

PLANNING APPLICATIONS COMMITTEE

25 APRIL 2024

CASE OFFICER REPORT

<u>APPLICATION NO.</u>	<u>DATE VALID</u>
23/P1812	04/07/2023
Site Address:	58 - 62 Haynt Walk, Raynes Park, SW20 9NX
Ward:	Cannon Hill
Proposal:	APPLICATION FOR THE DEMOLITION OF NOS 58 & 60 HAYNT WALK & ASSOCIATED BUILDINGS; REFURBISHMENT OF NO 62 HAYNT WALK; ERECTION OF 6 x 3 BED DWELLING HOUSES WITH ASSOCIATED LANDSCAPING, VEHICLE ACCESSWAY AND PARKING.
Drawing Nos:	See condition 2
Contact Officer:	Leigh Harrington (020 8545 3836)

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	Yes
Design Review Panel consulted	No
Number of neighbours consulted	58
External consultations	No

Internal consultations	Yes
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 the number of objections received.

2. SITE AND SURROUNDINGS

- 2.1.1 The site comprises an uncharacteristically large rectangular plot located on the south side of Haynt Walk in Raynes Park formed from the houses and gardens of 58-62 Haynt Walk. A present, the application site comprises a pair of semi detached houses, which are set back from the road frontage and accessed via a vehicle access point between 58 and 64 Haynt Walk. One half of a pair of semi detached houses forms part of the application site boundary on its western side.
- 2.1.2 The site forms part of a distinctive 1920s council estate designed by architects John Sidney Brocklesby and Wallace Marchmont and based on the garden city suburb concept. Whatley Estate housing stock is of a simple form(s), with the majority of buildings displaying either hipped or gabled roofs, some with gables facing the main road and other corner buildings with gables at right angles to the road.
- 2.1.3 The application site is surrounded on all sides by other residential properties.
- 2.1.4 The neighbouring properties running along the northern boundary of the application site comprise a pair of semi detached houses in Haynt Walk. The semi closes to the application site is known as 56 Haynt Walk.
- 2.1.5 The neighbouring properties running along the eastern boundary (and partly along the southern boundary) of the application site comprise properties in Cannon Hill Lane. To the east, two storey semi detached houses, 132 – 136 Cannon Hill Lane are orientated directly towards the application site. The other houses in Cannon Hill Lane comprise a small row of four houses (138 - 144 Cannon Hill Lane) sits at an angled orientation towards the application site.
- 2.1.6 The neighbouring properties running along the southern boundary of the application site comprise two storey semi detached properties in Martin Way. 267 - 277 Martin Way are orientated directly to the rear of the application site. 267, 271 and 273 Martin Way have been extended with single storey rear

extensions.

2.1.7 The neighbouring property running along the western boundary of the application site, beyond the semi detached house to be refurbished as part of the proposed scheme, comprises 64 Haynt Walk.

2.1.8 The site has the following designations and restrictions:

- Controlled Parking Zone (CPZ) – No
- Conservation Area – No
- Listed Building – No
- Tree Preservation Orders – No. There are only lower quality trees on the site.
- Open spaces - The site is within 300m of Joseph Hood Recreation Ground.
- Flood Zone – 1 although it is within a Critical Drainage Area and area of increased potential for elevated groundwater
- Employment Site – No
- Classified Road – No
- PTAL – 2 measured on a scale of 0-6b where 0 is the worst and 6b the best and is roughly equal distance between South Merton and Wimbledon Chase railway stations.

3. CURRENT PROPOSAL

3.1.1 The proposal is for demolition of Nos 58 & 60 Haynt Walk & associated buildings; refurbishment of no 62 Haynt Walk and erection of 6 x 3 bed dwelling houses with associated landscaping, vehicle accessway and parking.

Height/design

3.1.2 The proposal has been amended since its original pre application submission to reduce the overall bulk, scale and number of proposed houses (from 6 to 8 units) that would comprise the terrace of six 3 bedroom houses.

3.1.3 The proposed terrace would comprise a standard two storeys with an additional level of accommodation within the roof space. The eaves height is to match the existing eaves height whilst the roof height would be only 0.42m higher than the existing whilst the design has utilised the same 51% roof slope and the large chimney arrangement that is a feature of the original estate into the design of the new terrace. The exterior has been designed to create a terrace of matching houses whilst the house at 62 Haynt Walk would be refurbished

Layout

3.1.4 The terrace would be served by an access road from Haynt Walk that would extend to the front and side of the block.

3.1.5 The terrace would feature 6 houses in three pairs of adjoining entrances reached by paired paths flanked by refuse and cycle stores. Each entrance hall would serve a reception room to the front and then a utility area that would

open to a guest bathroom. The rear of each house would be given to a large open plan combined kitchen/dining/living room area leading to the rear garden. Part of the rear element would be single storey and be served by a large skylight.

3.1.6 On the first floor there would be a pair of ensuite double bedrooms whilst the second floor would accommodate a master bedroom and a separate family bathroom.

3.1.7 The new houses would all feature policy compliant gardens to the rear with cycle storage and refuse storage at each house.

Materials

3.1.8 External construction materials would comprise a light buff mix exposed brickwork for the ground and first floor levels as well as chimneys with graphite and steel grey coloured aluminium fenestration and graphite grey standing seam roof.

Highways

3.1.9 The proposals involve the provision of an off street parking bay for each house with the site access reflecting the current arrangement for access from Haynt Walk. The original design proposed a car park to the rear of the site, however the new arrangement is considered more efficient layout with parking provided directly outside each house for ease of occupants and the ability for the installation of EV charging points.

Cycle & refuse stores

3.1.10 These would be situated to the front of each house with a collection point area located by the entrance to the site.

Sustainability

3.1.11 The application has been accompanied by an Energy and Sustainability Statement which states that the development will achieve an improvement in build fabric at over 11.50% at the "Be Lean" stage and an overall improvement (DER/TER) in regulated emissions at over 66.58% above Part L 2021 standard, through the adoption of very high standards of insulation, heat pump driven heating and hot water systems and a roof mounted PV array.

Flooding

3.1.10 In terms of drainage, the site is proposed to be attenuated by a combination of permeable paving and an attenuation tank. A Hydrobrake manhole or similar would be required to limit discharge from the storage features to the public network and the storage features have been designed to attenuate all flows below ground up to and including the 1 in 100 year (plus 40% climate change and 10% urban creep allowance). The building will also utilise a green roof and rainwater harvesting could be used on site where the roof runoff can be taken through the down pipes and into a rainwater tank and reused for the likes of plant watering.

Accessibility

- 3.1.11 Access to the site would utilise the existing but widened access route to the houses via a shared pedestrian and vehicular accessway providing step free access to the site.

Trees

- 3.1.12 There are nine trees, five single trees and a group of four fruit trees that would be removed. Tree hedging would be provided along both main boundary elevations with a more natural looking interspersed tree planting along the two side boundaries.

Documents

- 3.1.13 The application is accompanied by the following supporting documents:

- Air and Acoustics Air Quality Assessment
- Construction Logistics Plan
- Covering letter & Planning statement
- Daylight & sunlight Report
- Design and Access Statement
- Energy & Sustainability Statement
- Fire Strategy
- Flood Risk Assessment and Drainage Strategy
- Landscape design report
- Parking and parking stress surveys
- Preliminary Ecological Assessment
- Preliminary Roost Assessment
- Site Waste Management Plan
- Transport Statement
- Tree Survey and Arboricultural Impact Assessment
- Urban Analysis – Four Pillars
- Urban Character appraisal

4. PLANNING HISTORY

58 Haynt Walk

- 4.1.1 15/P4803 - Planning permission refused for ERECTION OF NEW TWO STOREY DETACHED DWELLING HOUSE WITH REAR ROOF DORMER AND 3 X ROOFLIGHTS TO THE FRONT ROOF SLOPE. Reason;

The proposed dwelling by reason of its size, siting and height is considered an unneighbourly form of development which would be overly large and overbearing on neighbours in the proposed location on site, and visually intrusive, and harmful to the amenity of neighbours in

terms of overshadowing, overlooking and visual intrusion, appearing unduly dominant and out of context and character with the existing Haynt Road urban landscape and would be contrary to policies 7.4 and 7.6 of the London Plan 2015, policies CS13 & CS14 of the Merton LDF Core Planning Strategy (2011), policy DM D2 of the Merton Sites and Policies Plan (2014) and Standard 3.1.1 of the London Housing SPG 2012.

And

The proposed development would fail to contribute to meeting affordable housing targets and in the absence of a legal undertaking securing a financial contribution towards the delivery of affordable housing off-site would be contrary to policy CS8 of the Merton LDF Core Planning Strategy (2011).

Proposed block plan for member ref below (new house in shade)



4.1.2

17/P2447 - Planning permission refused and appeal dismissed for ERECTION OF A TWO STOREY 3 BEDROOM TERRACE DWELLINGHOUSE. Reason;

The proposed dwelling by reason of its design, size, siting and height would be an unneighbourly form of development which would be:

- a) *Overly large, visually intrusive and overbearing to the detriment of the visual amenities of neighbours;*
- b) *Result in loss of privacy and overshadowing to the detriment of neighbour amenity; and*

c) *Would appear out of context and character with this part of the Haynt Walk street scene which is characterised by a distinct and orderly layout of semi-detached dwellings.*

The proposals would therefore be contrary to policies 7.4 and 7.6 of the London Plan (2015), policies CS13 & CS14 of the Merton LDF Core Planning Strategy (2011), policy DM D2 of the Merton Sites and Policies Plan (2014).

Proposed block plan for member ref below (new house within red line boundary)



Below, for member information, relevant comments from the planning Inspector when dismissing the appeal:

Living conditions

3. The appeal site comprises part of the side and rear garden to No 58 Haynt Walk. It is an irregular shaped plot in a corner position within the street.

4. The proposed dwelling would be positioned close to the side and rear of No 56 Haynt Walk. The north western corner of the dwelling would be around 2 metres from the boundary with No 56 and in close proximity to the rear elevation of that property. A new dwelling in this position would be an imposing presence along the boundary that would dominate the part of the garden closest to the

house. It would also remove a significant part of the open aspect to the south and would partly enclose the garden along this side. In this regard, it would have a significant overbearing effect to users of the garden area. Whilst the appellant states that the proposal would be less harmful than the existing relationship between Nos 52 and 54, that is a longstanding arrangement that likely dates to when the estate was first built. My attention has also been drawn to a recent development at 153-159 Cannon Hill Lane. However, that development has a very different relationship to neighbouring properties than is the case here.

5. The proposed side elevation would contain a single window above ground floor level, which would be obscurely glazed. Similarly, the first floor bathroom window in the front elevation would also be obscurely glazed. A replacement boundary treatment could also be secured by condition that would prevent direct overlooking of the rear garden and ground floor windows to No 56. These measures would ensure that no significant loss of privacy would occur. However, that does not overcome my concerns in relation to outlook.

6. For the above reasons, I conclude that the development would significantly harm the living conditions of the occupiers of No 56 Haynt Walk with regard to loss of outlook. It would therefore be contrary to the relevant sections of Policy 7.6 of the London Plan (2015), Policy CS 13 of the Merton Core Strategy (2011), and Policy DM D2 of the Merton Sites and Policies Plan (2014). These policies seek to ensure, amongst other things, that new development achieves a good quality of living conditions for both proposed and adjoining buildings and gardens.

Character and appearance

7. The appeal site is set within a large inter-war housing estate that contains a mix of terraced and semi-detached properties. The semi-detached pair at Nos 58 and 60 are set back from the street, behind the established building line on either side. 8. The development would create a short terrace of 3 dwellings that would be offset from the central position occupied by the existing semi-detached pair. However, it would be in a secluded position with restricted visibility from the street. In this regard, any loss of symmetry within the site would not be readily perceptible from along most of Haynt Walk. The design of the proposed dwelling would also be consistent with the existing semi-detached pair, and there are a number of existing terraced properties in the immediate vicinity. The development would therefore not be out of keeping with the surrounding area, in my view. 9. For the above reasons, I conclude that the development would not significantly harm the character and appearance of the area. It would therefore accord with the relevant sections of Policies 7.4 and 7.6 of the London Plan (2015), Policies CS 13 and CS 14 of the Merton Core

Strategy (2011), and Policy DM D2 of the Merton Sites and Policies Plan (2014). These policies seek to ensure, amongst other things, that new development responds to the local context and character of the site.

Conclusion

12. For the reasons set out above, I conclude that the development would significantly harm the living conditions of the occupiers of No 56 Haynt Walk with regard to loss of outlook. Balanced against this, the development would create a new family dwelling on a small urban site in a relatively accessible location, to which I attach moderate weight. In addition, there would be no significant harm to the character and appearance of the area.

13. My attention has been drawn to the emerging Draft New London Plan, which was recently subject to public consultation. This proposes a significantly higher housing requirement for Merton, as well as a new policy that would introduce a “presumption in favour of small housing developments”. However, the Draft New London Plan is still at a relatively early stage and has not yet been examined, nor has the proposed housing requirement been tested. Moreover, it is unclear whether these aspects of the draft plan are currently subject to unresolved objections. At this stage, I therefore attach only limited weight to the Draft New London Plan. In any event, I consider that the harm I have identified in this case would significantly and demonstrably outweigh the benefits of the development.

14. For the reasons given above I conclude that the appeal should be dismissed.

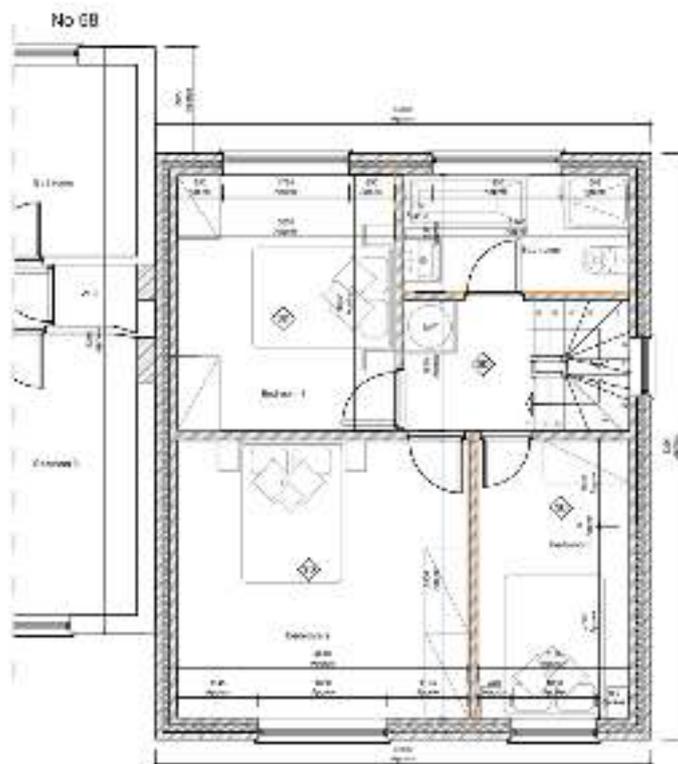
4.1.3 18/P2416 Planning permission refused and appeal dismissed for ERECTION OF A TWO STOREY END OF TERRACE DWELLINGHOUSE. Reason;

The proposed dwelling, by reason of its size, siting and design, would constitute an unneighbourly form of development being visually dominant and overbearing and resulting in overlooking and loss of privacy, to the detriment of the amenities of the occupiers of 58 Haynt Walk, contrary to policies 7.6 of the London Plan (2016), policies DMD2 and DMD3 of the Adopted Sites and Policies Plan (2014), and policy CS14 of the Merton Core planning Strategy (2011).

Proposed Block Plan (house set back compared to previous dismissed appeal)



Proposed First Floor Plan



Below, for member information, relevant comments from the planning Inspector when dismissing the appeal:

Reasons

5. The appeal relates to the irregular shaped side and rear garden area of 58

Haynt Walk, which is a semi-detached house that is located in a corner position. The proposed dwelling would be attached to its flank wall to create a short terrace. This would result in the newly formed garden area of No 58 being of an awkward 'dog-leg' shape, extending outwards from the rear of that property and spanning across the rear elevation of the proposed dwelling and beyond.

6. The submitted plans also show that the proposed two-storey dwelling would project approximately 1.5 metres beyond the rear elevation of No 58. At such close quarters to the shared boundary and rear garden area of No 58 I consider that the mass and bulk of the proposal would visually dominate and have an oppressive and overbearing effect from that neighbouring garden.

7. Furthermore, the proposal would have two sole habitable first-floor rear bedroom windows. Again, the proximity of these windows to the shared boundary and rear garden area of No 58 would be such that a substantial amount of overlooking and a significant loss of privacy to the users of this garden area would occur.

8. I therefore find that the proposal would have a significantly harmful effect on the residents of 58 Haynt Walk, with particular regard to outlook and privacy. In this regard the most relevant policies referred to me are Policy DM D2 of the Merton Sites and Policies Plan 2014 and Policy 7.6 of the London Plan 2016. These seek, amongst other things, to ensure that new development does not cause unacceptable harm to the amenity and quality of living conditions to both proposed and adjoining buildings and gardens. The proposal would conflict with the aims of these policies.

Other matters

9. In terms of the proposal's relationship with other adjoining properties, the appellants' sketches and the submitted plans indicate that the set back of the proposal would result in an approximate separation distance of 4.7 metres between it and the shared boundary of 56 Haynt Walk. As a consequence of this, I acknowledge that the intervening distance between the proposal and the dwelling at No 56 would be around 8.8 metres at its closest point. I also note that the appellants consider this to be an improvement on the previous appeal scheme (Ref: APP/T5720/W/17/3187813) and I have had regard to the car parking layout and open plan aspect of the location. Nonetheless, these factors do not outweigh or overcome the harm that I have identified above.

10. The appellants have requested that their statement of case be read in conjunction with the previous appeal statement for APP/T5720/W/17/3187813. However, I have not been provided with this information so am unable to consider it. I also recognise that the appellants are disappointed with the Council's processing of the application and the errors that were made by the Council's Highways Section during this time. However, this is a matter that would need to be pursued with the Council in the first instance.

11. My attention has been drawn to previous oversights in respect of the separation distances that were referred to in the previously refused planning application and subsequent appeal decision on this site. Nonetheless, these matters have had little bearing on the outcome of this appeal as I have determined it on the basis of its own planning merits and the evidence that is

before me.

12. For the reasons given above, the appeal is therefore dismissed, and planning permission is refused.

4.1.4 18/P4357 Planning permission granted by the Planning Applications Committee for ERECTION OF A TWO STOREY END OF TERRACE DWELLINGHOUSE WITH ASSOCIATED OFF STREET CAR PARKING.

4.1.5 20/P1362 Planning permission granted for ERECTION OF A TWO STOREY SIDE AND REAR EXTENSION TO PROVIDE 4 x SELF-CONTAINED FLATS WITH ASSOCIATED WORKS.



4.1.6 60 Haynt Walk
Nil.

4.1.7 62 Haynt Walk
Nil.

5. CONSULTATION

5.1.1 The application has been advertised by site notice procedure and letters of notification to the occupiers of neighbouring properties (58). 10 letters of objection and 1 letter of support were received along with a 78 signature petition raising concerns relating to:

Visual impact, privacy and amenity

- overshadowing my property, privacy issue.

Impact on the streetscene and local area

- The building design is out of character with the area.
- Years ago I applied to have my front window widened and move out to obtain more light in the house as my elderly mother was visually impaired. I got told it would not get approved in planning as it was not keeping in line with the street scene. So how can demolishing 3 houses and building new ones fit the spec. of the current street scene. I am aware other neighbours made requests too and were rejected.
- Lots of applications have been refused for being out of keeping with the area.
- The houses look so different from the rest of the street, definitely not in keeping with the rest of the street.
- Cladding as a material for the build well this is not acceptable.
- Over developed and overcrowded.
- A development of this scale should surely be considered for a larger more open area and not in the small confines of an established residential area.
- While I understand the need to increase housing, I do not believe that increasing the concentration of residents is beneficial to residents of the planned properties, existing residents or the community as a whole.
- It will increase demand on local resources: parks, schools, hospitals, leisure, doctors, parking, etc. Long term.
- The removal of the houses to only create three extra would also create added pollution, when refitting and extending of the properties may make more sense.

Construction Process

- Disruption caused to all residents would be unacceptable.
- You cannot destroy 3 perfect houses to replace by 6 shoe boxes.
- It will be a logistical nightmare which will have a detrimental impact on neighbouring amenity.
- The consequences of such a construction project would undoubtedly lead to significant disruption for the residents in the surrounding neighbourhood. Noise pollution from the demolition and construction activities, as well as the subsequent increase in traffic, would disturb the peaceful environment that many of us have come to cherish in this area.
- Harmful impact on Joseph Hood Primary School
- The construction activities, including heavy machinery and increased traffic, would pose potential hazards and risks to their well-being. As responsible members of this community, we cannot overlook the grave danger this project could impose on the young and vulnerable population.

- This development could negatively impact the air quality in the area, further compromising the health and well-being of the residents, especially the children whose health is particularly susceptible to pollution-related issues.
- Factor-in the prolonged noise, disruption and pollution that we neighbours have to endure during demolition, construction, sales, marketing, etc. Etc. and you will understand I hope the basis of our objections.

Transport/Highways

- The impact of increased traffic and parking.
- The road is currently used as a cut through now. So this will be even worse.
- Parking will be a serious problem
- The houses at no 56 and 62/64 are at risk of accident that will not have a pathway to access and will be walking out of their gardens directly into traffic.
- The so-called driveway should only be a foot path but was widened in an agreement with previous occupants.
- Collective approval of all these plans will lead to significant over development in the area and also put additional pressure on parking and traffic in the area.
- Any parking audits fail to take account of the collective impact of multiple sites being redeveloped or proposed EV charging requirements/plans.
- The planning pack suggests there could be as many as 60 vehicle movements per day at peak.
- The proposed accessway was just a path/strip and not a road, this road will cause danger.

Flooding

- | have noticed, over the last seven or eight years, that my neighbour (no.56) has endured an increased problem with garden surface water, as well. This is probably due to the increase of house extensions and additional paving, in the area. To make matters worse, the developer now wants to take away most of the earth, associated with the gardens of no's 58 & 60, and replace it with concrete foundations and roadways. This will cause even more garden flooding in the area! I understand from the planning application that we are in a 'medium' risk area for surface water flooding. This gives me no confidence whatsoever!
- The drainage infrastructure cannot cope with more houses/ families. Likewise our old sewer system regularly blocks up and Dynorod have to make clearances. More houses will impact down the street.

- Most of the plot will be paved/concreted.

Wildlife and biodiversity

- Harm to biodiversity and loss of garden wildlife habitats
- Adverse effect on local wildlife, we have bats, foxes and especially slow worms in that area and their habitat is already eroded.

Other Matters

- There's is plenty of land elsewhere in the borough if you need more houses.
- I am writing as I am totally dumbfounded as to how this application has not already been refused by you.
- In all my 60 years of living in Haynt Walk have I ever seen such a ridiculous proposal and am totally against it.
- That proposed development will be bad for the area, creating congestion and overcrowding.
- I would like to object to the surreptitious plans to develop various properties in Cannon Hill Ward, increasing the overall number of properties and residents without any commensurate improvement in local infrastructure such as transport, GP services, schools, sewerage capacity etc.
- Due to current planning consultation guidance there is no requirement for the council to consult any residents beyond the immediate vicinity of properties that are going to be altered, as a result of which I believe most residents are unaware of plans which might have a detrimental impact on the area and serve only to profit developers and inflate rental and house prices so that the adult children of local residents cannot afford to live in the area
- Communication from the Council has been poor, many residents had not been written too or seen the notices displayed.

One letter of support was received

- It would be lovely to see more nice new family homes built in the area.

Re-consultation (31.1.24)

5.1.2

Following the changes to the parking arrangements and privacy improvements the application was reconsulted upon (31/01/2024) and two letters of objection were received raising the following concerns;

- These buildings built in the late 1920s/30s by one of the first woman architects and have a particular character. The proposal for the demolition and rebuilding would be totally against the look of the whole street.
- The proposed plans do not fit in with the rest of the locality as it is large, overbearing and unneighbourly.
- The whole drainage systems and the way they are all connected could not cope with this huge influx of people using it and would no doubt cause us all along Haynt Walk massive and potentially expensive problems in the future.
- We are concerned that this new development would lead to greater flooding.
- Parking and additional traffic would also become a huge problem.
- This is just in the wrong place and would potentially start the ball rolling for demolition of the whole street.
- We believe our privacy would be affected as it overlooks our garden, and with the proposed height, we aren't happy with the effect it would have on our privacy. Even if privacy glass is installed, it could easily be replaced after the works have been signed off. As well as this, windows overlooking the property could easily be opened.
- There would also be issues with loss of light as the proposed development would overshadow our garden.
- We are particularly concerned with the state of the border with our property. 58 Haynt Walk recently moved the border fence of the neighbouring garden, and we are concerned that they would also do the same to our border fence that backs on to 58 Haynt Walk once these works commence. We sought legal representation as the property owner tried to claim part of our garden as his land.
- Works will have a negative effect on our property price

5.2 Internal Consultees:

5.2.1 LBM Highways Officer 07/02/2025

5.2.2 No objection subject to conditions.

LBM Transport Officer 22/08/2023

5.2.3 The disabled bay as shown is unacceptable as there is no turning facility within the site. The applicant to demonstrate how the disabled bay can turn within the site to approach the highway in a forward manner.
There is no turning facility for parking bay for house no.62. Reversing on to the public highway is unacceptable.
It is unclear how vehicle access can be provided to house n.56.
Secure cycle storage is acceptable

Refuse: it appears the designated refuse collection point is substandard to accommodate the required bins for the development. The drag distance from the adopted highway should not exceed 10 metres.

Updated comments 11/03/2024 (amended plans)

- 5.2.4 The width of the access road fronting the terrace houses shows 5.5m. Although the required width should be 6.0m, I will accept the reduced width to retain the newly planted trees to north of the boundary.

Raise no objection to the proposed access. The access would remain private and not adopted by the Council.

Updated Comments 25/03/2024

- 5.2.5 The turning head at the entrance is adequate to service the development of 6 units although a service vehicle may have to reverse a short distance if all the car spaces are occupied.

As I can remember an earlier scheme showed a disabled bay at the very end of the access road and my comments were they must provide a turning head.

Updated comments 16/04/2024

- 5.2.6 The results (of the parking stress survey) indicate there is adequate level of reserve capacity exits within the roads surveyed.

LBM Tree & Landscape Officer (22/08/2023)

- 5.2.7 No arboricultural objection is seen to the loss of the existing trees. these are described in the arb. report as being in generally poor quality/condition. The Landscape Design Report shows there is an intention to plant a diverse range of species of trees and plants, and these are an improvement on the existing landscape.

- 5.2.8 The Preliminary Ecological Appraisal does set out measures to oversee the site work and to protect any species of Amphibian, reptile, hedgehog, bird and invertebrate that may be found there. This will require the on-going services of an ecologist.' Conditions recommended.

LBM Waste Management (09/02/2024)

- 5.2.9 The officer was involved in on site discussions with officers and the applicant in order to resolve issues of the optimum location and size for refuse storage for collection and was satisfied with the proposed arrangements.

LBM Flood Risk Officer (25/08/2023)

- 5.2.10 No objection subject to the following condition:

Condition: 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 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 2l/s, with no less than 120.m3 of attenuation volume), in accordance with drainage hierarchy contained within the London Plan Policy (SI 13 and SPG) and the advice contained within the National SuDS Standards. For this development this will include onsite storage and permeable paving as part of the overall strategy and the drainage plans shall include pipe sizes and direction of flow.

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 SI 13.

LBM Environmental Health (Air Quality) (06/03/2024):

- 5.2.11 The applicant has submitted an Air Quality Assessment report dated June 2023 and produced by Air & Acoustic Consultants. Air Quality Air quality conditions for future occupiers of the proposed development have been shown to be acceptable, with concentrations below the air quality objectives throughout the site. Impacts during the demolition and construction phases, such as dust generation and plant vehicle emissions, are predicted to be of short duration and only relevant during this period. However, mitigation of any emissions should be considered. Air Quality Neutral The AQA indicates that both the building and transport emissions associated with the proposed development would be 'air quality neutral,' in line with the GLA (2023) guidance. Based on the information above, I have no objections.

LBM Environmental Health (noise and disturbance) (10/10/2023)

- 5.2.12 The officer raised no objections subject to two conditions.

LBM Design Officer

- 5.2.13 No objections received, some minor comments as follows:
- The Applicant may consider alternative treatments (e.g. colour/texture) to the shared road surface to aid in distinguishing pedestrian and vehicular movement.
 - The Applicant could consider orientation of first floor oriel-style windows and potential overlooking concerns onto the private amenity of 130/132 Cannon Hill Lane.

LBM Climate Change (16/10/2023)

5.2.14

I don't generally comment on minor schemes at the planning stage but I've had a quick look at the energy statement provided.

- The applicant is proposing to achieve a 66.58% improvement against Part L 2021 which is welcome. I suggest that you secure the carbon savings proposed in the Energy & Sustainability Statement dated 20 June 2023 via condition.
- Be Lean – the applicant is proposing to achieve an 11.50% improvement against Part L 2021 in line with the Mayor's Be Lean target.
- Be Green o Solar PV – the applicant is proposing to install a 5.28kWp array across the 6 units (2 panels per unit)
- ASHP – the applicant is proposing to use ASHP systems to provide heating and hot water to the development.
- Overheating – I suggest you encourage the applicant to complete the Good Homes Alliance overheating tool to confirm if the risk of overheating has been mitigated.
- Internal water usage rates – internal water usage rates of less than 105 litres per person per day will need to be secured via condition wording.

5.3

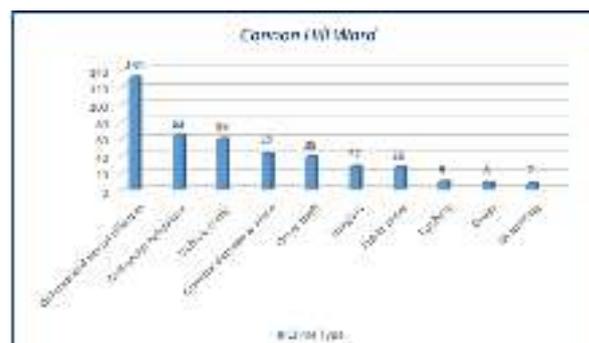
External Comments

Metropolitan Police – Secured by Design

5.3.15

Crime Statistics For the year ending September 2023, the crime rate in Merton was lower than average for The Metropolitan Police force area with 67.13 reported crimes per one thousand residents. The crime rate across London is currently 101.95 crimes per one thousand residents for this time period. This development would fall under the Cannon Hill ward within the London borough of Merton.

The top ten crime types for the Cannon Hill Ward, Feb 2023 – Jan 2024 are as shown below. Violence and Sexual Offences (it should be noted that this includes Domestic Incidents) is the highest reported with anti-Social behaviour second. Robbery, vehicle and cycle crime are currently on the increase not only within the ward but in Merton as a whole. (Source, www.police.uk).



General Recommendations

Secured by Design (SBD) is an initiative that works to improve the security of buildings and their immediate surroundings to provide safe places to live, work, shop and visit. SBD is the Police Preferred Specification and provides a recognised standard for all security products that can deter and reduce crime.

SBD has produced a series of Design Guides to assist the building, design and construction industry to incorporate security into developments. It is therefore recommended that the applicant consider the appropriate best practice design guidance and approved tested products which can be found at the Secure by Design website <https://www.securedbydesign.com>.

Approved document Q (ADQ) specifies that windows and doors must meet a basic minimum security specification. However, this may not be adequate for developments in London where typically there is a bigger crime risk. It should be noted compliance with SBD specification is more comprehensive than ADQ, so achieving SBD accreditation will also satisfy this building regulation requirement.

Design considerations.

Having given due consideration to the design of this development, I recommend the following security features be addressed / included:

- The external bicycle parking facilities appear to be a shed like storage system. I'd recommend any cycle parking that is designed for secure storage using bicycle lockers, hangers or dedicated storage devices and be certified to one of the following minimum standards, or above:

- o Sold Secure SS104 Silver, or o Element (Wednesbury) STS 501 Security Rating TR2, or

- o Element (Wednesbury) STS 503 Security Rating TR2, or

- o 20 40 60 80 100 120 140 131 63 59 42 38 27 26 9 8 7 Cannon Hill Ward Crime Type o Warringtonfire STS 205 Issue 7 Burglar Resistance BR2, or

- o Warringtonfire STS 225 Issue 2 Burglar Resistance BR2(S), or o Loss Prevention Certification Board LPS 1175 Issue 7 Security Rating 2, or

- o Loss Prevention Certification Board LPS 2081 Issue 1 Security Rating B

- All easily accessible windows and doors should be SBD approved, tested and certificated or an agreed equivalent.

- The ledge that runs along the front of the houses gives some concern. I fear if someone got onto the ledge at any point access to all the first floor windows would be achievable to those looking to commit crime. Whilst the angled brickwork does provide some resistance I also feel this could provide some concealment too. Consideration should be given to installing some kind of

separator between houses and at each end of the ledge. This could be a decorative railing or piece of iron work that would still allow light through but also restrict movement along the ledge.



The outside wall to garden 2 would benefit from some trellis or other topper. This wall could be vulnerable to climbing especially with the car parked in close proximity which could act as a climbing aid. Once in this garden you would be concealed and then be able to 'garden hop' to the other addressed out of sight.



Lighting can contribute to discouraging crime and vandalism and making people feel secure. Whilst lighting is present to the front of the properties there doesn't seem to be any lighting shown in the car parking area between gardens 1 and 2. With little overlooking I would suggest that lighting here is important. Bollard lighting is not recommended for car parking areas as this tends to be easily damaged or obscured and does not project sufficient light at the right height. Bollard lighting should be used purely for wayfinding.

Please note for all products requiring certification the manufacturer or fabricator supplying the finished product to site is required to present independent third party certification from a UKAS accredited certification body satisfying all the

performance elements. All door and window styles and components will need to be adequately described within the scope of certification and accompanying Technical Schedule.

As with any development these recommendations are not exhaustive and further consultation would be encouraged once the detailed design stage is reached.

Conclusion

I would ask that my interest in this planning application is noted and that I am kept apprised of any developments.

If you require clarification or wish to discuss any aspect of the SBD accreditation, please do not hesitate to contact me.

Updated Comments (MET)

5.3.16 The officer's observations were supplied to the applicant for comments to which the officer responded **(16/04/2024)**

- I'm pleased to see the positive comments from the applicant in regard to the doors, windows and cycle storage.
- An anti-intruder strip would seem to be a fair compromise. Again I would recommend that a SBD tested and certified product is used and that signage is used identifying that is present in line with the occupiers liability act.
- I still think that trellis would be beneficial on the fence of garden two as the external visitors cycle parking located here will provide a greater risk to climbing. The lighting plan shows wall lighting will be included here.

Wimbledon swifts

5.3.17 The inclusion of integrated swift bricks in the proposed new build would contribute towards conserving the UK's endangered swift populations. Swift bricks are considered as universal bird nesting features since other birds, such as the red listed house sparrow, and members of the tit family, take readily to swift bricks.

5. POLICY CONTEXT

List of relevant planning policies

National Planning Policy Framework (2023)

- Chapter 2 Achieving sustainable development
- Chapter 8 Promoting healthy and safe communities

- 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
- Chapter 15 Conserving and enhancing the natural environment

London Plan 2021

- 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 D8 Public realm
- Policy D11 Safety, security and resilience to emergency
- Policy D12 Fire safety
- Policy D13 Agent of Change
- Policy D14 Noise
- Policy H2 Small sites
- Policy G5 Urban greening
- Policy G6 Biodiversity and access to nature
- Policy G7 Trees and woodlands
- Policy SI 1 Improving air quality
- Policy SI 2 Minimising greenhouse gas emissions
- Policy SI 3 Energy infrastructure
- Policy SI 4 Managing heat risk
- Policy SI 5 Water infrastructure
- Policy SI 7 Reducing waste and supporting the circular economy
- Policy SI 8 Waste capacity and net waste self-sufficiency
- Policy SI 12 Flood risk management
- Policy SI 13 Sustainable drainage
- Policy T1 Strategic approach to transport
- Policy T2 Healthy Streets
- Policy T3 Transport capacity, connectivity and safeguarding
- 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 13 Open space, nature conservation, leisure and culture
- Policy CS 14 Design
- Policy CS 15 Climate Change
- Policy CS 16 Flood Risk Management
- Policy CS 17 Waste Management
- Policy CS 18 Active Transport
- Policy CS 19 Public Transport
- Policy CS 20 Parking, Servicing and Delivery

Merton Sites and Policies Plan (2014)

- DM O2 Nature Conservation, Trees, hedges and landscape features
- DM D1 Urban design and the public realm
- DM D2 Design considerations in all developments
- DM EP2 Reducing and mitigating noise
- DM EP3 Allowable solutions
- DM EP4 Pollutants
- DM F1 Support for flood risk management
- 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

Supplementary planning considerations

- National Design Guide – October 2019
- Draft Merton Local Plan
- GLA Guidance on preparing energy assessments – 2018
- London Environment Strategy - 2018
- Mayor’s Air Quality Strategy - 2010
- Mayor’s SPG – Sustainable Design and Construction 2014
- Mayor’s SPG – Character and Context 2014
- DCLG Technical Housing Standards - Nationally Described Space Standard 2015
- Mayor’s Housing Design Standards London Plan Guidance 2023
- LB Merton – Air quality action plan - 2018-2023.
- LB Merton - Draft Sustainable Drainage (SUDS) Design and Evaluation Supplementary Planning Document (SPD) 2018
- Merton’s Waste and Recycling Storage Requirements – A Guidance for Architects

6. **PLANNING CONSIDERATIONS**

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

- Principle of development
 - *Contribution towards housing targets*
 - *Small Sites*
 - *Merton's five year land supply*
 - *Provision of student accommodation*
 - *Conclusion on principle of development*
- Design (character and appearance)
 - *Massing and heights*
 - *Layout*
 - *Design and appearance*
- Urban Greening Factor and trees
- Impact on neighbouring amenity
 - *Daylight and Sunlight*
 - *Privacy and overlooking*
 - *Noise/disturbance*
 - *Conclusion on impact on neighbouring amenity*
- Standard of accommodation
- Inclusive design and accessible accommodation
- Transport, parking and cycle storage
 - *Conclusion on impact on neighbouring amenity*
 - *Car Parking*
 - *Cycle Parking*
 - *Deliveries and servicing*
 - *Trip Generation*
 - *Construction process*
 - *Conclusion on transport matters*
- Sustainable design and construction
- Air Quality and potentially contaminated land considerations
- Flood risk and drainage
- Biodiversity
- Secure by Design considerations
- Fire Safety

6.2 **Principle of development**

6.2.1 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.

Contribution towards housing targets

- 6.2.2 Policy H1 of the London Plan 2021 states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher densities. Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space.
- 6.2.3 Policy H1 of the London Plan 2021 has set Merton a ten-year housing target of 9,180 new homes. The proposal would make a valuable contribution to meeting that target. For London to accommodate the growth identified in the new Plan in an inclusive and responsible way, every new development needs to make the most efficient use of land by optimising site capacity. This means ensuring the development's form is the most appropriate for the site. By providing an additional four family sized houses the proposals are considered to accord with policy goals to provide new housing.

Small Sites

- 6.2.4 The application site has a site area of 0.18ha. 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.

Merton's five year land supply

- 6.2.5 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.
- 6.2.6 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

- 6.2.7 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 efficient use of the site with a good quality development that respects the character and appearance of the area without being harmful. The additional accommodation in the form of an additional four family sized homes created on the site would make a valuable contribution towards Merton meeting its housing targets.

Housing mix

- 6.2.8 SPP policy DM H2 states that residential developments would be looked upon favourably where they contribute to meeting the needs of different households such as families with children, single person households and older people by providing a mix of dwelling sizes. To that end the Council looks to achieve indicative proportions such that 33% of units should be one bedroom, 32% two bedroom and 35% three plus bedrooms. With the majority of new residential developments in Merton coming forward as flatted accommodation, it is welcomed that larger family sized homes are being proposed. This application would therefore contribute towards wider housing choice in the Borough.

Conclusion on principle of development

- 6.2.9 The proposal is considered to respond positively to London Plan and Core Strategy planning policies to meet increased housing targets and optimising sites through the provision of additional family sized housing. The principle of development is considered to be acceptable subject to compliance with the relevant policies of the Development Plan. Due to the scale of the development it is not subject to a requirement to consider affordable housing.

6.3 Design (character and appearance)

- 6.3.1 The NPPF, London Plan policies D3 and D4, Core Strategy policy CS 14 and SPP Policy DM D2 require well designed proposals which make a positive contribution to the public realm, are of the highest quality materials and design and which are appropriate in their context. Thus, development proposals must respect the appearance, materials, scale, bulk, proportions and character of their surroundings. Paragraph 130 of the NPPF advises that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

Character

- 6.3.2 The application was accompanied by an Urban Character Assessment which noted:

‘the majority of buildings have either hipped or gabled roofs, with some facing the main road and others at the right angles of the corner buildings. The distinctive features are roofs that have a combination of the different roof pitches within the body of the roof, starting from the low pitch at approximately 33 degrees and then raising on the hip side to a typical 51-degree steeper pitch. These roofs are complemented by

prominent chimney stacks, making them a contributory factor in their appearance and character.

Originally, the terraces were all built in brick, some of which have had more distinctive brick detailing and some fairly plain. However, over time, many buildings had their facades altered by additions of render, pebbledash, and mock-Tudor style features. Multiple examples of such changes are found on Haynt Walk, Martin Way and elsewhere in the area. There is a wide variety of window types used: Crittal, UPVC casements and box sashes with small glass panes. Whilst some houses feature cottage-style entrance doors with glass panes in the upper part, many have modern timber doors of various styles. The entrances feature porches with neo-Georgian details'. The assessment goes on to explain that these elements have been carried across in the design rationale. 'The main frontages of these dwellings would be set some distance from general public view, with a dedicated driveway. In this way, the development would not be perceived as a tightly spaced scheme from the surrounding area. The terraced development is not an alien form in this neighbourhood; on the contrary, the whole estate is formed of the juxtaposition of alternating semi-detached pairs and terraces.

The existing urban context, its scale, massing and architectural detail were utilised, translated and applied in a contemporary manner. The proposed materials to be used are brick and modern, sustainable solar roofs. The front elevation has a strong horizontal emphasis enhanced by the addition of a contemporary interpretation of the bay windows on the ground floor, with the upper floor exhibiting angled windows, adding rhythm to the façade whilst ensuring that there will be limited overlooking of the neighbouring properties. The design of the roof form was informed by the analysis of the surrounding houses and their roofscape, ensuring that the eaves height matches the eaves levels of the surrounding properties'.

- 6.3.3 Officers have considered the comments submitted by the applicant and have found no issue with them and consider that the proposals have been developed to be reflective of local character.

Massing and heights

- 6.3.4 Consideration of matters of massing and height may reasonably be informed by the application of both London Plan and local planning policies and in this instance the eaves height has been carried across into the new houses whilst the overall height is only 0.42m more than the existing houses which is required to reflect newer building regulations requirements.
- 6.3.5 At pre application stage the proposals involved a terrace of 8 houses but this has been reduced to 6 which is the same number as in the other terraces on the estate and whilst the proposed houses are wider, the impact of that is considered mitigated by the position and orientation of the proposed terrace. In view of these factors the height and massing are considered acceptable.

Layout

- 6.3.6 The main block of housing has been designed to be centrally located within the site and set back from boundaries by gardens or the access drive. There would be visitor cycle storage, a vehicle turning head and a dedicated refuse presentation area at the entrance.
- 6.3.7 The external layout has been amended to remove the communal parking area from the boundary with the neighbour at 275-277 Martin Way and to provide parking in front of each house.

Conclusion (design)

- 6.3.8 It is acknowledged that the local area has its own characteristic nature and appearance resulting from it having been constructed as an estate with a commonality of building forms in terms of pairs of semi-detached and short terraces of houses, roof designs and materiality. However, officers raise no objection to the modern design approach, as it is considered to respect the context of the site, surrounding buildings in terms of character, appearance, height, massing and layout, whilst ensuring that the site optimises its potential to deliver much needed housing.

Standard of Accommodation

- 6.3.9 As three bedroom, 6 occupier houses on three floors the proposals would be expected to provide a minimum Gross internal Area of 108sqm and a Best Practice size of 120sqm. Best Practice reflects the GLA preference for properties to be larger so as to more easily accommodate space for home working. With GIAs of over 170sqm the proposals provide a generous quantum of internal accommodation whilst all the rear gardens exceed the minimum 50sqm requirement.
- 6.3.10 In addition to the large floor areas and size compliant rear gardens, the houses are all at least dual aspect and have regularly shaped rooms with good levels of natural light from the fenestration such that they are considered to provide a high standard of residential amenity for future occupiers. The houses would also include a separate reception room which accords with best practice guidance to provide a separate amenity space within the home so that residents have different areas within the home to engage in different activities from each other.

Inclusive Design and Accessible Housing

- 6.3.11 Policy D5 (Inclusive Design) of the London Plan 2021 states that development proposal should achieve the highest standards of accessible and inclusive design. Inclusive design creates spaces and places that can facilitate social integration, enabling people to lead more interconnected lives. Development proposals should help to create inclusive neighbourhoods that cumulatively form a network in which people can live and work in a safe, healthy, supportive and inclusive environment.
- 6.3.12 Planning Policy D7 (Accessible housing) of the London Plan 2021 seeks to provide suitable housing and genuine choice for London's diverse population,

including disabled people, older people and families with young children, residential development must ensure that at least 10 per cent of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

- 6.3.13 The proposal includes houses (shown in greater detail on the plans as House type A) designed to accord with these requirements and therefore the proposal would be acceptable in terms of inclusive design and accessible housing.

6.4 Impact on neighbouring amenity

- 6.4.1 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.
- 6.4.2 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.
- 6.4.3 Policy DM EP2 (Reducing and mitigating noise) states that development which would have a significant effect on existing or future occupiers or local amenity due to noise or vibration will not be permitted unless the potential noise problems can be overcome by suitable mitigation measures.

Lighting

- 6.4.4 The development would require the provision of new lighting measures to facilitate safe access to the houses and provide a safe and secure environment. The proposals involve the use of a mixture of low level lighting methods which are designed to illuminate the site whilst at the same time not impact the amenity of neighbours or have an injurious impact on wildlife.

Daylight and Sunlight

- 6.4.5 The Building Research Establishment (BRE) numerical guidelines should be considered in the context of the National Planning Policy Framework (NPPF), which stipulates that local planning authorities should take a flexible approach to daylight and sunlight to ensure the efficient use of land. The NPPF states:

“Local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit

making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

- 6.4.6 The application is accompanied by a Sunlight and Daylight Analysis with the results of the examination being based upon the standard assessment procedure of the BRE Guide 'Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice' 3rd Edition 2022 (The BRE Guide). The report found that where reductions are applicable to the daylight and sunlight to neighbouring residential properties, these readily meet the BRE Guide default target criteria and on that basis, should be considered acceptable. It has not been necessary to analyse Daylight VSC and Daylight Distribution for neighbouring Nos. 130-136 & 138-144 (evens) Cannon Hill Lane and Nos. 267-277 (odds) Martin Way, since when considering the nearest of these proposals at Nos. 271 & 273 Martin Way, the proposal is set below the BRE Guide test relating to a 25 degree line to the horizontal from the lowest and closest windows to the proposal, as detailed further within this report (and for the other neighbouring properties within this group, this would also readily be the case as set further away). On this basis, further daylight review is not necessary for these particular neighbouring properties.

Overshadowing

- 6.4.7 In relation to Sun on the Ground the report undertook analysis of the nearest applicable surrounding amenity areas relating to the rear gardens to 56 Haynt Walk, 130-136 & 138-144 (evens) Cannon Hill Lane and Nos. 267-277 (odds) Martin Way. The analysis confirms that for the nearest applicable amenity areas, there are effectively no reductions in comparing existing to proposed scenarios in reference to the BRE Guide 2 hours test for sunlight availability on the ground on the 21st of March Equinox, thus readily meeting BRE Guide default target criteria. Given that the majority of gardens are predominantly to the south of the proposal combined with the low-rise nature of the proposal these results are not unexpected.

56 Haynt Walk

- 6.4.8 Located along the northern boundary of the application site, this neighbour sits at a right angle to the application site. The proposed terrace would be orientated to face directly towards the flank wall of 56 Haynt Walk and its front and rear garden areas. The proposed terrace would be set back from the side boundary of this neighbouring property by 11m. A row of trees are also proposed along the northern boundary of the application site to help reduce views of the proposal from the neighbours garden. Whilst the proposed terrace would have windows facing towards this neighbour, the design of the first floor windows includes angled windows which direct views toward the rear section of this neighbours garden. The roof skylights on the front elevation are angled upwards to reduce overlooking and the proposed lighting arrangements designed so as not to impact occupier amenity from light pollution. A planning condition requiring that the first floor windows serving the staircase would also ensure that there is no undue overlooking or loss of privacy.

- 6.4.9 The submitted Daylight & Sunlight Report compiled by Schroeders Begg (UK) LLC found that the need for review was limited to No. 56 Haynt Walk given that

for the rear elevation windows (rear elevation facing towards site) within neighbouring Nos. 130-136 & 138-144 (evens) Cannon Hill Lane and Nos. 267-277 (odds) Martin Way, these are not facing within 90° of south, so not applicable for assessment given the orientation context. The report found that for this property;

‘for all VSC (Vertical Sky Component) reductions, for all windows appropriate for consideration, where reductions are applicable, these all meet BRE Guide default target criteria thus should be considered acceptable. For daylight to applicable rooms analysed, there are effectively no reductions in daylight distribution, thus readily meeting BRE Guide default target criteria’.

- 6.4.10 As set out above, light levels to the neighbours garden are also retained within the recommended acceptable levels.

64 Haynt Walk

- 6.4.11 Located beyond the western boundary of the application site, forming the other half of the semi detached house to be refurbished as part of the application, this neighbour is well distanced away from the proposed terrace to ensure that there would be no undue loss of amenity. The window orientation is such that there would be no direct line of sight between windows.

132 – 136 Cannon Hill Lane

- 6.4.12 These properties are located to the south east of the application site at a distance of over 40m between the proposed block and their rear windows. The proposed terrace would also be set away from the rear boundary by approx. 3m. Given the level of separation from the neighbours rear boundary, plus the level separation from the neighbouring properties themselves and the modest size of the proposed flank elevation, it is considered that there would be no undue loss of amenity in terms of overlooking or visual intrusion. A planning condition restricting any new openings in the flank elevation of the proposed terrace would ensure that the council retains controlled over any new openings at the upper levels (to ensure that there would be no undue loss of privacy or overlooking).

- 6.4.13 The submitted Daylight & Sunlight report identified that it had not been necessary to analyse Daylight VSC and Daylight Distribution for neighbouring Nos. 130-136 & 138-144 (evens) Cannon Hill Lane since the proposal is set below the BRE Guide test relating to a 25 degree line to the horizontal from the lowest and closest windows to the proposal.

- 6.4.14 The combination of orientation, layout and separation distances mean that there are not considered to be sufficient material impact on neighbour amenity from loss of light, privacy and visual intrusion to warrant a refusal of the application

138 – 144 Cannon Hill Lane

- 6.4.15 These properties form a short terrace of houses situated to the south of the application site at a distance of over 36m between the proposed block and their rear windows, albeit the two end houses do not directly border the site. These properties, at the closest point, face the corner of the proposed block window.

The windows in the development that would look towards them serve bathrooms and would be obscure glazed. The combination of orientation, layout and separation distances mean that there are not considered to be sufficient material impact on neighbour amenity from loss of light, privacy and visual intrusion to warrant a refusal of the application.

267 – 277 Martin Way

6.4.16 These properties are a series of semi-detached houses located to the south west of the application site at a distance of over 35m between the windows in the proposed block (which serve bedrooms on the first and top floors) and their rear windows. The rear gardens border the boundary with the site. The proposed terrace has been designed with a staggered building form at the upper levels which will help reduce massing when viewed from these neighbouring properties. The closes element of the proposed terrace at the rear (rear wing), has been designed with no openings on the rear elevation given that this element would be the closest element to these neighbours gardens. A planning condition restricting any openings within this elevation (upper level) would ensure that the Council retains control over any changes (in order to control impact on neighbours). Another planning condition preventing the use of the flat roof of the ground floor would also ensure that this space is not used as a terrace.

6.4.17 As with the other neighbours the report determined that it was not been necessary to analyse Daylight VSC and Daylight Distribution for neighbouring Nos. 267-277 (odds) Martin Way, since when considering the nearest of these proposals at Nos. 271 & 273 Martin Way, the proposal is set below the BRE Guide test relating to a 25 degree line to the horizontal from the lowest and closest windows to the proposal.

6.4.18 Again, the combination of orientation, layout and separation distances mean that there are not considered to be sufficient material impact on neighbour amenity from loss of light, privacy and visual intrusion to warrant a refusal of the application.

279-283 Martin Way

6.4.19 These houses represent a continuation of the Martin Way building line and are further away (42-50m) than their neighbours above and are subject to the same considerations and impacts as the properties at 138-144 Martin Way, that being that there would be no material harm to their amenity.

Privacy/overlooking/visual intrusion

6.4.20 Officers engaged with the applicants at an early stage of the pre application process to consider potential overlooking and loss of privacy for the neighbouring occupiers. As a result the applicants have further developed methods for protecting neighbouring amenity including angled windows and the use of obscure glazing and louvres and as a result there have been very limited objections to a loss of privacy and officers consider that those measures should result in no loss of privacy for adjoining neighbours.

Noise/disturbance

6.4.21 The existing lawful use of the site is residential and the same use, albeit

intensified, would continue as a result of the proposals. Given the level of separation from neighbouring properties, residential nature of the use and limited number of car parking spaces, it is considered that the proposal would not result in undue impact on neighbours by way of noise disturbance.

Conclusion on impact on neighbouring amenity

- 6.4.22 The proposed block of houses is set away from neighbouring occupiers in order to reduce visual intrusion and this combined with the site orientation mean that the impact on light and overshadowing would be within BRE guidance. With the measures put in place such as the angled windows and louvres there are not considered to be any concerns in relation to privacy and there have been no objections in this regard.
- 6.4.23 The construction of the development will cause disturbance during the demolition and construction phases but this can be mitigated by conditions surrounding hours of construction and demolition and construction management plans.
- 6.4.24 Overall subject to the imposition of suitable conditions, the impact of the proposed development on neighbouring amenity, is, on balance, considered to be acceptable.

6.5 Transport, parking and cycle storage

- 6.5.1 Planning Policy T6 of the London Plan 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. At a local level Policy CS20 requires developers to demonstrate that their development will not adversely affect on-street parking or traffic management. Policy T5 seeks to ensure that adequate cycle parking is provided. Policies DMT1-T3 seek to ensure that developments do not result in congestion, have a minimal impact on existing transport infrastructure and provide suitable levels of parking.

Car Parking

- 6.5.2 The potential impact of new residential development on parking in the area has been raised as a concern by neighbouring occupiers. The proposal would now provide (following amendments to the scheme) a car parking space for each house with active EV charging. Given the PTAL rating of the scheme being 2 and each house have 3 bedrooms, the London Plan sets a maximum requirement of 1 parking space per unit. As set out above, each house would have one car parking space and would therefore comply with London Plan standards.
- 6.5.3 The site is not located within a controlled parking zone, there is no mechanism to make the development permit free. Therefore, officers need to consider what impact the proposal would have on the surrounding road network. The applicant submitted a Parking stress survey in conjunction with a Transport Statement. It was undertaken around the site, in line with the Lambeth Parking Survey Methodology. The overall parking stress levels around the site area were found to be 57% over the two nights (60% on the first night and 54% on the second night). The Council Transport Planning has confirmed that he has no objection to the findings of the parking survey. Impact on the surrounding road network

from 6 new houses is considered to be limited, as each house would have their own dedicated car parking space. Any additional car ownership created by the proposed development is considered to be low (even if each house has 2 cars, this would only generate 6 cars on the local highway network). In any event, the parking survey shows that there is ample capacity in the local area to accommodate any additional cars without causing adverse impact on the local road network.

Cycle Parking

- 6.5.4 London Plan Policy T5 (Cycling) states that proposals should be designed and laid out in accordance with the London Cycling Design Standards. Houses of this size are required to be provided with two secure and accessible cycle storage spaces. Houses 1 and 6 would have cycle storage facilities within their rear garden. These can be directly from the highway via the side garden entrances. The middle houses, have good sized rear gardens, but no direct access to the highway, so bikes would need to be manoeuvred through the house if stored within the rear gardens. This is not considered to be ideal, however, owners may choose to house their bikes here. However, a dedicated shared cycle storage area for houses 2 – 5 would be provided at the end of the cul-de-sac. Additional visitor spaces is also provided in the area located to the flank of house 1. The proposed development is therefore considered to be in accordance with London Plan standards. Full details of cycle parking can be secured via planning condition.

Deliveries and servicing

- 6.5.5 Policy CS20 of Merton's Core Planning Strategy states that the Council will require developments to incorporate safe access to and from the public highway as well as on-site parking and manoeuvring for emergency vehicles, refuse storage and collection, and for service and delivery vehicles.
- 6.5.6 The layout has been designed to allow for space for on-site vehicle manoeuvring so that delivery vehicles can enter the site and turn around and then leave in forward gear. Delivery drivers would be expected to use the turning area provided, however in the event that vehicles manoeuvre along the access road to get closer to some houses, a degree of reversing would take place (if cars are not parked). The Councils Transport Planner has confirmed no objection to this scenario (see paragraph 5.2.5).

Trip Generation

- 6.5.7 The Transport Statement sets out that the proposed development will generate an additional 2 trips (1 arrival and 1 departure) in the AM peak hour, and 1 trip (1 arrival) with in the PM peak hour. The statement comments that this level of trip generation is considered to be completely insignificant, and well within the daily variation of traffic levels within the local area and that the scheme will therefore not generate any perceivable impacts on the local highway network. Officers consider that this statement is reasonable, and officers have received no comments from the Councils Transport Planner to contest these predictions.

Construction process

- 6.5.8 The submission includes a Construction Logistics Plan (CLP), which shows swept path analysis drawings for small and medium rigid construction vehicle, reviewing how small HGVs will safely access, turn within and then egress from, the neighbouring site. The CLP confirms that construction related deliveries would avoid the high peak periods. The finer details would be secured through condition once a contractor is appointed.
- 6.5.9 A number of conditions are recommended to minimise impacts of the construction process, such as the submission, once a contractor has been appointed, of a Demolition/Construction Logistics Plan, to ensure that impacts are minimised as far as reasonably practicable.

Conclusion on transport matters

- 6.5.10 The proposed use would represent an intensification of the existing residential use but the net increase in dwellings is only four and each house would have its own parking space with EV charging facilities and secure cycle storage. Any additional car parking could be adequately accommodated in the local area without causing any adverse impact. Suitably conditioned, the construction process can be managed to minimise the impact on neighbours and the operation of the highway network or generate a significant number of traffic movements. Consequently it is considered that the impact on transport related issues would be acceptable and not be such as to warrant a refusal of the application.

Refuse Collection

- 6.5.11 The refuse arrangements have been formulated in consultation with the Council's waste services officer. Each house will have its own storage arrangements in the front gardens. For collection purposes an area to the front of the site has been designated for this such that residents would manoeuvre their bins to this space for the designated collection day. They could then be collected from this space by the Council's refuse operatives without the need to enter the site. The residents would then return them to their homes once emptied.

6.6 Sustainable design and construction

- 6.6.1 London Plan policies SI 2 to SI 5 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.
- 6.6.2 The application is accompanied by an Energy and Sustainability Statement that notes that 'a 'Lean, Clean, Green" strategy has been adopted and the development achieves an improvement in build fabric at over 11.50% at the "Be Lean" stage and an overall improvement (DER/TER) in regulated emissions at over 66.58% above Part L 2021 standard, through the adoption of very high standards of insulation, heat pump driven heating and hot water systems and a roof mounted PV array. This meets the requirement of Policy SI 2 of the London Plan 2021.

6.6.3 The Climate Change Officer raised no objections to the proposals and was satisfied with the proposed energy savings and suggested that the Council secure the carbon savings proposed in the Energy & Sustainability Statement dated 20 June 2023 via condition and recommended conditions to be attached to any consent.

6.7 Air Quality

6.7.1 The whole of Merton is within an Air Quality Management Area. The site is within one of the Greater London Authority's (GLAs) air quality focus areas.

6.7.2 The submitted Air Quality Assessment complied by Air & Acoustics Consultants which considered potential impacts on air quality from dust and emissions. Part of the document included an Air Quality Neutral Assessment which noted:

'It is anticipated that each dwelling will be fitted with a gas boiler with NOx emissions rated at less than 40 mg/kWh. On this basis, the assessment of the building emissions indicates the impacts are considered to be 'air quality neutral.'

6.7.3 The AQNA also found that it has been confirmed by the project transport consult that each new dwelling will be provided with one new car parking space, with the refurbished dwelling also providing one car parking space. On this basis, and in line with the GLA (2023) guidance, as the proposed development complies with the London Plan (2021) residential parking standards (plus all spaces would be fitted with electric charging points), an AQNA is not required, and the proposed development can be considered 'air quality neutral' for transport emissions.

6.7.4 The AQA went on to offer a number of mitigating operational activities which would address the risk of harm from dust during demolition and construction.

6.7.5 During the construction works, a range of best practice mitigation measures will be implemented to reduce dust emissions and the overall effect will be 'not significant'

6.7.6 The Council's Air Quality Officer has considered the arrangements and raises no objection subject to condition.

6.8 Flood risk and drainage

6.8.1 Policy SI 13 of the London Plan (Sustainable drainage) sets out 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.

6.8.2 The site is within Flood Zone 1 (low probability of flooding) although it is within a Critical Drainage Area and area of increased potential for elevated groundwater.

6.8.3 The scheme includes details of a Flood Risk Assessment and Drainage Strategy document Sustainable Urban Drainage System which sets out mitigation measures such as the water attenuation methods and the green roof which when combined with the proposal to raise finished floor levels 300mm above surface water flood levels, should effectively manage all runoff within the site and possible surface water flood risk to the proposed development. The proposed surface water drainage system can effectively control all runoff generated within

the site and maintain pre-development Greenfield runoff, without increasing flood risk to neighbouring properties.

- 6.8.4 The document has been assessed by the Council's flood risk team and they raised no concerns subject to a more detailed scheme being submitted, approved and implemented.

6.9 Biodiversity

- 6.9.1 The London Plan sets out at Policy G6 that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. The proposals would see the removal of the existing trees and the existing garden areas albeit they also include a landscaping package. In order to provide an overview of the existing situation on site the proposal was accompanied by a Preliminary Ecological Assessment and Preliminary Roosting Assessment.
- 6.9.2 The report found that the existing habitats tended to be poor quality and that reported sightings of mammals and reptiles were very limited and then off site. There has been an objection on the grounds of harm to slow worms but there have been no sightings since 2015 and that was more than 11km away with closest sighting being 60m away in 2014.
- 6.9.3 The report found that there were no existing suitable sites for Schedule 1 Birds (Barn Owls etc) or roosting bats. It did however make a number of recommendations for ensuring that the impact of the scheme on existing biodiversity was mitigated during construction and improved measures for implementation post construction. A condition that the works be undertaken in accordance with the findings and recommendations of the reports is recommended.

6.10 Urban Greening Factor and trees

- 6.10.1 As the proposal is not a 'major' development there is no requirement comply to with Policy G5 of the London Plan and achieve a prescribed Urban Greening Factor (UGF). As set out above, Policy G6 of the London Plan does set out that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain, including sites not within areas of special protection. In addition to the improvements for wildlife the report outlines the need to protect hedges and trees in neighbouring properties
- 6.10.2 In relation to trees none of the trees on site are rated above Category C and therefore of limited amenity and ecological value to the degree that there would be no in principle objection to their removal but they should be replaced with new specimens and a landscaping condition to this effect is recommended.
- 6.10.3 The application was supported by a Landscape Design Report which sets out landscaping proposals for the site. The Councils Tree Officer has raised no objection to the proposal subject to conditions.

6.11 Secure by Design considerations

6.11.4 Policy DMD2 of Merton's Sites and Policies Plan sets out that all developments must provide layouts that are safe, secure and take account of crime prevention and are developed in accordance with Secured by Design principles.

6.11.5 The proposal includes the creation of 6 new houses on the site. The site is surrounded on all sides by existing residential properties, therefore a degree of natural surveillance would exist. In addition, the proposal would add to creating improved surveillance of neighbouring sites once completed. As part of the consultation process, officers consulted the MET Police for comment. The MET raise no objection to the proposed scheme, but do offer some advice. These comments have been presented to the applicant for comment. The applicant has agreed to address the points raised. Officers consider these points can reasonably be covered in planning conditions. In addition, members should note that the car parking arrangements have be altered since the MET comments were received so that car parking is now provided directly in front of each house (rather than a parking area for vehicles to the side of the terrace).

6.12 Fire Safety

6.12.1 Planning Policy D12 (Fire safety) of the of the London Plan 2021 highlights that fire safety of developments should be considered from the outset. How a building will function in terms of fire, emergency evacuation, and the safety of all users should be considered at the earliest possible stage to ensure the most successful outcomes are achieved, creating developments that are safe and that Londoners can have confidence living in and using.

6.12.2 Although the application is not a 'major' and therefore with no requirement to do so, the application was supported by a detailed Fire Safety Statement compiled by Mr Andrew O.M. Ballantyne BArch MEng CEng MIFireE PMSFPE, a Chartered Engineer registered with the Engineering Council by the Institute of Fire Engineers, and Full Member of the Institute of Fire Engineers (Member 00056660). The statement notes that:

"The building will be designed in accordance with the recommendations of BS 9991 [4], including further documents and standards referenced therein. This will be augmented by recent updates to Approved Document B – Volume 1: Dwellings (ADB) [5], being above and beyond the expectations of BS 9991. Fire engineering principles may be employed to support alternative solutions where strict adherence to BS 9991 guidance would conflict with the aspirations of the scheme.

In addition to building regulations requirements the dwellinghouses are to be fitted with an automatic fire detection system to meet Grade D1 Category LD2 in BS 5839-6 [6], This will include heat detection in the kitchen area, and smoke detection throughout living areas, hallways, and internal stairs.

The site will not feature sufficient road widths to allow a fire appliance to turn within the site, such that access is limited to the maximum of 20 m dead-end reversing distance. As such, this location is taken as the fire

appliance hardstanding position when considering the maximum hose laying distances. Consequently automatic suppression with a Category 2 sprinkler system to BS 9251 [8] would be required within Houses No.3 to No.6 as a minimum to support the extended hose laying distances from the fire appliance hardstanding”.

- 6.12.3 Whilst the application is not a major application and there is no requirement for a fire strategy to be submitted, the applicant has taken a proactive view on this scheme, especially given the constraints of the site. Any planning approval can be subject to a planning condition requiring that the development is in built in accordance with the submitted fire strategy and building regulations.

7. ENVIRONMENTAL IMPACT ASSESSMENT

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

8. LOCAL FINANCE CONSIDERATIONS

- 8.1.1 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.

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

9. CONCLUSION

- 9.1.1 The existing site is underused and provides an opportunity for a more dense redevelopment. The proposed development is considered to make good use of the site by creating 6 good quality family houses which respond satisfactory to the site and its context in terms of design, massing, height and layout. The design and siting of the proposed houses would ensure that the amenity of surrounding residential properties is preserved to a reasonable level.

- 9.1.2 The standard of accommodation proposed is considered to be good with each house exceeding minimum space standards, all habitable rooms receiving adequate levels of light and outlook and each house having suitable bin and bike storage facilities.

- 9.1.3 Transport impacts from the proposed development are considered to be modest with each house having its own car parking space and any overspill car parking being absorbed into the local highway network without causing adverse impact.

- 9.1.4 All other material planning considerations as set out in the report above are considered to be acceptable subject to planning conditions in some instances.

- 9.1.5 Officers consider that the proposal is acceptable in planning terms, subject to conditions and therefore the recommendation is for approval.

10. RECOMMENDATION

GRANT planning permission subject to conditions

1. Commencement - 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. Approved Plans - The development shall be undertaken in accordance with the following details: Site location plan and drawings 3213 BR-102E, 3213 BR-103E, 3213 BR-104E, 3213 BR-105E, 3213 BR-106E, 3213 BR-107D, 3213 BR-108E, 3213 BR-109E and 3213 BR-120F.

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

3. Materials - Prior to commencement of above ground works, full details and samples of all materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. Details must include a detailed schedule of materials, physical examples of materials from the manufacturer where appropriate, a photographic sample board, sample panels where appropriate and notwithstanding the submitted drawings, rendered drawings, elevations and sections at a scale of 1:20, showing details of window reveals, glazing type, framing, glazing bars, cills, soffits and brickwork detailing. The development shall be carried out only in accordance with the agreed details.

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. Surfacing - Prior to the commencement of above ground works, details of the surfacing of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, footpaths, hard and soft shall be submitted in writing for approval by the Local Planning Authority. No works that are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details have been approved and works to which this condition relates have been carried out in accordance with the approved details.

Reason: To ensure a satisfactory standard of development in accordance with the following Development Plan policies for Merton: policy 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.

5. Boundary Treatment - No development 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.

6. Removal of PD (Extensions/Alterations) - 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 dwellinghouse other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.
7. Removal of PD (Windows/Doors) - 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 window, door or other opening other than those expressly authorised by this permission shall be constructed in rear or flank elevations at the upper levels without planning permission first being obtained from the Local Planning Authority.
8. Obscured Glazing (Fixed Shut) - Before the development hereby permitted is first occupied, the staircase windows in the front elevation at first floor level shall be glazed with obscure glass and fixed shut and shall permanently maintained as such thereafter.
9. Refuse & Recycling (Details to be Submitted) - No development shall take place until a scheme for the storage of refuse and recycling has been submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the scheme has been approved, and the development shall not be occupied until the scheme has been approved and has been carried out in full. Those facilities and measures shall thereafter be retained for use at all times from the date of first occupation.
10. 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.
11. Construction Times - No demolition or construction work 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.
12. Landscaping - 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.

13. Hardstanding (Flooding) - 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.
14. Fire Strategy - The development shall be carried out in accordance with the provisions of the Fire Strategy Statement prepared by Mu.studio (dated 26th June 2023) and must fully comply with The Building Regulation 2010 (as amended) unless otherwise approved in writing by the Local Planning Authority.

Reason - To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.

15. Cycle Parking - Details to be Submitted - No development shall commence until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.

16. Refuse - 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 and to accord with Policies D3 and D6 of the London Plan 2021, Policy CS14 of the Core Planning Strategy 2011 and Policy DM D2 of the Sites and Policies Plan 2014.

17. Working Method Statement - 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.

18. Demolition and Construction Logistics Plan - Prior to the commencement of the development hereby permitted, a Demolition and Construction Logistics Plan (including a construction management plan in accordance with TfL guidance) shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented prior to the first occupation of the development hereby permitted and shall be so maintained for the duration of the use, unless the prior written approval of the Local Planning Authority is first obtained to any variation.

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.

19. Heat pumps - Any installation of external heat pumps shall be first subject a noise assessment which shall be submitted to the LPA for approval.

Reason: To protect the amenities of future occupiers and those in the local vicinity.

20. The works shall be undertaken in accordance with the findings and recommendations of the Preliminary Ecological Assessment and Preliminary Roosting Assessment compiled by Arbtech.

Reason: to protect and enhance the biodiversity of the development in the interest of nature conservation and to comply with the following development policies for Merton: policy G5 of the London plan 2021; policy CS13 of Merton's core planning strategy 2011 and policy DMO2 of Merton's sites and policies plan 2014.

21. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.London/>

Reason: To manage and prevent further deterioration of existing low quality air across London in accordance with London Plan policies GG3 and SI1, and NPPF 181.

22. External Lighting - Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary and in accordance with Institution of Lighting Professionals, The Reduction of Obtrusive Light Guidance Note 01/21.

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

Development Plan policies for Merton: policies DM D2 and DM EP4 of Merton's Sites and Polices Plan 2014.

23. Secured by Design - The development hereby permitted shall incorporate security measures to minimise the risk of crime and to meet the specific security needs of the development in accordance with Secured by Design. Details of these measures shall be submitted to and approved in writing by the local planning authority prior to commencement of the superstructure and shall be implemented in accordance with the approved details prior to occupation.

Reason: In order to achieve the principles and objectives of Secured by Design to improve community safety and crime prevention in accordance with Policy: Chapters 01B & 01C Merton New Local Plan, Policy D11 London Plan, Section 17 Crime and Disorder Act 1988 and National Planning Policy Framework (NPPF).

24. Secured by Design Certificate - Prior to occupation a Secured by Design final certificate or its equivalent from the South West Designing Out Crime office shall be submitted to and approved by the Local Planning Authority.

Reason - In order to achieve the principles and objectives of Secured by Design to provide a safer environment for future residents and visitors to the site and reduce the fear of crime in accordance with Policy: Chapters 01B & 01C Merton New Local Plan, Policy D11 London Plan, Section 17 Crime and Disorder Act 1988 and National Planning Policy Framework (NPPF)

25. Residential CO2 reductions and water use - No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the development has achieved CO2 reductions in accordance with those outlined in the energy statement (dated 20th June 2023) and wholesome 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 SI2 of the London Plan 2021 and Policy CS15 of Merton's Core Planning Strategy 2011.

26. Sustainable drainage system - 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 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 2l/s, with no less than 120.m3 of attenuation volume), in accordance with drainage hierarchy contained within the London Plan Policy (SI 13 and SPG) and the advice contained within the National SuDS Standards. For this development this will include onsite storage and permeable paving as part of the overall strategy and the drainage plans shall include pipe sizes and direction of flow.

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 SI 13

INFORMATIVES

27. Informative - The applicant is advised to check the requirements of the Party Wall Act 1996 relating to work on an existing wall shared with another property, building on the boundary with a neighbouring property, or excavating near a neighbouring building. Further information is available at the following link:

<http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/currentlegislation/partywallact>

28. Informative: No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777). No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.

29. Informative - 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.

30. Informative - Demolition of buildings should avoid the bird nesting and bat roosting season. This avoids disturbing birds and bats during a critical period and will assist in preventing possible contravention of the Wildlife and Countryside Act 1981, which seeks to protect nesting birds/bats and their nests/roosts. Buildings should also be inspected for bird nests and bat roosts prior to demolition. All species of bat in Britain and their roosts are afforded special protection under the Wildlife and Countryside act 1981. If bats are found, Natural England should be contacted for advice (tel: 020 7831 6922).

31. Informative - This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at the London Borough of Merton Street Naming and Numbering (Business Improvement Division)

Corporate Services
7th Floor, Merton Civic Centre
London Road
Morden
SM4 5DX
Email: street.naming@merton.gov.uk

32. Informative - It is Council policy for the Council's contractor to construct new vehicular accesses. The applicant should contact the Council's Highways Team on 020 8545 3829 prior to any work starting to arrange for this work to be done. If the applicant wishes to undertake this work the Council will require a deposit and the applicant will need to cover all the Council's costs (including supervision of the works). If the works are of a significant nature, a Section 278 Agreement (Highways Act 1980) will be required and the works must be carried out to the Council's specification.
33. Informative - 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.
34. Informative - 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.
35. Informative - Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015
36. Informative - A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
37. Informative - Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the

point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

38. Informative - No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).
39. Informative - No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.
40. Informative - No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777). No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.
41. Informative - In accordance with paragraph 38 of the NPPF, The London Borough of Merton (LBM) takes a positive and proactive approach to development proposals focused on solutions. LBM works with applicants/agents in a positive and proactive manner by:
 - i) Offering a pre-application advice and duty desk service.
 - ii) Where possible, suggesting solutions to secure a successful outcome.
 - iii) As appropriate, updating applicants/agents of any issues that may arise in the processing of their application.

In this instance:

 - i) The applicant/agent was provided with pre-application advice.
 - ii) The applicant was offered the opportunity to submit amended plans in order to make the proposal acceptable in planning terms.
 - iii) The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

NORTHGATE SE GIS Print Template



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Notes
 ORIGINAL SIZE 75MM
 DO NOT SCALE FROM THIS DRAWING
 ALL DIMENSIONS TO BE VERIFIED ON SITE BY CONTRACTOR
 PRIOR TO COMMENCEMENT OF ANY SHOP DRAWINGS AND
 ANY WORK ON SITE
 FOR ALL REFERENCES TO THE ARCHITECT IMMEDIATELY
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL
 RELATED ARCHITECT ENGINEERS DRAWINGS/ DETAILS AND
 ALL OTHER RELEVANT INFORMATION

KEY PLAN

READ IN CONJUNCTION WITH STRUCTURAL ENGINEERS
 DESIGN AND DETAILS

- Existing structure retained
- Existing structure to be removed
- Existing RC concrete structure
- New structure
- New wall linings
- New Brickwork
- New Blockwork 7kn lightweight thermal standard
- New Reinforced Concrete
- New Acoustic Partition or lining to AD-E1 and 2, Table 1b 43 dB Airborne
- New internal partition to 1/2 hour fire resistance and insulation standard
- Foul Drainage above ground
- Foul Drainage below ground
- Surface water Drainage above ground
- Surface water Drainage below ground
- Combined Drainage above ground
- Combined Drainage below ground
- Existing Radiators
- Emergency Exit Sign to BS 5499-1:2002
- 30min Fire Rated construction
- 60min Fire Rated construction
- Dry Riser
- DG 01 Door reference
- WG 01 Window reference
- SFI Sanitary fitting reference
- LCF1 Fixture and/or Fitting reference
- DG.../SC Self Closing FD30/60s door with self closer
- DG.../XLS Self Closing FD30/60s door to be kept locked shut
- Escape direction

KEY TO SERVICES

Recessed Ceiling Light	Heat Detector
Recessed Light	Wall Security Sensor & Motion Detector Light
Internal Wall Light	Julian Box
Downlight	Face and Switch
Wall Light	TV Case Sky remote
External Wall Light	WC Case
Washbasin	Car 4
4 Double Sockets	Security Panel
Alarm Panel	Single Street Light
Light switch	LED Strip Lighting
Control Light switch	Smoke Detector
Alarm	Light Alarm
New Ceiling Fan	Control Change below ground
Recessed	New Radiator
Video Entry System	Blank Panel
Central Vacuum Audio	Recessed Light Fitting
Sound Settings	Blank Head Light
Video Door	Alarm Box at High Level
Video Sensor	Recessed Light
Shower (Security)	Front Air Coil
Control Fan - sensor T	Control Sensor
LED Downlight	Blank Sub
Fan Coil	Shower Controls
Control Socket	In-Room Wall Light
Car 4	Low Voltage Light Control
Control Heater	Blank Choke
Fan Coil Unit	Fire Alarm
	Shower - electric switch
	Control Fan Unit
	Blank
	Blank Air Source Heat Pump

COLOUR CODE FOR SERVICES
 PROPOSED ■ EXISTING ■ REMOVED ■

Planning Set
 (General Arrangement)
 EXISTING SITE AREA = 1786m²

Revisions
 A B C D E F G H I J K

14.05.22 Rev. A - General Amendments
 18.07.22 Rev. B - Neighbouring No.62 site area added. House Nos increased to 7 units. General Amendments
 24.02.23 Rev. C - Proposed scheme has been redesigned based on pre-application advice received on 20/02/23. General Revision
 20.04.23 Rev. D - Roof gables changed to hip Solar Roofs General Revision
 15.02.24 Rev. E - Parking layout changed as per officer's request. General Revision

Client
 LINCOLN ASSET HOLDINGS LTD.

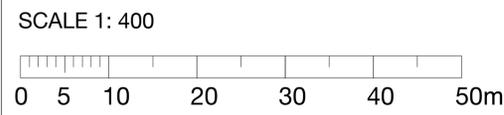
Project
 58-60 Haynt Walk Mews
 Raynes Park
 SW20 9NX

Drawing Title
 Proposed Site (Block) Plan
 Perimeter Streetscape views to the Proposed Site

Scale
 1:400 @ A1 1:800 @ A3 Date
 Apr. 2022

Architectural & Design Consultants
 Studio A, 32 Murray Road, Richmond, Surrey TW10 7QG
 adam@volute3.com T: 020 8 332 2332

Job No. HWM/3213 Drawing No. 3213 BR-102E
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