

PLANNING APPLICATIONS COMMITTEE 15 September 2016

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	16/P1210	08/04/2016
Address/Site:	443-447 Commonside East Mitcham Surrey CR4 1HJ	
Ward:	Pollards Hill	
Proposal:	DEMOLITION OF EXISTING BLOCK OF FLATS AND THE ERECTION OF 6 X 2 BEDROOM TERRACED RESIDENTIAL DWELLINGS WITH ASSOCIATED PARKING, AMENITY SPACE, CYCLE STORAGE AND REFUSE STORAGE PROVISION.	
Drawing No.'s:	SK00 Rev A (site location plan), SK03 Rev E (site plan), SK05 Rev A (general arrangement plans – ground and first floor), SK04 Rev G (elevations), SK01 Rev E (floor plans), SK10 Rev C (house 6 – floor plans), 25045-700 Ver 1 (vehicle tracking 1 of 3), 25045-701 Ver 1 (vehicle tracking 2 of 3), 25045-702 Ver 1 (vehicle tracking 3 of 3). And documents: Design and Access Statement March 2016 – Commonside East by Frank Reynolds Architects.	
Contact Officer:	Shaun Hamilton (020 8545 3300)	

RECOMMENDATION

Grant planning permission subject to s106 legal agreement and conditions.

CHECKLIST INFORMATION

- S106: Yes – permission would be subject to s106 legal agreement relating to affordable housing.
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice(s): No
- Site notice(s): Yes
 - Standard
- Design Review Panel consulted: No
- Number of neighbours consulted: 25
- External consultations: 0
- Controlled Parking Zone: No
- Flood zone: No
- Conservation Area: No

- Listed building: No
- Protected Trees: 0
- Public Transport Access Level: 1B

1. INTRODUCTION

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

2. SITE AND SURROUNDINGS

- 2.1 The application site is located at 443-447 Commonside East, Mitcham, CR4 1HJ which is located along a private access way with egress onto both Commonside East and New Barnes Avenue. As such, the application site has limited visibility from all nearby public spaces. There are outdoor open spaces nearby, notably Mitcham Common which is located nearby and is within 100m walking distance.
- 2.2 To the north of the application site are allotment gardens. To the west of the application site is a large bungalow on a large plot, the building of which is located near to the boundary line. To the east of the application site are terraced dwellinghouses accessed off New Barnes Avenue, with the rear gardens of these properties abutting the application site. Terraced dwellinghouses are also located to the south of the application site, with the rear gardens of these properties backing onto the accessway via which the application site is accessed. The majority of these houses located to the south have garages/outbuildings to the rear of their rear gardens, with several of these also opening out onto the accessway.
- 2.3 The existing building on the application site is a terrace of cottages that vary in appearance and pre-date other dwellinghouses nearby. This two-storey building currently accommodates 4 one bedroom units. As discussed during the pre-application meeting it was outlined by the applicant that the existing building is in a poor state of repair, and is of a quality of accommodation that is hard to fill.
- 2.4 The plot itself is wider at the front of the site which opens out onto the accessway and then narrows to the rear.
- 2.5 The site is not located within a Controlled parking Zone (CPZ) and has a public transport access level (PTAL) of 1B (1 being poor and 6 being excellent) and as such is considered to be poorly served by public transportation.
- 2.6 The site is not located within a Conservation Area nor is it a Listed Building and there are no tree protection orders.

3. CURRENT PROPOSAL

- 3.1 Planning permission is sought for the proposed development of the application site by Wandle Housing Association (the Applicant) to provide a terrace with 6 two bedroom residential units following the demolition of the existing building. The proposal incorporates private amenity space for each residential unit and the provision of 6 off-street car parking spaces and refuse storage provision.
- 3.2 The proposed terrace would be slightly stepped and orientated approximately north to south with rear gardens on the western side of the terrace and a car parking and a communal garden area on the eastern side. Each of the proposed residential units would have a dual pitched roof with a gable end at the front elevation.

4. PLANNING HISTORY

00/P2266 - Change of use of part of ground floor residential accommodation to form a single office/meeting room (sui generis) - Grant planning permission subject to Conditions

MER1284/73(O) - Outline application for 3/4 bedroom dwelling house and three garages involving demolition of existing house - Refuse Permission

MER706/76 - Conversion of three cottages (443, 445, 447) to form four self-contained flats with communal garden - Grant planning permission subject to Conditions

5. CONSULTATION

5.1 Public consultation

Public consultation was undertaken by way of post and a site notice. Seven objections were received and are summarised as follows:

- Was told there was a preservation order on the existing building.
- Will most definitely have an amenity impact on neighbouring properties.

Outlook

- Will completely destroy the outlook of neighbouring properties.

Overlooking

- New houses will directly overlook those existing properties of New Barnes Avenue.
- Overlooking to neighbouring properties from first floor rear and forwards facing windows.

Congestion

- Already issues with congestions and finding car parking spaces.
- Great that each unit would have a car parking space.
- No provision for visitor parking though.
- Most residents have more than one car.
- Will worsen the area as evidences by the impact from the meadows development at Windmill Road.

Communal Refuse area

- Located close to existing neighbouring properties.
- Impacts of smell etc on usability of rear gardens.

Construction effects

- Disruption
- Noise and dust as a result of construction.
- Safety issues with construction traffic
- Impacts/ damage to neighbouring property such as fences.
- Timing of building works
- Access way is very narrow meaning construction vehicles wouldn't be able to enter.
- Weight restriction on the accessway of 2 tonnes.

Boundary fencing

- Maintenance
- Size
- Ownership

Safety

- School children in the area.

- Having a parking area to the rear of properties will increase the prospect of burglaries being undertaken.

Drainage

- Increase in hard surfacing of the site.

Access

- Ownership of the accessway needs to be resolved.
- Sewage, water, gas and electricity all run under the right of way.
- The applicant does not own the accessway and therefore does not have the right to upgrade it as currently proposed.
- The applicant has never contributed anything towards the maintenance of the accessway / right of way.
- Emergence services would not be able to access the site.

Officer response

- Please refer to the planning considerations section of this report.

5.2 External:

Designing Out Crime Officer

- Undertook discussions with the applicant - Recommendations included:
 - o Improvements to the route including surfacing, demarcations for pedestrian safety, and appropriate lighting to BS5489:2013.
 - o The communal cycle storage should be securable and fitted with structures that allow cycles to attach by both wheels and crossbar.
- Overall the layout and design of the houses and car park is acceptable towards Secure by Design.

Officer response:

- Noted. Upgrading of the accessway has been secured via condition.

5.3 Internal responses

Transport Planning

- Following extensive amendments and revisions to the car parking area and provision of tracking diagrams Transport Planning confirmed that they have no objection to the scheme, subject to appropriate conditions.
- Recommended conditions in relation to electric vehicle charging points, Construction Management Plan, upgrading to the accessway and provision of fire hydrant/dry riser.

Officer response:

Noted: 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:

- 2.6 Outer London: Vision and strategy
- 2.8 Outer London: Transport
- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice

- 3.9 Mixed and balanced communities
 - 3.11 Affordable housing targets
 - 3.13 Affordable housing thresholds
 - 5.1 Climate change mitigation
 - 5.2 Minimising carbon dioxide emissions
 - 5.3 Sustainable design and construction
 - 5.7 Renewable energy
 - 5.10 Urban greening
 - 5.13 Sustainable drainage
 - 5.17 Waste capacity
 - 6.3 Assessing the effects of development on transport capacity
 - 6.5 Funding Crossrail and other strategically important transport infrastructure
 - 6.9 Cycling
 - 6.11 Smoothing traffic flow and easing congestion
 - 6.12 Road network capacity
 - 6.13 Parking
 - 7.1 Lifetime neighbourhoods
 - 7.2 An Inclusive environment
 - 7.3 Designing out crime
 - 7.4 Local character
 - 7.5 Public realm
 - 7.6 Architecture
 - 7.14 Improving air quality
 - 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
 - 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 13 Open space and leisure
 - CS 14 Design
 - CS 15 Climate change
 - CS 17 Waste management
 - CS 18 Transport
 - CS 19 Public transport
 - CS 20 Parking servicing and delivery
- 6.4 Merton Sites and Policies Plan – 2014 (SPP)
 Relevant policies include:
- DM H2 Housing mix
 - DM H3 Support for affordable housing
 - DM D1 Urban Design
 - DM D2 Design considerations
 - DM O1 Open space
 - DM O2 Trees, hedges and landscape features
 - DM EP2 Reducing and mitigating noise
 - DM T1 Support for sustainable travel and active travel
 - 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
- Affordable housing
- 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
- Sustainability
- Developer 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 and that the Council will work with housing providers to provide a minimum of 4,107 additional homes [411 new dwellings annually] between 2015 and 2025.
- 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. This should meet the needs of all sectors of the community and include the provision of family sized and smaller housing units. The site is currently used for residential purposes. Therefore, the proposed intensification of residential use at the site is considered acceptable subject to compliance with the relevant London Plan policies, Merton Local Development Framework Core Strategy, Merton Sites and Policies Plan and supplementary planning documents.

Affordable Housing

- 7.4 Core Strategy policies CS.8 also outlines provisions for affordable housing in line with the relevant provisions of policies 3.11 and 3.13 of the London Plan (2015). The proposed development is for provision of less than 10 units and therefore limits the applicability of this policy. However, as the existing 4 no studio/one-bedroom units are all affordable housing units, Council considers that an equivalent quantum of floorspace provision as affordable housing is appropriate.
- 7.5 It is proposed that two out of the proposed 6 two-bedroom units would be affordable housing, comprising 168m² of floorspace. One of these would be designated for affordable rent, with the other being for shared ownership. Taking into account the size and current condition of the existing residential units, the quality of the proposed residential units and that the applicant is an affordable housing provider, it is considered that this provision of affordable housing is acceptable in this instance. The applicant has agreed that this provision could be secured via a s106 legal agreement – which has been included as a Heads of Terms.

Design and impact upon the character and appearance of the area

- 7.6 London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DMD2 and DMD3 require well designed proposals that will respect the appearance, materials, scale, bulk, proportions and character of the original building and their surroundings.
- 7.7 The layout and siting of the existing building departs from the more uniform layout of housing in the area reflecting its construction before many other buildings were developed. While there is a need to ensure that new buildings do not harm neighbour amenity, it is considered that a degree of flexibility is appropriate in terms of the siting and massing of new buildings on the site in the context of the wider area.
- 7.8 It was advised that extensions and further utilisation of the existing building had been ruled out as a development option early in the design process as detailed in the submitted design and access statement. These reasons included that the building is generally considered to be beyond its economic life, and currently well below the housing standards the applicant seeks to deliver. It was advised by the applicant that extensions and alterations to the existing building would be unviable as it would essentially require the building to be re-built, and could result in a comparatively poor standard of accommodation. As such, it is not considered refurbishment was not considered to be economically viable.
- 7.9 The proposal seeks the development of 6 no 2 bedroom terraced houses. It is noted that terraced houses are the predominant housing type in the area. The only exception to this being the bungalow located directly to the west of the application site. The proposed housing would be of a similar scale to those terraces along New Barnes Avenue, specifically number 1-11 New Barnes Avenue – the rear gardens of which abut the application site. As outlined the application site is located down a private accessway. Therefore, the proposed development would not be largely visible from public areas. Notwithstanding the above, it is considered that a terraced building as proposed is an appropriate building form and would reflect the surrounding pattern of development.
- 7.10 Officers raised concerns in the pre application discussions in terms of how the number of units and the narrowing of the site to a pinch point to the rear could impact on both the quality of environment and visual amenities for future and neighbouring occupiers. Although it is considered that a reduction in the number of units proposed would remain preferable to allow set-backs from boundaries due to the back-land nature of the site being largely removed from the public realm, it is considered that in this instance a degree of flexibility can be taken.
- 7.11 The proposed layout and design has been developed to address “secured by design” standards whereby passive surveillance is promoted via the staggered nature of the terrace. This was reviewed by the Secure by Design Officer. Further improvements to the accessway in regards to improvement works were sought and are now proposed by the applicant.
- 7.12 The gable ended, dual pitched roofs proposed for each residential unit are considered to be appropriate when considered against the stepped nature of the terrace.
- 7.13 Overall, it is considered that the quality of the scheme and its relationship with its surroundings is on balance acceptable in this instance.

Impact upon neighbouring amenity

- 7.14 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.
- 7.15 To the southeast of the application site are the rear gardens of number 1-11 New Barnes Avenue. The layout of the proposal and the shape of the application site mean that the last house in the terrace has a front elevation that is close to the rear boundary of number 11 New Barnes Avenue. Amendments were made following pre application discussions whereby the front elevation of this unit has been re-orientated within the application site. Further amendments were made whereby the 'bulk' of this bay window was reduced. It was noted during the site visit that this neighbouring property has a large outbuilding to the rear which is considered to reduce the effect on amenity in terms of outlook as a result of having a building in the proposed location.
- 7.16 Numbers 1 – 9 New Barnes Avenue have a corresponding increasing setback from the proposed building due to the shape of the application site.
- 7.17 441 Commonside East is the large bungalow located to the northeast of the application site. It is noted that the proposed terrace would be set back from the shared boundary with this neighbouring property by approximately 9-10m. It is noted that this neighbour has a large hedge/row of trees along this boundary that are of a height of approximately 3m. With this in mind and taking into account the 9-10m set back it is considered that this would be acceptable in this instance.
- 7.18 The terraces located to the south of the application site are not considered to be impacted on in terms of amenity due to the separation of the accessway and the orientation of the site.

Standard of accommodation

- 7.19 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; which the proposal would be expected to comply with.

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

Number of bedrooms	Number of bed spaces	Minimum GIA (m2)			Built-in storage (m ²)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	

- 7.20 Proposed houses 1-5 would all have a GIA of 84m² with house number 6 being slightly larger due to the bay at the front. Being two storey four person dwellings this therefore easily meets the requirements of Table 3.3 of the London Plan (2015).
- 7.21 All habitable rooms are serviced by windows which are considered to offer suitable outlook and natural light with all units being dual pitched.
- 7.22 In accordance with London Plan Housing SPG standards, all floor to ceiling heights are a minimum of 2.5 for at least 75% of the GIA. Each of the proposed units has adequate internal storage capacity.
- 7.23 It is considered that all units would offer a high standard of living for any future occupants.
- 7.24 Merton's Sites and Policies Plan (2014) policy DM D2 requires for all new houses a minimum garden area of 50sqm. It is outlined in the application documentation that each of the 6 dwellinghouses would have private rear amenity space of between 40 and 50sqm. Although therefore slightly under the requirements of policy DM D2 it is noted that the proposal has shared communal amenity space to the front of the properties. It is also noted that none of the existing dwellings at the application site benefit from private amenity space. With this in mind and if the communal amenity space to the front was to be acceptably landscaped it is considered that that in this instance the slight shortfall in private outdoor amenity space for some of the dwellings would be acceptable on balance.

Transport and parking

- 7.25 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.
- 7.26 The proposed layout would provide car parking at a rate of 1 space per unit in alignment with London Plan requirements. Extensive revisions were undertaken to ensure that the car parking area would function effectively and that vehicles would be able to enter and exit each space in forwards gear. Council's Transport Planning Advisor has reviewed the application and following the revisions undertaken has no further objections to the scheme.
- 7.27 Policy CS20 of the Core Strategy (2011) and policy 6.13 of the London Plan (2015) require the provision of electric charging points for car parking spaces. It is proposed that one charging pillar with a 'double' outlet will be provided in the car parking facilitating charging points for two of the car parking spaces. This is considered to comply with the aforementioned policies and has been secured via condition.
- 7.28 Policy CS20 of the Core Strategy requires developments to incorporate safe access to and from the public highway. Currently the accessway is in a state of disrepair. Due to the likely increase in usage of this vehicular accessway and through the provision of 6 no off-street car parking spaces meaningful upgrading of this was required. This involves paving and improvements to lighting and has been secured via way of condition.

Refuse storage and collection

- 7.29 Appropriate refuse storage is proposed for storage for the residential units. Each of the proposed houses have private refuse storage area with a communal 'refuse and

recycling area' provided as a collection point. During pre-application discussions Merton's Waste Services advised that their operations team would maintain the current collection procedures, of using the accessway to collect the refuse. A condition requiring implementation has been included for completeness.

Cycle storage

- 7.30 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 proposed size 2 cycle parking spaces would be required per dwelling.
- 7.31 The proposed development provides 6 no cycle parking spaces in a communal 'cyclehoop bikehanger' which would be situated in the communal garden. A further 1 cycle parking space would be provided in a garden shed of each of the proposed dwellings. As such, the development provides 12 no cycle parking spaces in total, complying with policy requirements. A condition requiring implementation has been included for completion.

Sustainability

- 7.32 On 25 March, 2015 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, 2015. Amongst its provisions is the withdrawal of the Code for Sustainable Homes.
- 7.33 Until amendments to the Building Regulations come into effect the Government expects local planning authorities 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.
- 7.34 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. As such, a condition to this effect has been included.

Developer contributions

- 7.35 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 cause unacceptable harm the amenities of neighbouring residents. Being located behind existing dwellings, largely away from the public realm, it would not harm the character and appearance of the area. The development would provide good quality living accommodation for future occupants. The proposal would not have a detrimental impact on highway safety or parking pressure given adequate and functional off-street car parking spaces proposed. Private outdoor amenity space

provision is slightly lower than required. However, when taking in the context of no private outdoor amenity space being provided for the existing units on site and the provision of the communal garden area to the front of the proposed units it is considered that this would be acceptable in this instance.

The application is therefore recommended for approval subject to a 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. Delivery of two of the proposed two-bedroom units as affordable housing (one affordable rent and one shared ownership);
2. The developer agreeing to meet the Council's costs of drafting the Section 106 Obligations [£ to be agreed].
3. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations [£ to be agreed].

And the following 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.

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

2. A7: The development hereby permitted shall be carried out in accordance with the following approved plans: SK00 Rev A (site location plan), SK03 Rev E (site plan), SK05 Rev A (general arrangement plans – ground and first floor), SK04 Rev G (elevations), SK01 Rev E (floor plans), SK10 Rev C (house 6 – floor plans), 25045-700 Ver 1 (vehicle tracking 1 of 3), 25045-701 Ver 1 (vehicle tracking 2 of 3), 25045-702 Ver 1 (vehicle tracking 3 of 3),

And documents:

- Design and Access Statement March 2016 – Commonsides East by Frank Reynolds Architects.

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

3. B1: No development above ground shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of

the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

4. 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.

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: policy 7.15 of the London Plan 2011 and policy DM EP2 of Merton's Sites and Policies Plan 2014.

5. Non-standard condition: [Demolition dust and noise] Prior to the commencement of development [including demolition] measures shall be in place to prevent nuisance from dust and noise to surrounding occupiers with these measures in accordance with a method statement that has previously been submitted to and approved in writing to the Local Planning Authority with the approved measures retained until the completion of all site operations.

Reason: To protect the amenities of occupiers of neighbouring properties and to accord with Sites and Policies policy DM D2.

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.

Reason: To ensure satisfactory facilities for cycle parking are provided and to comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2015, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Policies Plan 2014.

7. The development hereby approved shall not be occupied until the refuse and recycling storage facilities shown on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with the following Development Plan policies for Merton: policy 5.17 of the London Plan 2015, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

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. Development shall not commence until a Construction 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;
 - Access arrangements to the site
 - 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 Construction 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.

10. One electric vehicle charging pillar will be supplied that has the ability to serve two of the off-street car parking spaces hereby approved. Such electric car charging facilities will be maintained for the duration of the development hereby approved.

Reason: to ensure that electric car charging provision is supplied in the development to a level that is in accordance with Policy CS20 of the Core Strategy (2011) and policy 6.13 of the London Plan (2015).

11. Prior to the occupation of the development hereby permitted, details of the proposed upgrading of the vehicular/pedestrian accessway including paving and lighting will be 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. Such provision will be maintained for the duration of the development hereby approved.

Reason: to ensure that the accessway to the development will be of an acceptable level in accordance with policy CS20 of the Core Strategy (2011).

12. Prior to the occupation of the development hereby permitted, details of the proposed dry riser outlet will be submitted to and approved by the Local Planning Authority. The provision of the dry riser will be maintained accordingly for the duration of the development hereby approved.

Reason: to ensure provision is made for emergency services (specifically fire) response in accordance with policy CS20 of the Core Strategy (2011).

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