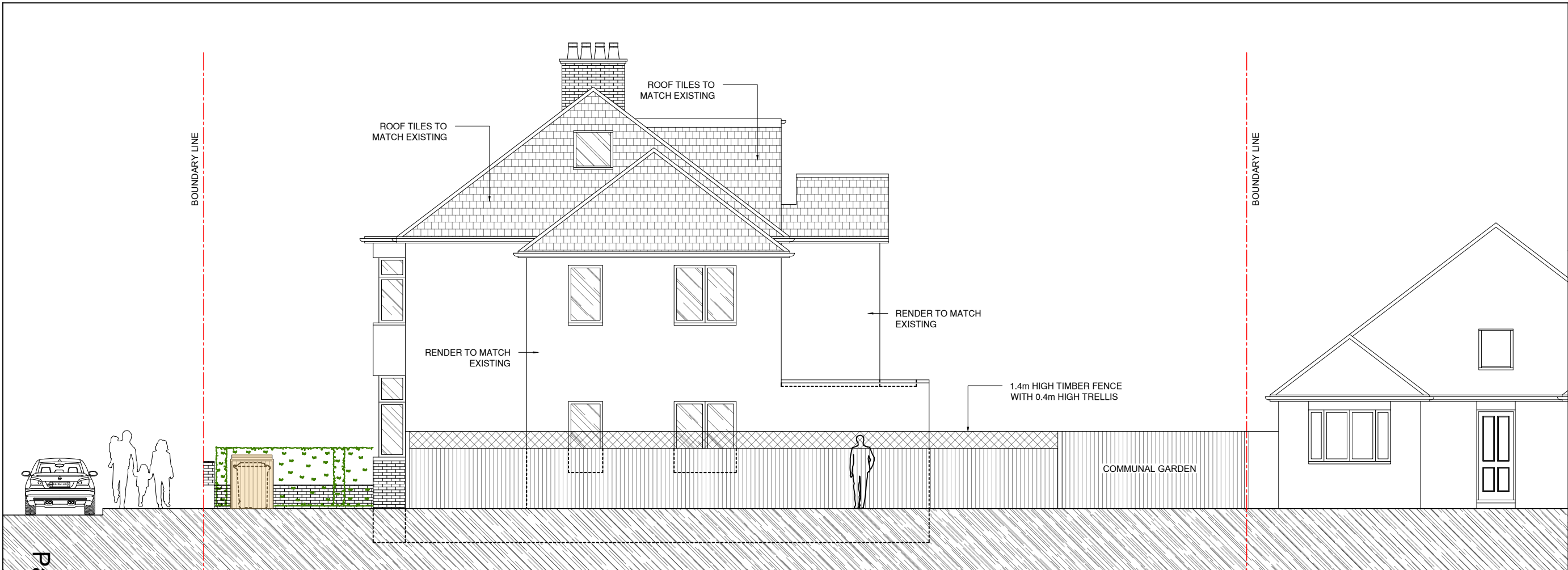
Page 50



19 ARRAS AVENUE (APPLICATION SITE) 17 ARRAS AVENUE

1A RAVENSBUARY AVENUE 19 ARRAS AVENUE (APPLICATION SITE) ARRAS AVENUE

PROPOSED ELEVATION 3



ARRAS AVENUE 19 ARRAS AVENUE (APPLICATION SITE) 1A RAVENSBURY AVENUE



ARRAS AVENUE 19 ARRAS AVENUE (APPLICATION SITE) 1A RAVENSBURY AVENUE

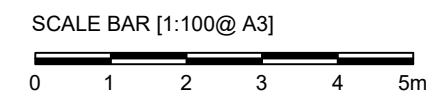
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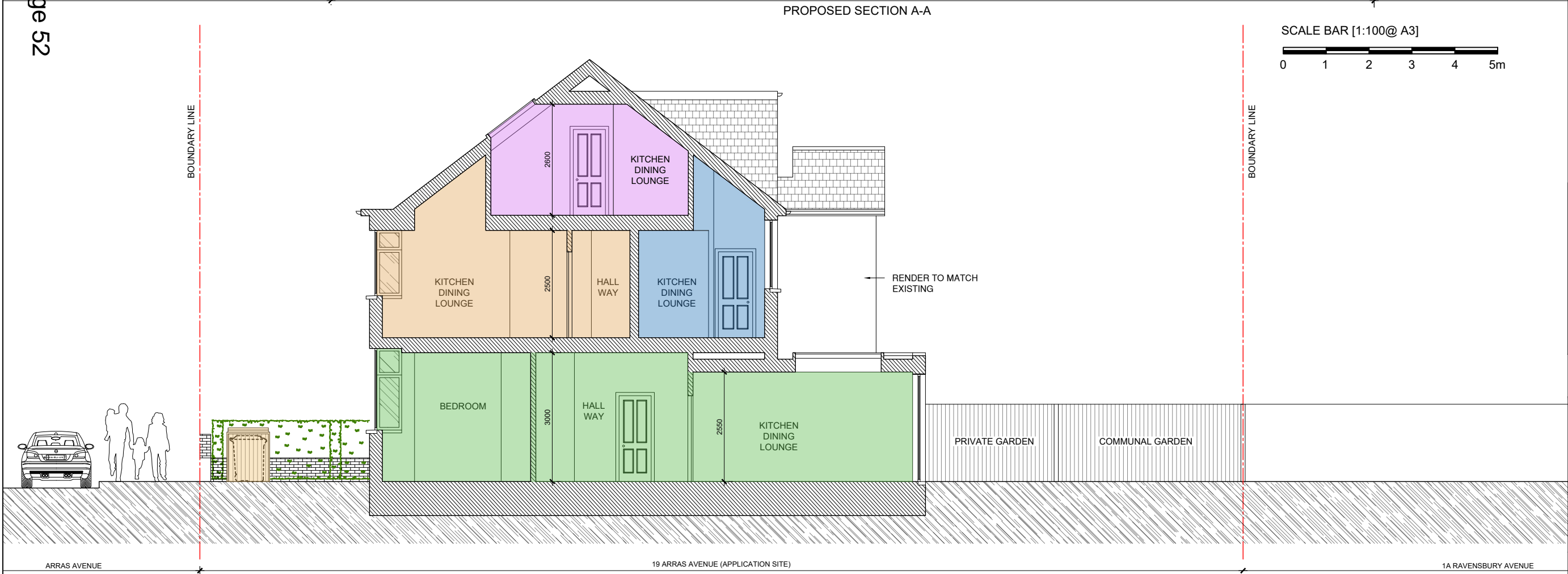
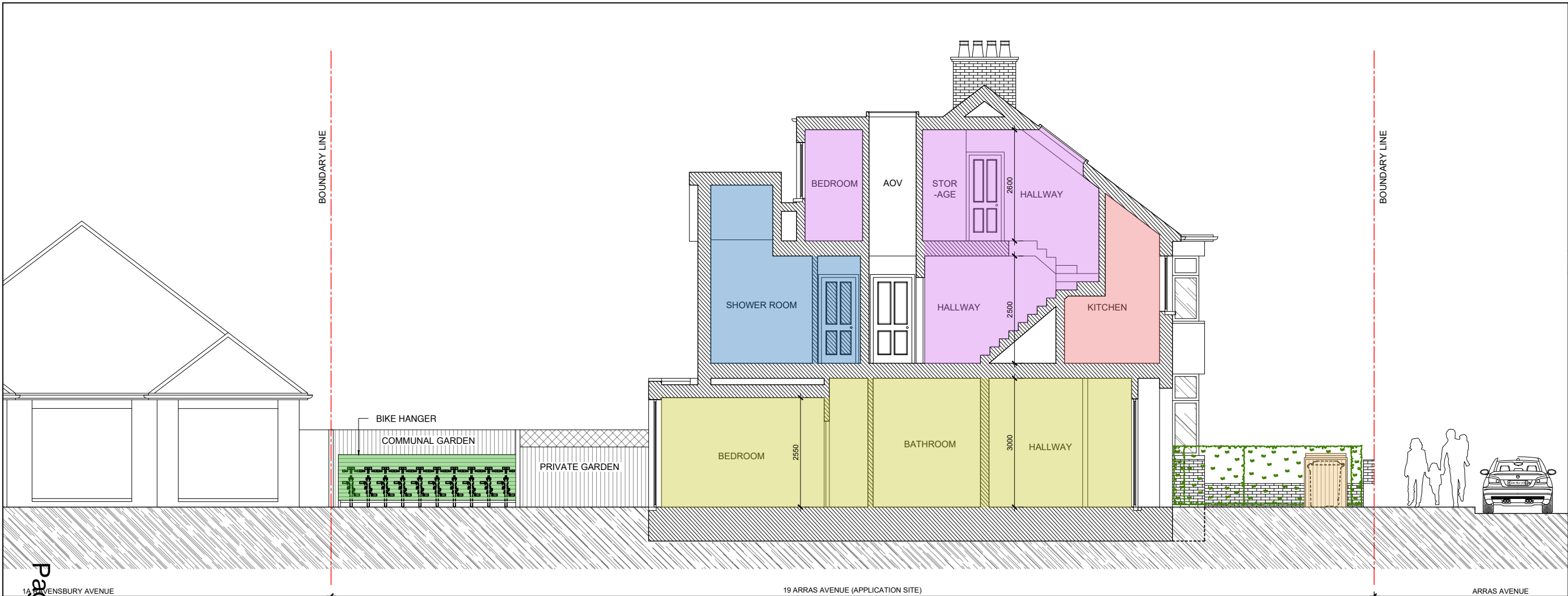
client
19 Arras Avenue, SM4 6DG

project
FULL PLANNING APPLICIAION
PART SINGLE /PART TWO STOREY SIDE AND REAR EXTENSIONS, ROOF EXTENSIONS AND CONVERSION OF PROPERTY INTO 6 SELF-CONTAINED FLATS (2 X 3-BED, 1 X 2-BED, 3 X 1-BED/1-PERSON) WITH ASSOCIATED OUTSIDE AMENITY SPACE AND REFUSE AND BICYCLE ENCLOSURES

drawing title
PROPOSED ELEVATION 4

| | | |
|------------------------|-------------------|------------|
| date SEPTEMBER 2022 | scale 1:100@A3 | dwn O.M |
|------------------------|-------------------|------------|

| | | |
|----------------------|-----------------------|----------|
| drawing number 24 | sheet no. 24 of 27 | rev A |
|----------------------|-----------------------|----------|



- Notes:
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 - 2- All Dimension are in millimeters;
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drawing title:
PROPOSED SECTION A-A & B-B

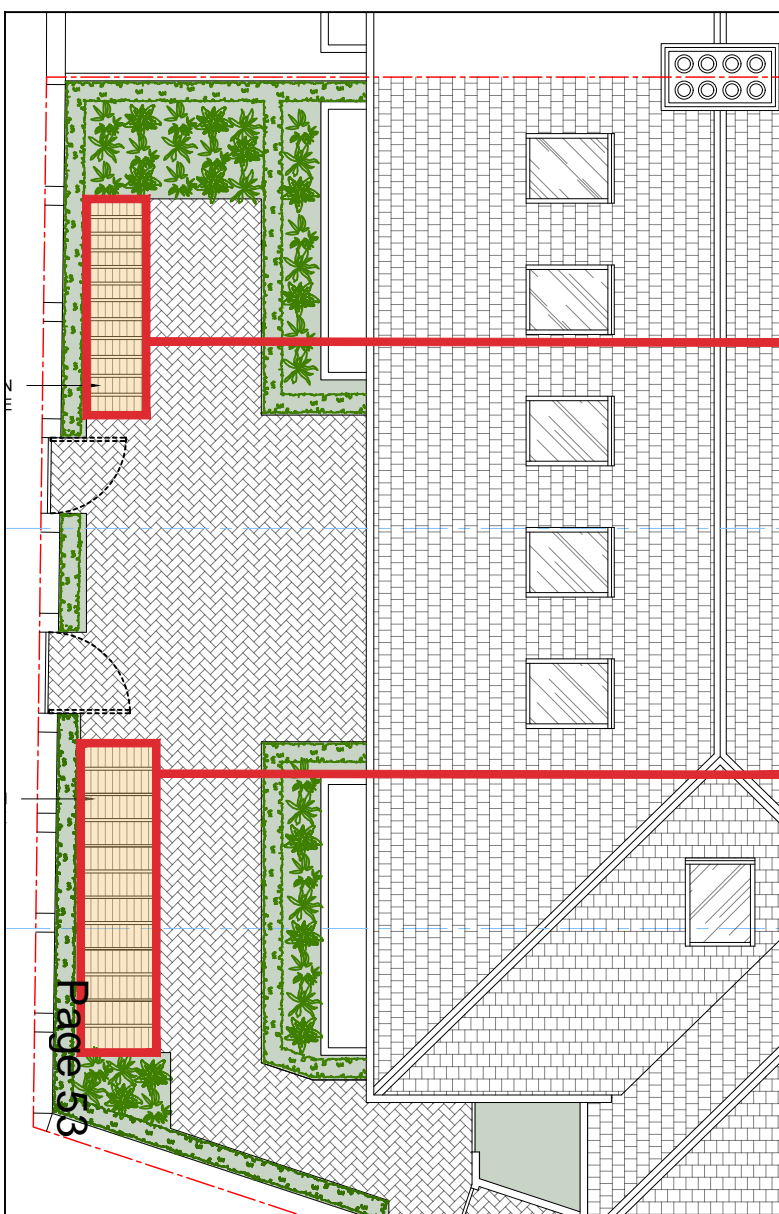
date:
SEPTEMBER 2022

drawing number:
25

scale:
1:100@A3

sheet no.:
25 of 27

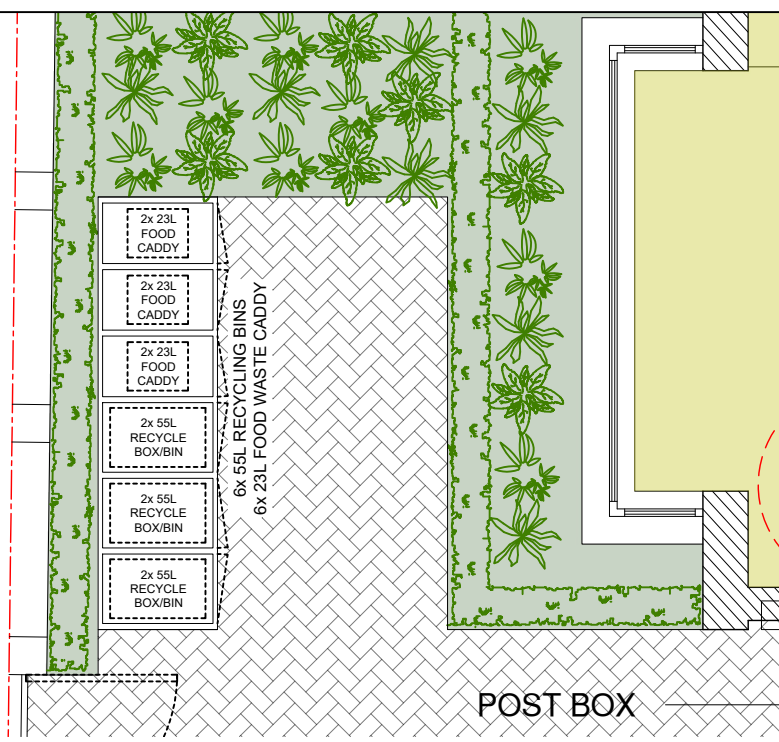
rev:
A



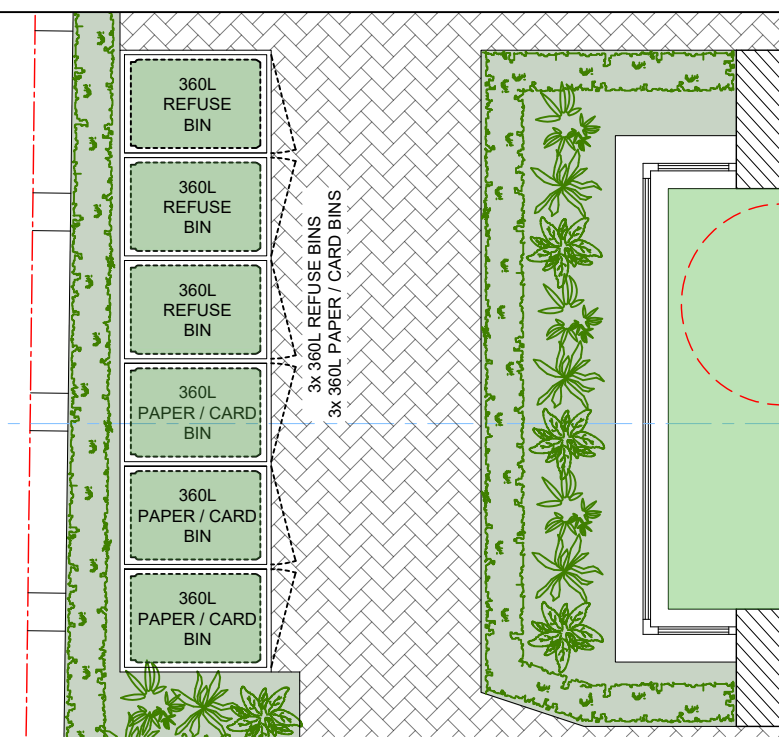
1 BIN STORE LOCATION PLAN
SCALE 1 : 100

1 TIMBER REFUSE STORE

2 TIMBER REFUSE STORE



2 #1 TIMBER REFUSE STORE PLAN
SCALE 1 : 50



3 #2 TIMBER REFUSE STORE PLAN
SCALE 1 : 50

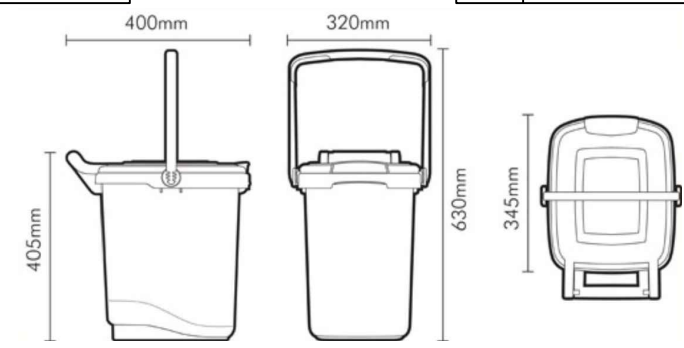


55 LITRE RECYCLE BOX & DIMENSIONS

| | |
|----------|----------|
| CAPACITY | 55 LITRE |
| WIDTH | 630mm |
| DEPTH | 390mm |
| HEIGHT | 355mm |



360 LITRE BIN DIMENSIONS



EXAMPLE 23L FOOD CADDY & DIMENSIONS



EXAMPLE TIMBER REFUSE STORAGE

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drawing title
PROPOSED BIN STORE DETAIL

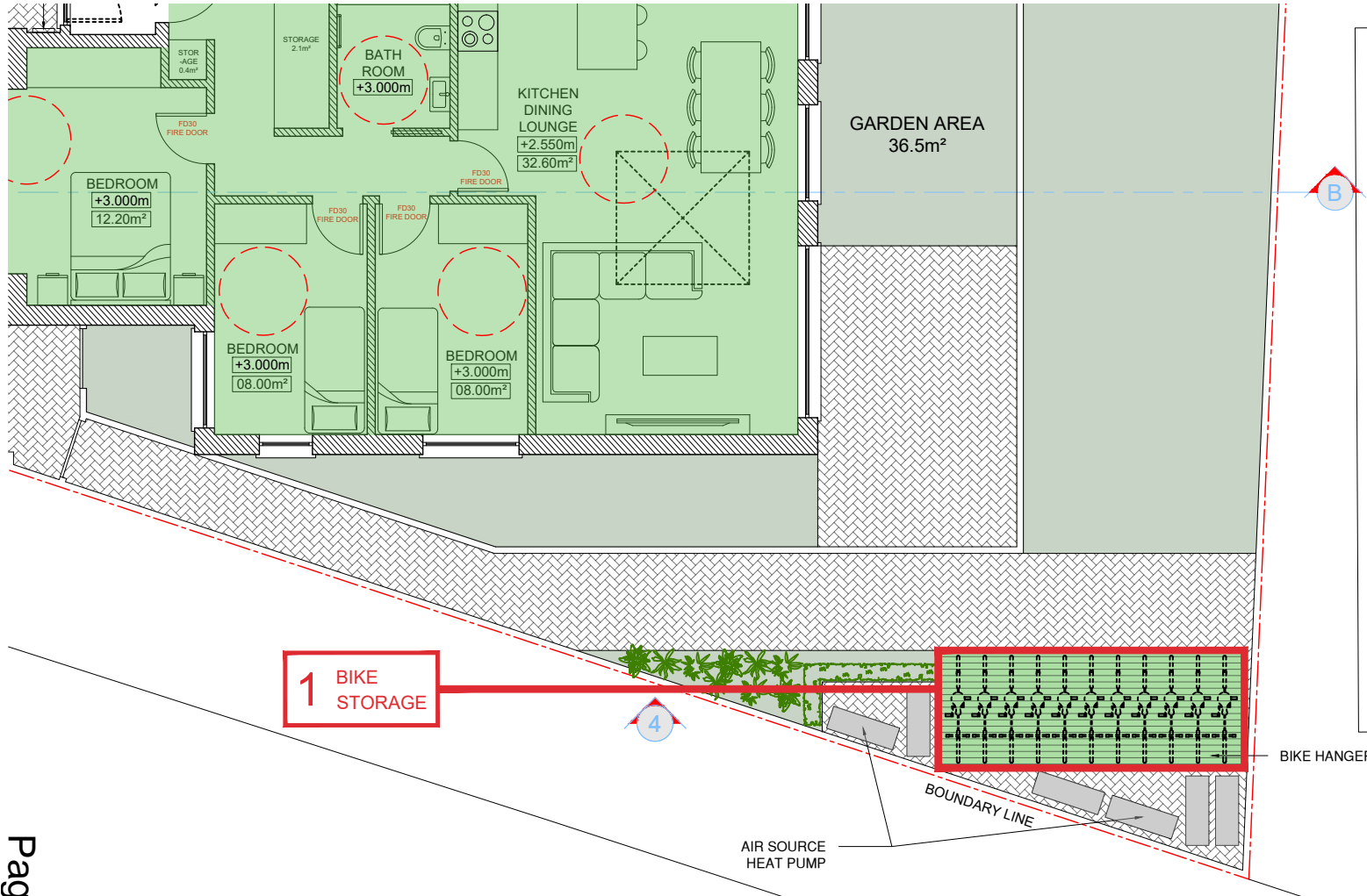
date
SEPTEMBER 2022

scale
1:100@A3

drawing number
26

sheet no.
26 of 27

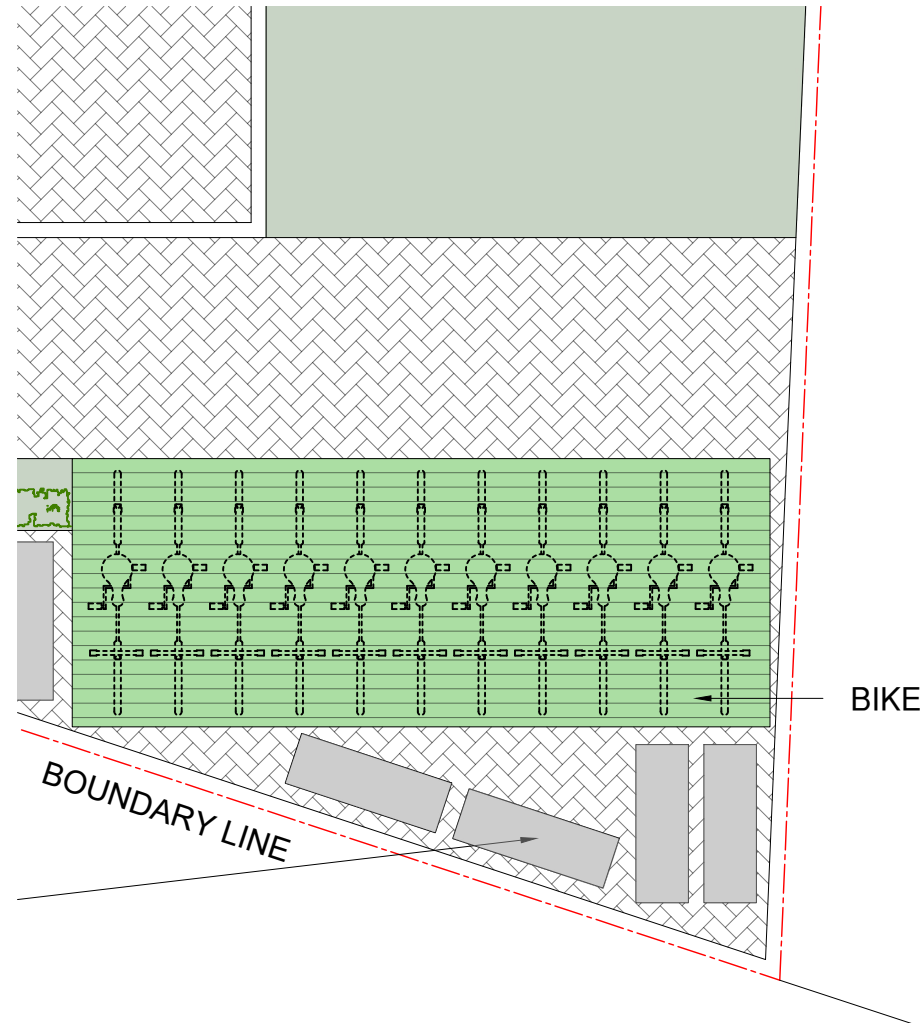
rev
A



1 BIKE STORAGE

4

1 BIKE STORE LOCATION PLAN SCALE 1 : 100



2 BIKE STORE PLAN SCALE 1 : 50

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drawing title:
PROPOSED BIN STORE DETAIL

date: SEPTEMBER 2022 scale: 1:100@A3 dwn: O.M

drawing number: 26 sheet no.: 26 of 27 rev: A

Page 54



EXAMPLE BIKE HANGER



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