

PLANNING APPLICATIONS COMMITTEE **19 JANUARY 2017**

	APPLICATION NO.	DATE VALID
	16/P3135	06/09/2016
Address/Site:	Park Gate House, 356 West Barnes Lane, New Malden KT3 6NB	
Ward	West Barnes	
Proposal	Addition of one storey extension to existing building involving removal of the mansard and re-cladding of the elevations to provide six new self-contained dwellings in addition to the 19 self-contained flats within ground, first and second floors permitted under prior approval LBM Ref: 16/P0233. Works include amendments and additions to fenestration of building	
Drawing No's	'Site Location & Block Plans A16586.01.04', 'Proposed Serial Views A16586.03.04 Rev A', 'Proposed Ground, First and Second Floor Plan & Site Plan A16586.03.01 Rev A', 'Proposed Third Floor Plan A16586.03.02 Rev G', 'Proposed East & West Elevations A16586.03.03 Rev E'	
Contact Officer	Felicity Cox (020 8545 3119)	

RECOMMENDATION

GRANT PLANNING PERMISSION subject to planning conditions.

CHECKLIST INFORMATION

- Head of agreement: No
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Design Review Panel consulted: No
- Number of neighbours consulted: 16
- Press notice: No
- Site notice: Yes
- External consultations: Yes
- Controlled Parking Zone: No

1. INTRODUCTION

- 1.1 The application is being brought before the Planning Applications Committee due to the level of public interest in the proposal. The application has also been called in at the request of Councillor Brian Lewis-Lavender and Councillor Gilli Lewis-Lavender.

2. SITE AND SURROUNDINGS

- 2.1 The application site is a three storey office building on the southern side of West Barnes Lane in Motspur Park. The site is bound to the west by a national railway corridor (with small access road to the electric substation). To the east, the building is adjacent to a terrace comprising retail uses on the ground level and residential units on the upper level which is a designated Secondary shopping frontage for Motspur Park. A shared access lane is located along the rear boundary of the site which provides vehicular access to the surrounding properties, and that separates the site from the rear gardens of houses fronting Marina Avenue.
- 2.2 The building itself is a detached three storey purpose built office block (class B1) with associated car parking accessed via an undercroft to the front elevation. Historically, the site has been used as a petrol station.
- 2.3 The site has been the subject of prior notification applications under Class O, most recently for the change of use to provide 19 self-contained units (16/P0233 – Prior Approval Granted) on the first three storeys of the building.
- 2.4 The site is a five minute walk from Motspur Park station which provides transport links to Dorking, Guildford and through to Waterloo Central London.
- 2.5 The application site is located outside a Controlled Parking Zone, however it is noted that parking bays on West Barnes Lane itself are restricted to 1 hour parking, no return within 2 hours daytime from Monday to Saturday (8:00am to 6:30pm).
- 2.6 The property is not located within a conservation area. The application site is within Flood Zone 2.

3. CURRENT PROPOSAL

- 3.1 The proposal is for the addition of one storey to the building to provide 6 additional self-contained dwellings and alterations to the external façade. The proposal involves removing the existing mansard roof and re-cladding and re-designing the façade.

- 3.2 The initial proposal was for 5 x 1-bedroom and 1 x 2-bedroom flats. An amended proposal was submitted that altered the internal layout of the flats to address shortfalls in Gross Internal Floor area and the standard of accommodation. Consequently, the amended scheme is for 6 new one-bedroom self-contained dwellings. The floor area of the proposed flats is as follows:

Flat No.	Bedroom/Spaces	GIA Proposed (m2)	GIA Required (m2)	Amenity Space (m2)
Flat 20	1b, 1p	40	39	5
Flat 21	1b, 2p	50	50	5
Flat 22	1b, 2p	52	50	5
Flat 23	1b, 2p	51	50	6
Flat 24	1b, 2p	50	50	6
Flat 25	1b, 2p	53	50	5

- 3.3 The new third floor will match the existing footprint of the building, with the exception of a 3m offset from the eastern side boundary with 354 West Barnes Lane.
- 3.4 The design of the original scheme proposed that the additional floor have a flat roof, with three terraces for private amenity to run along the western façade of the building. The existing brick façade of the building and additional storey was proposed to be clad in timber.
- 3.5 An amended proposal was submitted which modified the design of the new level to be of a mansard style. The amended scheme will involve the removal of the external skin of brickwork down to ground level, and replacement with a mix of like-for-like brick and a contrasting London-Stock brick, up to the new top-floor level. The new mansard level would be clad in mid grey standing seam metal. The proposed terraces along the western façade have been separated by new 'bay windows'. Three new terraces were also introduced along the northern, eastern and southern sides, providing private amenity space for all of the proposed flats.
- 3.6 The original scheme proposed to increase the existing first and second floor windows of the far southern rear façade (closest to the rear access way) of the building. The amended scheme proposes to maintain the existing high level windows (cill height of 1.7m above floor level) and the windows of the new level on this same elevation will be fixed shut and obscure glazed.

4. PLANNING HISTORY

- 4.1 The site has an extensive site history. The following is the relevant planning history applicable to this application:

MER334/84 ERECTION OF A 3-STOREY OFFICE BUILDING WITH 25 CAR PARKING SPACES INCLUDING FENCING AND LANDSCAPING Grant Permission (subject to conditions) 19-07-1984

MER204/86 - REMOVAL OF CONDITION NO. 5 OF MER 334/84 REQUIRING CERTAIN WINDOWS TO BE PERMANENTLY GLAZED WITH OBSCURE GLASS - Refuse permission – Reason: The removal of condition No. 5 of MER 334/84 would be contrary to Policy P9.30, of the approved Merton Borough Plan resulting in an unneighbourly form of development, prejudicial to the amenities of the occupiers of adjoining residential properties by reason of overlooking and loss of privacy.

87/P0768 ERECTION OF SINGLE STOREY EXTENSION OF 22.3 SQ M FOR STORAGE USE AT REAR OF EXISTING OFFICE BUILDING Grant Permission (subject to conditions) 13-08-1987

15/P3888 PRIOR APPROVAL FOR THE PROPOSED CHANGE OF USE OF EXISTING OFFICE SPACE (CLASS B1a) TO RESIDENTIAL (CLASS C3) Prior Approval Granted 14/12/2015

16/P0233 - PRIOR APPROVAL FOR THE PROPOSED CHANGE OF USE OF EXISTING OFFICE SPACE (CLASS B1a) TO RESIDENTIAL (CLASS C3) CREATING 19 x SELF-CONTAINED FLATS - Prior Approval Granted

16/P1868 – ADDITION OF TWO STOREY EXTENSION TO EXISTING BUILDING INVOLVING REMOVAL OF MANSARD AND RE-CLADDING OF ELEVATIONS TO PROVIDE SEVEN NEW SELF CONTAINED DWELLINGS IN ADDITION TO THE 19 SELF-CONTAINED FLATS WITHIN GROUND, FIRST AND SECOND FLOORS PERMITTED UNDER PRIOR APPROVAL REF: 16/P0233. WORKS INCLUDE AMENDMENTS AND ADDITIONS TO FENESTRATION OF BUILDING - Refuse Permission. Reasons:

The proposed additional third and fourth floor by virtue of its massing, form, scale, height and design would constitute an obtrusive, overly large and incongruous form of development that would be out of keeping with, and detrimental to, the visual amenity and character of the West Barnes Lane streetscene, and would be harmful to the amenity of neighbours in terms of loss of privacy. Therefore, the proposal would be contrary to London Plan policies 7.4 and 7.6, Merton LDF Core Planning Strategy policy CS14 and Merton SPP policies DMD2 and DMD3.

The proposed new 2-bedroom flats would be below minimum floorspace standards representing a sub-standard form of accommodation contrary to Policy CS.14 of the Merton Core Strategy 2011, Policy DM D2 of the Merton Sites and Policies Plan

(2014), London Plan 2015 Policy 3.5 and Standard 24 of London Housing Supplementary Planning Guidance 2016.

The application site is located in an area of high demand for on-street car parking spaces. Due to the creation of 7 additional flats in an area of existing car parking pressures with no dedicated off-street parking spaces for the new flats, the proposal would have a negative impact on parking stress in the area. In the absence of a legal undertaking securing a financial contribution towards the delivery of an on-street car club bay in the immediate vicinity of the site, the proposal would be contrary to policy CS20 of the Merton LDF Core Planning Strategy (2011).

5. CONSULTATION

5.1 The application was advertised by means of neighbour notification letters and a site notice.

5.2 There were 9 objections from local residents raising concerns relating to:

- Loss of privacy to properties in Marina Avenue resulting from the removal of the existing 'black-out' windows and new windows and balconies of the new floor
- Increased overlooking on weekends and evenings due to change from office to residential
- Proposal would result in overshadowing and loss of light into the back gardens of properties on Marina Avenue
- New flats would result in light pollution to adjoining residents
- New flats would result in noise pollution to surrounding residents, particularly from balconies
- Insufficient parking is provided for the new flats and proposal will increase parking congestion in the area
- Additional flats will adversely impact traffic in the area, particularly causing congestion at the level crossing and raising safety concerns
- Application should be viewed in combination with 19 units being created and affordable housing should be provided in accordance with Policy CS8
- Negatively impact value of properties on Marina Avenue
- Inadequate number of properties in Marina Avenue consulted
- Proposal would create a 'tall building' and additional height would be out of character with the rest of the street
- Additional height will set a precedent for further developments to increase height
- Access road at rear of property is privately owned and cannot be used by builder's lorries without consent
- Original approval stated that the building must be no higher than the surrounding buildings and second floor windows at rear must

be frosted glass and of limited opening and these conditions should be maintained

- 5.3 Following submission of amended plans, the application was re-consulted for a period of 14 days. There were 8 objections from local residents. Additional comments were as follows:
- Design of new building with flat roof is not in keeping with the character and design of surrounding area, which features pitched roofs
 - In response to issues of car safety and congestion at the intersection, request condition be applied allowing only left-in access to the car park
- 5.4 Councillor Gilli Lewis-Lavender & Councillor Brian Lewis-Lavender Noted that many of the residents have raised objections to this application and have called in the application for determination by planning committee.
- 5.5 Councillor Mary-Jane Jeanes The additional storey would considerably increase the massing of the building and is inappropriate for the site compared to the shopping parade and shops around it. The extra storey would negatively impact outlook of properties living in Marina Avenue. The application should be refused on the same grounds as application LBM Ref: 16/P1868.
- 5.6 LBM Environmental Health No objection.
- 5.7 LBM Transport planning – The level of car parking (19 spaces) for the conversion and extension of the building has been reviewed since the earlier refusal. While the overall number of units could increase parking pressure locally closer examination of car ownership data for the ward from the 2011 census used to predict parking demand for the development would indicate that it is sufficient to meet the needs of future occupiers of the whole development. Cycle parking has been provided above minimum requirements and bins are suitable located. Trip generation by the overall proposed residential development (25 Units) will still be significantly less than that generated by the existing office use. The proposed development will not generate a significant negative impact on the performance and safety of the surrounding highway network and as such a recommendation for approval is supported.
- 5.8 LBM Highways – officers have no objections or comments to the proposal.
- 5.9 LBM Flood Risk – No objections.
- 5.10 LBM Climate Change – Following submission of a Sustainable Design & Construction Statement (dated November 2016) officers have

advised that they are satisfied that the proposed energy approach to the development is policy compliant and recommend that Merton's Standard Sustainable Design and Construction (New Build Residential - minor) Pre-Occupation Condition is applied to the development.

- 5.11 Network Rail – request informative added to ensure that the proposal both during construction and after completion of works does not encroach into or damage network rail land.

6. POLICY CONTEXT

- 6.1 NPPF - National Planning Policy Framework (2012):
Part 7 Requiring Good Design

- 6.2 London Plan (2015)

3.3 Increasing housing supply;
3.4 Optimising housing potential;
3.5 Quality and design of housing developments.
5.3 Sustainable design and construction.
6.9 Cycling
7.4 Local character
7.6 Architecture

- 6.3 Merton LDF Core Planning Strategy (2011)

CS4 (Raynes Park)
CS8 (Housing Choice)
CS9 (Housing Provision)
CS11 (Infrastructure)
CS13 (Open Space, Nature Conservation, Leisure and Culture)
CS14 (Design)
CS15 (Climate Change)
CS18 (Active Transport)
CS19 (Public Transport)
CS20 (Parking, Servicing and Delivery)

- 6.4 Merton Sites and Policies Plan (2014)

The relevant policies in the Merton Sites and Policies Plan (2014) are:
DM D1 (Urban Design and the Public Realm)
DM D2 (Design considerations in all developments)
DM D3 (Alterations and extensions to buildings)
DM EP 2 (Reducing and mitigating against noise)
DM EP 4 (Pollutants)
DM T2 (Transport impacts of Development)

7. PLANNING CONSIDERATIONS

- 7.1 The main planning considerations include assessing the principle of development, the need for additional housing and housing mix, design and appearance of the proposed building, the standard of the

residential accommodation, the impact on residential amenity and impact on car parking and traffic generation.

7.2 Principle of Development

Core Planning Strategy Policy CS9 encourages the development of additional dwellings within residential areas in order to meet the London Plan target of 42,389 additional homes per year from 2015-2036 (Merton - 411 per year). The National Planning Policy Framework 2012 and London Plan policies 3.3 & 3.5 promote sustainable development that encourages the development of additional dwellings locations with good public transport accessibility.

7.3 The site has a PTAL rating of 2 which is considered to be poor, however is located within close proximity to Motspur Park Station. Forming part of the Motspur Park local commercial centre, the building is surrounded by a mixture of residential and commercial development. The building is subject to Prior Approval in relation to conversion from office to residential units (19 units).

7.4 The proposal would provide 6 additional flats in an area that is well connected to rail services and local services, helping to provide a mix of dwelling types within the local area and making a further contribution to housing targets. Thus, the principle of the extension to the building for the purpose of additional flats is considered acceptable.

7.5 Design and Appearance

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.

7.6 The existing building is located at a prominent corner location adjacent to the rail lines, at the western end of the Motspur Park shopping parade. The building is of a different style to the adjoining terrace shopping parade, and the centre column of the building at the corner already rises above the height of the adjoining terraces.

7.7 Although the height of the building will be above that of the adjoining terrace, it is considered that the design achieves a suitable transition in height by setting back the new floor from the adjacent terrace. Taking into consideration the existing building's different character and design to the surrounding built form and location at the end of the shopping parade, in combination with the setback from the adjoining terraces, it is not considered that the additional height would be detrimental to the visual amenities of the streetscene.

7.8 The amended mansard design with separating roof terraces which setbacks sections of the building further from the elevations reduces the massing of the building such that it is not considered that the

additional storey would be overbearing on the streetscene or adjoining terrace.

- 7.9 The use of material variation between the new storey and lower levels, as well as feature elements around windows, offers visual contrast to the facing brick and serves to alleviate the visual-mass and perceived bulk of the building at high-level as well as horizontally. Officers consider the alterations to the façade would upgrade the appearance of the building, delivering a higher quality and better designed building.
- 7.10 The reduction in building height from the previously refused scheme in combination with the modifications to the design are, overall, considered to achieve an appropriate height, massing, scale and form that would complement the West Barnes Lane streetscene and surrounding area in accordance with Policies DMD2 and DMD3.
- 7.11 Neighbour Amenity
London Plan Policy 7.6 (Architecture) requires that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy and overshadowing. SPP policy DMD2 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 or noise.
- 7.12 The existing building is a three storey building that is undergoing conversion to residential units. At its closest, the distance between the southern elevation of the building closest to the shared access way at the rear and the single storey rear extension of the nearest adjoining dwelling on Marina Avenue would be 26.1m, and the distance to the main rear elevation of the houses on Marina Avenue is 29.7m. Due to the angled shape of the subject building, the remainder of the building has even greater separation distances from the nearest residential properties in Marina Avenue.
- 7.13 Taking into consideration the mansard design of new storey, the angled orientation of the building and the separation distances between the properties, it is not considered that the proposal would be visually overbearing on neighbours.
- 7.14 The amended scheme will maintain the 1.7m cill height of the rear-most southern façade windows (those closest to the rear access way) on the first and second floors. The removal of obscured glazing has previously been considered unacceptable under LBM Ref: MER204/86 due to concerns of overlooking and hence it is recommended these windows remain obscure-glazed to protect the amenities of neighbours. On this same elevation, the new windows for the additional storey will be fixed shut and obscure glazed. It is noted that these windows are to a bathroom and the communal lobby. With a condition requiring that all

windows on this elevation be fixed shut and obscure glazed, it is considered that the proposal would maintain an acceptable degree of privacy.

- 7.15 Due to the angled alignment of the building, the single terrace and remaining windows on the rear elevation will exceed the 25m separation distance guideline which is specified under the Merton Supplementary Planning Guidance – Residential Extensions, Alterations and Conversions as necessary to maintaining privacy. Therefore, the proposal is not considered to result in undue loss of privacy from overlooking.
- 7.16 Given the separation distances to the nearest dwellings at the rear, the proposal is not considered to result in undue noise levels, particularly taking into consideration that the site forms part of a local commercial centre with adjacent retail and residential activities. The proposal will not alter the building's car parking area, therefore not giving rise to additional noise impacts from on-site parking.
- 7.17 The building is located north of the residential dwellings on Marina Avenue, hence the impact of overshadowing from the proposal is considered to be minimal. As part of the previous application LBM Ref: 16/P1868 for an additional two storeys to the building, the applicant submitted a daylight/overshadowing assessment. This shading study indicated that the construction of two additional storeys on the building would cast shadows that are very much the same for both the existing and proposed building forms, with any shading limited to the rear of properties along West Barnes Lane which are used for retail purposes and not considered to be detrimentally affected by this casting of shadow. The gardens and habitable rooms of the adjoining dwellings to the south would, overall, continue to maintain reasonable access to light. The overshadowing of the gardens would not be substantially altered by the proposal. Given the amended scheme has been reduced to a single additional storey, it is considered that the findings of this study remain relevant (in fact would have a lesser impact than the previous scheme) and consequently the proposal would not have a detrimental impact on adjoining properties in terms of loss of light and overshadowing.
- 7.18 Based on the above, it is not considered that the proposal as amended would be harmful to the amenities of adjoining occupiers in accordance with SPP policy DMD2.
- 7.19 Standard of Accommodation
Policy DM D2 and DM D3 of the Site and Polices Plan states that all proposals for residential development should safeguard the residential amenities of future occupiers in terms of providing adequate internal space, a safe layout and access for all users; and provision of adequate amenity space to serve the needs of occupants. Policies CS 8, CS9 and CS14 within the Council's Adopted Core Strategy [2011]

states that the Council will require proposals for new homes to be well designed.

- 7.20 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) as set out in Table 3.3 of the London Plan (Amended March 2016).
- 7.21 The proposed flats all meet the minimum gross internal floor area requirements of the London Plan, as shown in the Table provided in Section 3. Both the single and double bedrooms comply with the London Plan room size requirements (7.5m² and 11.5m² respectively). The layout of the flats is considered to provide adequate daylight and outlook for future occupiers.
- 7.22 Policy DM D2 requires that all proposals for residential development provide adequate private amenity space to meet the needs of future occupiers. The London Plan states that a minimum of 5 square metres of private outdoor space should be provided for 1-2 person flatted dwellings. All of the flats have been provided with private terraces that meet or exceed this requirement, as shown in the Table provided in Section 3.
- 7.23 It is considered that all rooms will maintain reasonable outlook, access to daylight and sunlight, and ventilation. It is therefore considered that the proposed flats would provide a satisfactory standard of accommodation in accordance with the above policy requirements.
- 7.24 Parking and Servicing
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.
- 7.25 The site has a PTAL of 2, however is located within close proximity to Motspur Park Station. The car parking provision will provide a total of 19 spaces for 25 flats (including those created under Prior Approval). The development is not located within a CPZ.
- 7.26 Transport Officers have advised that based on 2011 census car ownership data for West Barnes Ward, it is reasonable to assume that there could be a maximum of 20 vehicles associated with the completed development of 25 units. Therefore, there is a likely overspill of one vehicle associated with the extension proposed in this application. Officers have advised that the overspill of one vehicle is unlikely to generate a significant impact and can be accommodated on the surrounding highway network such that a s106 agreement is not required as part of the amended scheme. It is therefore considered that

the proposal is acceptable in accordance with Core Strategy policy CS20.

7.27 Cycle Storage

Core Strategy Policy CS18 and London Plan policy 6.9 call for proposals that will provide for cycle parking and storage. A new 1 bedroom flat would be required to provide 1 bicycle space.

7.28 The application has provided for 12 cycle parking spaces for the development, which exceeds the 6 bicycle spaces required to be provided under the London Plan. The remaining bicycle spaces will be available to the flats created under prior approval.

7.29 Refuse Storage and Collection

Policy CS20 of the Core Strategy [July 2011] states that the Council will seek to implement effective traffic management by requiring developers to incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway.

A dedicated refuse store is to be provided within the car park to service the new flats and is within the recommended distances for bin stores as outlined in the Manual for Streets and the LBM's Waste and Recycling Storage Requirements Guidance Note. The proposal is therefore considered to comply with the above policies.

7.30 Sustainable Design and Construction

London Plan Policy 5.3 requires that new dwellings address climate change adaptation and mitigation. Policy CS15 of the Core Strategy 2011 requires that developments make effective use of resources and materials minimises water use and CO₂ emissions.

7.31 LBM Climate Change officers note that the development has sought to limit CO₂ emissions through the building fabric and specification of low efficiency fixtures, in accordance with energy hierarchy, prior to seeking to address any shortfall through the use of solar photovoltaics.

7.32 The submitted SAP calculations / energy statement indicates that the proposed development should achieve a 20.5% improvement in CO₂ emissions on Part L 2013. This exceeds the minimum sustainability requirements of Merton's Core Planning Strategy Policy CS15 (2011) and is equivalent to the 25% improvement over Part L 2010 required under Code for Sustainable Homes Level 4.

7.33 The applicant has indicated that internal water consumption for the development will be less than 105 litres per person per day, equivalent to Code for Sustainable Homes Level 4. Furthermore, the intention to utilise Smart Water Meters in the development to allow real-time monitoring of water consumption by the occupants to aid water

efficiency, alongside the use of water efficient fixtures and fittings is welcomed.

- 7.34 LBM Climate Changes have advised that the proposed energy approach to the development is policy compliant and have recommended that Merton's Standard Sustainable Design and Construction (New Build Residential - minor) Pre-Occupation Condition is applied to the development.

8. SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS

- 8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms of an Environmental Impact Assessment (EIA).

9. CONCLUSION

- 9.1 The proposal would provide six additional flats to the existing building which has prior approval for conversion to residential flats, in an area with good access to rail services and local services. It is considered that the additional floor is of an appropriate design, scale and massing to complement the character of the area and streetscene. The design of the flats meets minimum standards required for Gross Internal Area, and is considered to provide an acceptable standard of accommodation for future occupiers. The proposal is not considered to result in adverse amenity impacts on neighbours subject to conditions, and is therefore recommended for approval.

RECOMMENDATION Grant planning permission subject to conditions.

Conditions

- 1) A1 Commencement of works
- 2) A7 Built according to plans; 'Site Location & Block Plans A16586.01.04', 'Proposed Serial Views A16586.03.04 Rev A', 'Proposed Ground, First and Second Floor Plan & Site Plan A16586.03.01 Rev A', 'Proposed Third Floor Plan A16586.03.02 Rev G', 'Proposed East & West Elevations A16586.03.03 Rev E'
- 3) B1 External Materials to be Approved
- 4) C04 Obscured Glazing (Fixed Windows)

Before the development hereby permitted is first occupied, the windows in the southern rearmost elevation shall be glazed with obscure glass and fixed shut and shall permanently maintained as such thereafter.

- 5) C07 Refuse & Recycling (Implementation)
- 6) D10 External Lighting
- 7) D11 Construction Times
- 8) H07 Cycle parking to be implemented
- 9) H13 Construction Logistics Plan (to be submitted)
- 10) Sustainable Design and Construction (New Build Residential - minor) (Pre-Occupation 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 (2010).

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 2011 and policy CS15 of Merton's Core Planning Strategy 2011.

11) Non-Standard Informative

As the site is adjacent to Network Rail's operational railway infrastructure, the developer is strongly recommended to contact Asset Protection Wessex Assetprotectionwessex@networkrail.co.uk prior to any works commencing on site. Network Rail strongly recommends the developer agrees an Asset Protection Agreement with Network Rail to enable approval of detailed works. More information can be obtained from the comments provided on the application by Network Rail on the 21.09.2016 and from the following website: www.networkrail.co.uk/aspx/1538.aspx

12) NPPF Informative

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

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