

## PLANNING APPLICATIONS COMMITTEE 15 September 2016

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	16/P0219	29/02/2016
<b>Address/Site:</b>	Garages rear of 4 Cavendish Road Colliers Wood London SW19 2EY	
<b>Ward:</b>	Colliers Wood	
<b>Proposal:</b>	Demolition of existing garage block and erection on site of a two storey 2 bed dwellinghouse with basement level and cycle parking	
<b>Drawing No.'s:</b>	<b>Location Plan, CAV4b 2.001E (existing and proposed site plans), CAV4b 2.002D (proposed plans), CAV4b 4.002C (proposed elevations &amp; section).</b> and documents: <ul style="list-style-type: none"><li>- <b>Planning, Design and Access Statement by Grainger Planning Associates Ltd dated Jan 2016; and</b></li><li>- <b>Construction Method Statement by Glencross &amp; Hudson Ltd dated 29<sup>th</sup> February 2016.</b></li></ul>	
<b>Contact Officer:</b>	Shaun Hamilton (020 8545 3300)	

---

### RECOMMENDATION

**Grant planning permission subject s106 legal agreement and conditions.**

---

### CHECKLIST INFORMATION

- S106: Yes – permit free.
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: No
- Design Review Panel consulted: No
- Number of neighbours consulted: 18
- External consultations: 0
- Controlled Parking Zone: Yes
- Flood zone: No
- Conservation Area: No
- Listed building: No
- Protected Trees: 0
- Public Transport Access Level: 6a (excellent)

**1. INTRODUCTION**

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

**2. SITE AND SURROUNDINGS**

- 2.1 The application site is located at the rear of number 4 Cavendish Road, SW19 which is located on the southern side of the road. The site is occupied by a two storey detached building, which has been converted to 5 no flats in conjunction with a rear extension. To the rear of the building are two private gardens areas belonging to two of the flats – these are fenced and extend approx.. half the length of the property.

- 2.2 To the side of the building is a vehicular access way which leads to a vehicle parking area and the garages to the rear of the site.

- 2.3 The garages are located to the rear of the site and comprise 4 bays with garage doors and are of approx. 2.2m in height.

**3. CURRENT PROPOSAL**

- 3.1 This application seeks planning permission for the redevelopment of this garage area to provide a 2 double bedroom split level residential unit following the removal of the existing garages on site.

- 3.2 The proposed residential unit would involve the excavation of basement level, including that of a sunken patio area. At the ground floor (upper) level the kitchen, living and WC would be provided. At the basement (lower) level two double sized bedrooms (one with en-suite) and a full bathroom would be provided.

- 3.3 It is proposed that the residential unit would be sunken below the existing ground floor level, meaning that even at the ground floor (upper) level there would be steps down from the driveway. As a result, the proposed building would appear to be of the same height as the existing garages.

- 3.4 The sunken patio area would be approx. 6.5m deep providing a garden area of approx. 41.9m<sup>2</sup>. A balcony area would be provided at the ground (upper) floor level and would have steps looping around to provide direct access to the sunken patio level with would be at basement level.

- 3.5 Windows would be along the front elevation with skylights supplied in the upper level.

- 3.6 Refuse and cycle storage would be provided in a convenient location near the front door of the property.

- 3.7 It is proposed that the unit would be car free.

**4. PLANNING HISTORY**

87/P0157 - CONVERSION OF PREMISES FROM NINE NON SELF-CONTAINED BEDSITS TO FOUR SELF-CONTAINED ONE BEDROOM FLATS AND ONE SELF-CONTAINED STUDIO FLAT TOGETHER WITH FIVE GARAGES - Grant Permission (subject to conditions) 07-04-1987

**5. CONSULTATION**

- 5.1 Public

Letters were sent to neighbouring properties and a site notice was put up outside the application property. Five objections were received and are summarised as follows:

*Quality of accommodation*

- *Would fail to provide a suitable standard of accommodation.*
- *Cramped environment.*
- *Minimal source of natural light.*
- *The site can't accommodate a 6.5m sunken patio due to the leaseholders' right to 5 no car parking spaces which wouldn't be able to fit – remaining depth would only be approx. 3m for the sunken patio/light well.*
  - o *Would significantly reduce the level of light to the proposed unit.*

*Parking standards*

- *Each of the leaseholders of the main building have in their lease the right to 1 car parking space to the rear – total of 5 car parking spaces.*
- *Size of the sunken patio extending into the car parking area for these parking spaces would be insufficient and therefore contravene the leases for the 5 flats of the main building.*

*Utility infrastructure*

- *No provision in proposal as to how waste and sewage are to be managed.*
- *Would object to any sharing of pipes.*

*Refuse collection*

- *Current leaseholders use recycling boxes in the front of the property. Residents of the new property would not be permitted to place a recycle box in the front garden of Flat 1. Permission has not been requested and would not be granted.*

*Building works*

- *The proposal would involve substantial building works.*
- *Noise, vibration, dust and air and light pollution affecting the amenity of neighbouring properties.*
- *No detail as to how the excavated earth would be removed.*
- *Construction method statement should be submitted.*
- *Would not want parking bay provision of existing flats to be interrupted in any way during construction.*

*Reduction in privacy.*

*Impacts on sense of enclosure for neighbouring properties.*

*Loss of green and mature trees.*

*Detrimental to the quality and character of neighbouring properties and the area.*

*Officer response:*

- *Ownership issues and the rights to parking areas or whether the applicant has the right to construct a building of the proposed dimensions and basement level patio extending into the current parking area is not a planning issue. This is a legal/ownership issue between the freeholder and leaseholders and as such is not considered further in this report.*
- *Construction issues are not a planning issue, however as the application involves the creation of a basement level a Construction Method Statement, in accordance with Council policy has been submitted with the application which has been prepared by a Chartered Civil Engineer.*
- *For other points raised please refer to the planning considerations section of this report.*

## 5.2 Internal:

### Environmental Health

- No objection outlined, but conditions recommended in relation to
  - o Noise; and
  - o External lighting
  - o Contaminated land.

### Officer response:

- Noted – the recommended conditions have been included.

### Transport Planning - comments summarised as follows:

- PTAL 6a in a controlled parking zone.
- Distance for fire brigade access – the proposed development looks to be greater than 45 metres from Cavendish Road unless the applicant can prove a fire engine can fit down the access road and the width of the access road is no less than 2.75 metres. If it can't and it is deemed to be greater than 45 metres in distance then they will have to approach the fire brigade to consider the provision of a fire hydrant.
- Cycle parking – 2 spaces is in accordance with the London Plan – the provision needs to be secure and covered however and I would recommend a double cycle locker or cycle storage box.
- Parking provision – as the site is in a high PTAL area and within a controlled parking zone then the zero off street parking provision is acceptable and will need to be secured as a unilateral undertaking. The applicant will need to state how the existing car parking will be managed to ensure that it is not misused and parked in by the occupants of the new property.
- Construction – access to the site will be difficult because of the narrow width of the access road suggesting that loading and unloading activity and storage or skips and waste may have to take place on Cavendish Road. As this is a residential nature in character a Construction Traffic Mgt Plan will need to be conditioned. The CTMP will need to state how neighbours will be consulted and that loading and servicing will avoid peak traffic times.

### Officer response:

- Noted. A fire hydrant will now be incorporated into the scheme.
- Cycle parking provision for two cycles is provided.
- The permission is subject to a s106 legal agreement restricting future occupiers from obtaining parking permits.
- The recommended conditions have been included.

### Flood risk engineer

- I have reviewed these updated drawings. The revised plans show an area of permeable paving to be installed in front of the basement area, excluding the parking places (x5) and the main access road to the side of No. 4 Cavendish. In addition, to reduce the risk to the basement area flooding if the car park area surcharges, there is now an upstand of 220mm to help prevent flows from entering the basement. The basement includes a sump/pump arrangement.
- I am concerned that there are no drainage calculations to support the drainage design and this would specify the total volume of storage required and stipulate the final discharge rate. This is a normal requirement in accordance with DM F2 and the London Plan 5.13. However, in this instance

- this could be provided by way of condition if you are minded to grant.
- Conditions recommended in regards to potential impact of groundwater egress and surface water drainage.

Officer response:

- Noted.
- The recommended conditions have been included.

## **6. POLICY CONTEXT**

### **6.1 NPPF - National Planning Policy Framework (2012):**

- 6. Delivering a wide choice of quality homes.
- 7. Requiring good design.

### **6.2 London Plan (2015)**

Relevant policies include:

- 3.3 Increasing housing supply
- 3.5 Quality and design of housing developments
- 3.11 Affordable Housing Targets
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.17 Waste Capacity
- 6.9 Cycling
- 7.1 Lifetime Neighbourhoods
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 8.2 Planning Obligations

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

Relevant policies include:

- CS 8 Housing choice
- CS 9 Housing provision
- CS 11 Infrastructure
- CS 13 Open space and leisure
- CS 14 Design
- CS 15 Climate change
- CS 17 Waste management
- CS 18 Transport
- CS 20 Parking servicing and delivery

### **6.4 Merton Sites and Policies Plan – 2014 (SPP)**

Relevant policies include:

- DM H2 Housing mix
- DM H3 Support for affordable housing
- DM D1 Urban Design
- DM D2 Design considerations
- DM D3 Alterations and extensions to existing buildings
- DM T2 Transport impacts of development
- DM T3 Car parking and servicing standards
- DM T4 Transport infrastructure

### **6.5 Supplementary planning considerations**

- London Housing SPG – 2012
- Merton Design SPG – 2004

## **7. PLANNING CONSIDERATIONS**

### **7.1 Key planning considerations:**

- Principle of development
- Design and impact upon the character and appearance of the area
- Impact upon neighbouring amenity
- Standard of accommodation
- Transport and parking
- Refuse storage and collection
- Cycle storage
- Flooding
- Development contributions

### **Principle of development**

7.2 Policy 3.3 of the London Plan 2015 states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher densities.

7.3 Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space.

7.4 The National Planning Policy Framework (2012) and London Plan (2015) policies 3.3 & 3.5 promote sustainable development that encourages the development of additional dwellings in locations with good public transport accessibility. The site has a PTAL rating of 6a which is considered to be excellent and is located in an area surrounded by residential uses and is in close proximity to key transportation hubs. It is considered that the principle of development for more intensive residential development of the site to be acceptable, subject to compliance with the relevant policies in the London Plan (2015), Merton's LDF Core Strategy (2011), Merton's Sites and Policies Plan (2014) and supplementary planning guidance documents.

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

7.5 London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policy DMD2 require well designed proposals that will respect the appearance, materials, scale, bulk, proportions and character of the original building and their surroundings.

7.6 The site comprises an existing garage located to the rear of number 4 Cavendish Road and the area in front of this garage. Being located to the rear of the site it is not considered that the proposed development would have a detrimental impact on the streetscene.

7.7 The proposed demolition of this garage/store would be replaced with a two storey building of the same footprint. A 6.5m deep area to the front of the property would be provided as a sunken patio area which would predominantly be at basement level, but also provide a balcony and staircase providing direct access to the upper level. The bulk of the building above the current ground floor level would therefore be of approximately the same dimensions as the existing garages.

7.8 In conclusion, the design, scale, layout and appearance of the proposed development is acceptable considering the local context.

### **Impact upon neighbouring amenity**

- 7.9 SPP policy DM D2 states that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of loss of light, quality of living conditions, privacy, visual intrusion and noise.
- 7.10 Number 4 Cavendish Road is a property which has been converted into 5 flats. It is located closer to the road, to the north of the garages portion of the site for which this application relates. It was noted during the site visit undertaken that the rear gardens of these properties have 1.8m high (approx.) close boarded fencing. These fences would still be separated from the proposed development by approx. 10m. As such, it is not considered that the proposed building and associated basement level patio area would result in any detrimental amenity impacts for any of the flats of number 4 Cavendish Road.
- 7.11 Number 6 Cavendish Road is located directly to the east of the application site. This neighbouring property has an outbuilding to the rear of the site which is close to the boundary with the application property. The proposed development would involve a building that is approximately the same height above current ground level as the existing garages. Floor levels would be lowered further and taking into account the existing fence height (approx. 1.8m) it is not considered that there would be any detrimental amenity impacts on this neighbouring property in terms of loss of light, overshadowing or outlook.
- 7.12 Numbers 3, 5 and 7 North Gardens have rear gardens that adjoin the application site to the rear. An obscure glazed window in the rear elevation of the proposed building was removed through the application process. The proposed building when viewed from this neighbouring property would be of approximately the same bulk and height above ground as the existing garages building. Therefore, with this in mind it is not considered that the proposed development would result in any further detrimental amenity impacts in terms of loss of light, overshadowing, outlook or overlooking when compared to the existing situation.
- 7.13 To the west of the application site is the Cavendish House development, the closest portion of which would be a three storey block of 6 flats. Again, in relation to this neighbouring property the building proposed above the existing ground level would be no higher than the existing garages. As such, it is not considered that this would result in a detrimental impact for the amenity of future Cavendish House development residents.
- 7.14 Overall it is not considered that the proposed development would result in an unacceptable impact on outlook for neighbouring properties in terms of loss of light, overshadowing, outlook or loss of privacy.

#### Standard of accommodation

- 7.15 Policy 3.5 of the London Plan 2015 states that housing developments should be of the highest quality internally and externally and should ensure that new development reflects the minimum internal space standards (specified as Gross Internal Areas - GIA) as set out in Table 3.3 of the London Plan (Table 3.3). Table 3.3 (as amended in the Housing Standards Minor Alterations to the London Plan – March 2016) provides a comprehensive detail of minimum space standards for new development with.

Table 1: Section of table in Table 3.3 of the London Plan

Number of bedrooms	Number of bed spaces	Minimum GIA (m <sup>2</sup> )			Built-in storage (m <sup>2</sup> )
		1 storey	2 storey	3 storey	

		dwelling	dwelling	dwelling	
1b	1p	39 (37)			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		

- 7.16 The proposed residential unit is a 2 bedroom, 4 person unit that would be split over two levels – required 79sqm GIA. The GIA of the proposed unit is 99sqm and therefore easily satisfies this requirement.
- 7.17 The upper level forms the kitchen, living and dining areas with additional wc. This level has windows facing out to the proposed sunken patio area and has direct access to a balcony from the living area with further steps down to the larger basement-level patio. Rooflights are incorporated above the wc and the kitchen/living areas. This is considered appropriate given the northern orientation of the proposed unit and so as to maximise natural light. With the above in mind it is considered that the lower level will benefit from adequate levels of natural light.
- 7.18 The lower level would accommodate two general sized double bedrooms (one with ensuite) and an additional full bathroom. Although at basement level, when taking into account the 6.5m sunken patio area to the front of these habitable rooms it is considered that adequate levels of natural light would be obtained.
- 7.19 In accordance with London Plan Housing SPG standards, all floor to ceiling heights are a minimum of 2.3m for at least 75% of the internal floor area. Both the proposed lower and upper levels of the proposed unit would have floor to ceiling heights of 2.45m and is therefore acceptable in this regard.
- 7.20 In accordance with the London Housing SPG, the Council's Sites and Policies Plan states that there should be 5sq.m of external space provided for 1 and 2 bedroom flats with an extra square metre provided for each additional bed space. Although not technically a flat, given the size being 2 bedroom (i.e. a non-family sized unit) and the excellent PTAL value of the site, it is considered acceptable in this instance for outdoor amenity space requirements to be assessed on the basis of a flatted development. The proposed sunken terrace area would have an area of approx. 41sqm. As such, for the requirements of a 2 bedroom flat the provision of private outdoor amenity space is considered acceptable.
- 7.21 It is considered that the proposed unit would offer an acceptable standard of living for any future occupants.

#### Transport and parking

- 7.22 Core Strategy policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, on street parking or traffic management.
- 7.23 The proposed unit is intended to be car-free. Given the high PTAL rating of 6A and being located within a CPZ, it is considered that this approach is appropriate. The applicant has agreed to the restricting of future occupiers from obtaining parking permits within the CPZ which will be secured via s106 legal agreement. The application was reviewed by Merton's Transport Planning Advisor who was supportive of the car-free nature of the proposed development.



- 7.24 Several objections from leaseholders of flats within number 4 Cavendish Road outlined that the proposed development would not leave enough space for their respective car parking spaces. It is advised that this is not a planning matter, and aspects pertaining to leases are a legal issue between the two parties. This aspect is not therefore commented on further.

Refuse storage and collection

- 7.25 Appropriate refuse storage has been proposed close to the front door which is considered to be in accordance with policy 5.17 of the London Plan and policy CS 17 of the Core Strategy. A condition requiring implementation has been imposed on the development for completeness.

Cycle storage

- 7.26 Cycle storage is required for new development in accordance with London Plan policy 6.9 and table 6.3 and Core Strategy policy CS 18. Cycle storage should be secure, sheltered and adequately lit; for a development of the nature proposed, 2 cycle storage spaces would be required.
- 7.27 Cycle storage space has been provided next to the front entranceway, adjacent to the above mentioned refuse storage area. The level of provision is considered acceptable given the size of the proposed residential unit. A condition requiring implementation has been imposed on the development for completeness.

Flooding

- 7.28 Policies DM F1 and DM F2 of Merton's Sites and Policies Plan and policy CS.16 of the Core Strategy seeks to ensure that development will not have an adverse impact on flooding and that there would be no adverse impacts on essential community infrastructure.
- 7.29 Merton's Flood Risk Engineer has reviewed the application and in regards to surface water runoff impacts, and following amendments to the scheme and provision of further information has raised no objection to the proposal – subject to appropriate conditions being imposed on the development. These conditions have been included.

Sustainability

- 7.30 On 25 March the Government issued a statement setting out steps it is taking to streamline the planning system. Relevant to the proposals, the subject of this application, are changes in respect of sustainable design and construction, energy efficiency and forthcoming changes to the Building Regulations. The Deregulation Act was given the Royal Assent on 26 March. Amongst its provisions is the withdrawal of the Code for Sustainable Homes.
- 7.31 Until amendments to the Building Regulations come into effect the Government expects local planning authorities to not to set conditions with requirements above Code level 4 equivalent compliance. Where there is an existing plan policy which references the Code for sustainable Homes, the Government has also stated that authorities may continue to apply a requirement for a water efficiency standard equivalent to the new national technical standard.
- 7.32 In light of the Government's statement and changes to the national planning framework it is recommended that conditions are not attached requiring full compliance with Code Level 4 but are attached so as to ensure that the dwelling is designed and constructed to achieve CO2 reduction standards and water consumption standards equivalent to Code for Sustainable Homes Level 4.

- 7.33 A condition requiring compliance has been included.

Developer contributions

- 7.30 The proposed development would be subject to payment of the Merton Community Infrastructure Levy and the Mayor of London's Community Infrastructure Levy (CIL).

**8. CONCLUSION**

- 8.1 It is considered that the proposal is of a suitable layout, height, scale and design which would not harm the amenities of neighbouring residents or the character and appearance of the area. The development would provide an acceptable quality of living accommodation for future occupants. The proposal would not have a detrimental impact on highway safety or parking pressure – being further secured via the restricting of future occupiers from obtaining parking permits as per the s106 legal agreement. The proposal would accord with the relevant National, Strategic and Local Planning policies and guidance and approval could reasonably be granted in this case. It is not considered that there are any other material considerations, which would warrant a refusal of the application.

The application is therefore recommended for approval subject to s106 legal agreement and appropriate conditions.

**RECOMMENDATION**

**Grant planning permission subject to planning conditions and the completion of a S106 agreement covering the following heads of terms:**

1. Future occupiers of both of the proposed residential units are restricted from obtaining residents parking permits for the CPZ.
2. The developer agreeing to meet the Council's costs of preparing [including legal fees] the Section 106 Obligations.
3. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations.

And subject to conditions:

**Conditions**

1. A1: The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.
2. A7: The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan, CAV4b 2.001E (existing and proposed site plans), CAV4b 2.002D (proposed plans), CAV4b 4.002C (proposed elevations & section).  
and documents:
  - Planning, Design and Access Statement by Grainger Planning Associates Ltd dated Jan 2016; and
  - Construction Method Statement by Glencross & Hudson Ltd dated 29<sup>th</sup> February 2016.
3. B1: No development shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors (notwithstanding any materials specified in

the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details.

4. C07: The development hereby approved shall not be occupied until the refuse and recycling storage facilities shown on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.
5. C08: 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.
6. H07: The development hereby permitted shall not be occupied until the cycle parking shown on the plans hereby approved has been provided and made available for use. These facilities shall be retained for the occupants of and visitors to the development at all times.
7. D11: No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.
8. Non-Standard Condition: No part of the development hereby approved shall be occupied until evidence has been submitted to the council confirming that the development has achieved not less than the CO2 reductions (ENE1), internal water usage (WAT1) standards equivalent to Code for Sustainable Homes Level 4.

Evidence requirements are detailed in the "Schedule of Evidence Required" for Post Construction Stage from Ene1 & Wat1 of the Code for Sustainable Homes Technical Guide (2013). Evidence to demonstrate a 19% reduction compared to 2013 part L regulations and internal water usage rates of 105l/p/day must be submitted to, and acknowledged in writing by the Local Planning Authority, unless otherwise agreed in writing.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: Policy 5.2 of the London Plan 2015 and Policy CS15 of Merton's Core Planning Strategy 2011.

9. No development approved by this permission shall be commenced until a scheme to reduce the potential impact of groundwater ingress both to and from the proposed development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall address the risks both during and post construction as highlighted in the submitted CMS.

Reason: To ensure the risk of groundwater ingress to and from the development is managed appropriately and to reduce the risk of flooding in compliance with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policies, DM D2 and DM F2 of Merton's Sites and Policies Plan 2014.

10. No development approved by this permission shall be commenced until a detailed scheme for the provision of surface water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. The final drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards. Where a sustainable drainage scheme is to be provided, the submitted details shall:
- i. *provide information about the design storm period and intensity, the method employed to delay (attenuate) and control the rate of surface water discharged from the site at a maximum rate of 5 l/s. Appropriate measures must be taken to prevent pollution of the receiving groundwater and/or surface waters;*
  - ii. *include a timetable for its implementation; and*
  - iii. *provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.*

Reason: To ensure that the development does not have a detrimental impact on surface water runoff in the vicinity in accordance with policies 5.12 and 5.13 of the London Plan (2015), policy CS16 of the Core Strategy (2011) and policies DM D2 and DM F2 of Merton's Sites and Policies Plan 2014

11. Due to the close proximity of the proposed development to the existing tube line, a noise survey undertaken by a competent person is to be undertaken having regard to all relevant planning guidance, codes of practice and British Standards for the investigation of ground borne noise and vibration.

The survey shall include recommendations and appropriate remedial measures and actions to minimise the impact of noise/vibration on the development. A scheme for sound insulation and noise/vibration control measures shall be submitted for the Council's approval and implemented to the satisfaction of the Council, prior to the occupation of the residential properties.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties

12. Any external lighting, associated with new development, shall be positioned and angled to prevent any light spillage or glare that will affect any existing or new residential premises

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties.

13. If during construction works contamination is encountered The Council's Environmental Health Section shall be notified immediately and no further development shall take place until remediation proposals (detailing all investigative works and sampling, together with the results of analysis, risk assessment to any receptors and proposed remediation strategy detailing proposals for remediation) have been submitted to and approved by the Local Planning Authority This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To safeguard the amenities of the area and the occupiers of the properties.

14. The development hereby approved shall not be commenced until a Demolition and Construction Management Plan (DCMP) has been submitted to and approved by the Local Planning Authority. The development will be undertaken in full accordance with this approved plan unless the prior written approval of the Local Planning Authority is first obtained.

Reason: To ensure that the structural stability is safeguarded and neighbourhood amenity is not harmed at any stage by the development proposal in accordance with policy DM D2 of Merton's Sites and Policies Plan (2014).

15. Development shall not commence until a Construction Traffic Management Plan has been submitted to and is approved in writing by the Local Planning Authority to accommodate:

- parking of vehicles of site workers and visitors;
- loading and unloading of plant and materials
- storage of construction plant and materials;
- wheel cleaning facilities;
- control of dust, smell and other effluvia;
- control of surface water runoff.

No development shall be carried out unless in full accordance with the approved Construction Traffic Management Plan.

Reason: In the interest of vehicle and pedestrian safety and the amenities of neighbouring occupiers and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan (2015), policy CS 20 of Merton's Core Planning Strategy (2011) and policy DM T2 of Merton's Sites and Policies Plan (2014).

#### **Informatives:**

Note To Applicant - Scheme Amended During Application Lifecycle

---

Please [click here](#) for full plans and documents related to this application.

Note these web pages may be slow to load

This page is intentionally left blank