

PLANNING APPLICATIONS COMMITTEE

10th December 2015

Item No:

	APPLICATION NO.	DATE VALID
	15/P2982	08/09/2015
Address/Site:	The Old Library, 150 Lower Morden Lane, Morden, Surrey SM4 4SJ	
(Ward)	Lower Morden	
Proposal	Demolition of the existing office building and erection of a part two, part three storey building to provide 6 x self-contained flats (comprising 2 x 1 bed, 3 x 2 bed and 1 x 3 bed flats) with associated parking, servicing and landscaping.	
Drawing No's	Site location plan, Drawings, MRD/NB/101 Rev C, MRD/NB/001 Rev C, MRD/NB/1000 Rev A and Flood Risk Assessment (FRA) issue C dated 26 th June 2015 prepared by Monson Engineering Ltd.	
Contact Officer	Leigh Harrington (020 8545 3836)	

RECOMMENDATION

GRANT PLANNING PERMISSION subject to planning conditions.

CHECKLIST INFORMATION

- Heads 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 - 25
- Press notice - No
- Site notice - Yes
- External consultations: Environment Agency & Historic England
- Density – 100 Dwellings/ha
- Number of jobs created N/A
- Flood risk assessment – Yes

1. INTRODUCTION

- 1.1 This application is brought before the Planning Applications Committee due to the nature and level of objection to the proposal.

2. SITE AND SURROUNDINGS

- 2.1 The application site is located on the north side of Lower Morden Lane, being bordered to the north and east by the Nursery/Garden Centre with Bow Lane forming the western boundary beyond which is Hatfield School. The opposite side of the road is characterised by semi detached properties situated on large plots.
- 2.2 The building has two floors and is of a brick built functional design having originally been built as a library. The ground floor is the larger of the two floors and is currently used as offices for a kitchen design company. Since the previous permission was granted further information has been provided to show that the site was originally the site of the medieval home of the Huberd family and that the existing building had a wartime role as a Heavy Rescue Centre and may have been designed as a gas decontamination station.
- 2.3 The site is not within a conservation area and has a Public Transport Accessibility Levels of 2. The site is not within a Controlled Parking Zone but is within an Archaeological Priority Zone.
- 2.4 The site is within a Flood Risk Zone (3a) and a flood risk assessment has been submitted.

3. CURRENT PROPOSAL

- 3.1 The proposal is for the demolition of existing office building and erection of a part two, part three storey building to provide 6 x self-contained flats (comprising 2 x 1 bed, 3 x 2 bed and 1 x 3 bed flats) with associated parking, servicing and landscaping.
- 3.2 A lobby houses the internal service staircase and the access to the two ground floor flats. Flat 1, a 2 bedroom unit would be located at the front of the building with access to a small amenity space in front of the building whilst Flat 2, a 3 bedroom family sized unit would be situated at the rear with direct access via patio doors on the rear elevation out onto a mixed grass and patio amenity area closed off behind 1.8m high fences and gates and enclosed with 1.8m high hedging with low level planting adjacent to the walls of the building.

- 3.3 On the first floor Flat 3 would replicate the size and layout of Flat 1 but with the addition of a private amenity balcony. Flat 4 would have the same footprint as Flat 2 but would be a 2 bedroom unit with ensuite bathroom and a rear facing private amenity balcony.
- 3.4 The upper/second floor would be largely contained within the roof space and would provide Flats 5 & 6 which would be large one bedroom flats. Flat 5 would be at the front of the building with an amenity balcony on the side elevation whilst Flat 6 would be situated at the rear with a private balcony space set within the roof slope. Three skylights within the roof slopes would provide additional internal lighting.
- 3.5 The building would be finished in exposed brickwork with a tiled roof.
- 3.6 The current plans have been amended slightly since the original submission to address officer concerns with regards to the height of the building and the position of the entrance to the block. On the ground floor the entrance porch has been extended forward to improve the street presence of the entrance. The height has been reduced by 0.5m so that the front gable is the same height as the ridge which is itself the same as the previously approved height of 10m.
- 3.7 The resultant Gross internal Areas and private amenity space provision would be;

Flat	1	2	3	4	5	6
GIA	79m ²	87.5m ²	79m ²	87.5m ²	57.5m ²	66m ²
Amenity space	18m ²	15m ²	7.7m ²	8.3m ²	5.5m ²	4.5m ²

4. PLANNING HISTORY

- 4.1 02/P0215 Planning permission GRANTED for change of use from library to offices (Class B1) and alterations to access.
- 4.2 03/P0808 Planning permission REFUSED and appeal dismissed for alterations and extension to existing building and conversion to provide 3 x 2 bed self contained flats
- 4.3 04/P0430 Planning permission GRANTED for change of use of first floor from library to offices (Class B1)
- 4.4 04/P1469 Planning permission REFUSED change of use of ground floor from offices to retail involving the installation of a new shopfront. Reason: **The proposal would result in the loss of employment land prejudicial to the Council's objectives of maintaining an adequate supply of employment land for business purposes contrary to policies ST.14**

- and E.9 of the Adopted Unitary Development Plan (October 2003). **AND** The proposed retail use would be inappropriate in that it would neither provide replacement retail floor space for existing facilities, nor would it meet deficiencies in existing shopping provision within the Lower Morden Area, contrary to Policy S.6 of the Adopted Unitary Development Plan (October 2003). **AND** The proposed car parking and access arrangements coupled with the use of the forecourt by customers' vehicles would be likely to result in vehicle movements which would detract from the free flow of traffic and highway/pedestrian safety, contrary to Policy RN.4 of the Adopted Unitary Development Plan (October 2003).
- 4.5 11/P2842 Planning permission GRANTED for the replacement and enlargement of two windows in the ground floor office.
- 4.6 12/P0143 Planning permission GRANTED by Planning Committee for Conversion of the first floor from vacant office space into a 2 bedroom self-contained flat with alterations to windows, doors and the formation of a roof terrace with front balustrade.
- 4.7 12/P3032 Planning permission GRANTED for conversion of part of ground floor into a 2 bedroom self-contained flat with garden and parking space.
- 4.8 13/P2322 Prior approval not required in relation to the change of use from office space (Class B1) to residential (Class C3), creating 4 x 2 bed flats.
- 4.9 14/P0004 Planning permission REFUSED and appeal dismissed for demolition of first floor and erection of a two storey extension over the existing ground floor to create 5 x 2 bedroom flats including 6 parking spaces and secure cycle parking while retaining office use on the ground floor (Class B1). Reasons:
The proposed development by reason of design, siting, scale, height, materials, proportions and massing, represents an overly large and visually intrusive form of development that fails to respect or complement the original building and the form, function and structure of surrounding buildings and locally distinctive pattern of development and would therefore be harmful to the visual amenities of the Lower Morden Lane streetscene, contrary to policies 7.2 of the London Plan 2011, LBM Core Strategy Policy CS14 and saved policies BE 15, BE 16, BE.22 and BE.23 of the Merton Adopted UDP (2003).

And

The proposed development by reason of design and siting of the ground floor bedroom window and lack of Safer by Design principles for secure access, fails to provide a layout that is safe, secure and takes account of crime prevention, contrary to saved policy BE 22 of the Merton Adopted UDP (2003).

And

The proposed development would fail to contribute to meeting affordable housing targets and in the absence of a legal undertaking securing a financial contribution towards the delivery of affordable housing off-site would be contrary to policy CS.8 of the Merton LDF Core Planning Strategy (2011).

And

The proposed development would generate additional pressure on educational facilities locally and, in the absence of a financial contribution to offset the impact of the proposals, would be contrary to policies C.13 of the Merton Unitary Development Plan (2003) and Supplementary Planning Guidance: Planning Obligations (2006).

- 4.10 14/P4693 Planning permission GRANTED by Planning Committee for the replacement of first floor extension with new first and second floor extensions and reconfiguration of site to create 4 x 2 bed flats with continued use of ground floor office space.

5. CONSULTATION

- 5.1 The application was advertised by means of neighbour notification letter and site notice.
- 5.2 There were eight letters of objection to the proposal which raised the following issues;
- The front balcony would be out of keeping with the properties along the road and this and the side balcony would raise issues of loss of privacy of neighbouring properties and the school.
 - Out of character with the Mock Tudor style of Lower Morden Lane.
 - Other residents would not be allowed to build on their front roof slope
 - No other three storey building in this lane and could be built elsewhere
 - Each application is getting progressively bigger.
 - Building is too tall and would restrict views of the trees to the rear
 - Over development of the site.
 - The car parking and bin store in front of the premises would be unsightly
 - The previous approved design in terms red brick and hanging tiles was more in keeping with the streetscene.
 - Car parking presents a hazard for school children.
 - Insufficient car parking spaces, should be two per flat.
 - Provision of 4 cycle lockers does not answer lack of parking concerns

- The site is within Merton Park boundary and green spaces should be preserved.
 - Potential problem of flooding.
- 5.3 The Merton Historical Society expressed regret at the loss of the existing building with its wartime heritage but requested further archaeological exploration as part of the redevelopment.
- 5.4 The Environment Agency. No objection to the proposal subject to the imposition of suitable conditions requiring the works to be undertaken in accordance with the approved and Flood Risk Assessment (FRA) issue C dated 26th June 2015 prepared by Monson Engineering Ltd.
- 5.5 LBM Highways. No objection subject to the imposition of conditions.
- 5.6 LBM Transport planning. Officers had no objection to the scheme and concluded that 'a development of only 6 dwellings will have minimal impacts on traffic levels and congestion on the local road network' and that the level of parking provision is in accordance with London Plan policy 6.13.
- 5.7 Historic England. The Archaeology adviser at the Greater London Archaeological Advisory Service has commented that the site is within an Archaeological Priority Area as designated by the Borough and it is possible that the Old Library stands on the site of the medieval home of the Huberd family. Much of the site has been developed by the construction of the Old Library building and the new build sits almost exactly on the same footprint. Does not consider that any buried archaeological remains could survive on the site. However it is recommended that the LPA applies a condition for archaeological investigation in the form of a watching brief during construction.
- 6. POLICY CONTEXT**
- 6.1 Merton Sites and Policies Plan (July 2014). The relevant policies are:
 DM D1 (Urban design)
 DM D2 (Design considerations)
 DM D4 (Heritage assets)
 DM E1 (Employment Areas in Merton),
 DM E3 (Protection of scattered employment sites),
 DM E2 (Offices in town and local centres),
 DM F1 (Support for Flood Risk management)
 DM T2 (Transport impacts of developments)

Supplementary Planning Guidance for New Residential Development
 1999

- 6.2 London Plan 2015
3.3 (Increasing housing supply)
3.4 (Optimising housing potential)
3.5 (Quality and design of housing developments)
6.13 (Parking)
7.4 (Local character)
7.6 (Architecture)
7.8 (Heritage assets and archaeology)
London Housing Supplementary Planning Guidance 2012

- 6.3 Merton LDF Core Planning Strategy 2011
CS 9 (Housing provision)
CS 14 (Design)
CS 16 (Flood risk management)
CS 20 (Parking, servicing and delivery)

7.0 PLANNING CONSIDERATIONS

- 7.1 The main issues for consideration are the loss of potential employment floor space, the design of the flats, the impact on neighbour amenity and the local streetscene including flood risk.

- 7.2 Loss of employment floorspace and the provision of housing:
The first floor office area subject to this application has been granted planning permission for use as offices but has never been occupied as such and despite attempts at marketing the upper floors for office use, it has remained vacant. The existing ground floor kitchen showroom use would be considered a scattered employment site and thereby subject to SPP policy DM E3 Protection of scattered employment sites.

- 7.3 However planning consent has previously been granted for both the vacant upper floor and the area to the rear of the existing ground floor to be converted to flats and prior approval was not required for the conversion of the whole building to flats. Against this background, it is considered that it would be unreasonable to withhold permission on the basis of the loss of employment land and floorspace.

- 7.4 Currently Policy CS. 9 within the Council's Adopted Core Strategy [July 2011] and policy 3.3 of the London Plan [July 2015] state 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. The proposal will provide six new flats suitable for small family accommodation and would make a contribution towards delivering the objectives of this policy.

7.5 Housing standards and amenity space provision.

The proposal would provide 1 x three bedroom, 3 x two bedroom and 2 x one bedroom flats, Flat 2 would be a 3 bedroom 4 person unit with a Gross Internal Area of over 87.5m² which exceeds the 74m² minimum Gross Internal Area requirements of the London Plan 2015. Flats 2 & 3 are 2 bedroom 4 person units and with GIAs of 79m² and these easily exceed the minimum requirement for 70m². Flat 4 is a 2 bedroom 3 person unit with a GIA of 87.5m² compared with a required 61m². Flats 5 and 6 are one bedroom 2 person units and with GIAs of 57.5m² and 66m² they also exceed the 50sqm² minimum standard. Each unit is also to be provided with amenity space, which with the exception of Flat 6 which is only 0.5m² below standard, are in accordance with London Housing SPG standards. Consequently it is considered that the proposal would provide additional housing to an acceptable standard that accords with relevant planning policies and guidance.

7.6 The impact on neighbour amenity

London Plan policy 7.6 and SPP policy DM D2 require that proposals will not have a negative impact on neighbour amenity in terms of loss of light, privacy visual intrusion or noise and disturbance. There are no residential neighbours on the same side of the road as the proposal and therefore the proposal would have no impact in terms of loss of light or outlook on neighbour amenity on that side of the road. The proposed flats have no windows in the side elevation and whilst this application includes an amenity balcony that was not on the previous approval, this is set largely within the roof slope and is more than 30m away from the school grounds with trees along both sides of Pyl Brook separating the two sites. The fronts of the residential properties on the opposite side of Lower Morden Lane are more than 31m from the upper windows and balconies in the new flats, sited across a busy road. This exceeds the requirement set out in the Merton New Residential Development SPG 1999. The size of this separation distance and the fact that it relates to front gardens and not the rear gardens where residents tend to congregate in nice weather is considered sufficient not to cause a negative impact on neighbour amenity in terms of noise, disturbance and loss of privacy. The proposal therefore also accords with relevant planning policies in this regard.

7.7 The impact on the street scene

London Plan policy 7.4, Sites and Policies Plan policies DM D1 (Urban design), DM D2: (Design considerations) and DM D3: (Alterations and Extensions to existing Buildings) as well as LBM Core Strategy Policy CS14 are all policies designed to ensure that proposals are well designed and in keeping with the character of the local area.

- 7.8 A number of objections raised concerns relating to the impact of the appearance of the proposed building on the street scene, in particular it being out of keeping with the local area. The proposals have been designed so that whilst wider than the previous approval, it is not as deep and although the principal ridge line is 0.8m higher (the previous design having had a prominent lower ridge and a smaller upper ridge) there is no difference in the maximum height of this scheme to that previously approved.
- 7.9 With regards to the proposal respecting the character and appearance of the streetscene this would normally be given considerable weight in circumstances where the properties on both sides of the road were similar. However, as was noted in the previous consent, in this proposal the site is a unique design located in proximity to a garden centre and a primary school with no residential properties on that side of the road. Consequently this side of Lower Morden Lane does not have an established pattern of development and whilst the addition of balconies on this building is considered acceptable, it would not create a precedent for the houses on the opposite side of the road. Notwithstanding this the proposals reflect various design features that characterize the more traditional housing stock in the locality including pitched roofs, splayed bays, mock Tudor exposed beams over projecting gable roofs, leaded light windows and the use of facing bricks and roof tiles and officers consider that flats would blend in with the locality.
- 7.10 Parking, servicing and deliveries.
- LDF Core Strategy Policy CS 20 is concerned with issues surrounding pedestrian movement, safety, serving and loading facilities for local businesses and manoeuvring for emergency vehicles as well as refuse storage and collection. The proposal will provide six flats which would be an increase of two flats above the existing permissions for the site. Consequently in terms of additional traffic it is considered that this small number of additional units would not create a noticeable increase in traffic in the area. In terms of parking the Council's Transport planning officer commented that the proposal would not result in the loss of any on street parking spaces and that if the existing crossover and driveway entrance is partially reduced in size it could potentially allow for two new on street spaces. A s278 agreement would be required to address highways issues with regards to crossover and speed pillow relocation. Following comments from the Transport officer a revised front layout has been provided that ensures the provision of the required 10 secure cycle storage spaces, a disabled bay and an electric car charging point as required by policy 6.13 of the London Plan and DM T1 in the Sites and Policies Plan 2014.

7.11 Risk from flooding

The proposal involves a reduction in the amount of ground floor buildings on site and therefore it is not considered that the proposal would increase the risk of flooding, impede the flow of floodwater or reduce the capacity of the flood plain to store water. The existing area of non permeable hardstanding at the side of the site will be replaced by an area of porous hardstanding blockwork which will serve to improve the situation regarding water run off. The Environment agency raised no objection to the proposals subject to the imposition of suitable conditions including the mitigation measures found in the submitted Flood Risk Assessment. Consequently the proposal accords with SPP policy DM F1 (Support for Flood Risk Management). The FRA sets the floor levels at 21.54m AOD and is the same as the previously approved scheme. The front of the existing building is currently 21.12m AOD and the rear between 21.13 and 21m AOD.

7.12 Affordable housing

LDF Core Planning Strategy policy CS.8 seeks the provision of a mix of housing types including affordable housing. The Council seeks financial contributions towards affordable housing for scheme creating between 1 and 9 additional units under the terms of adopted policy. The applicant submitted a viability report that stated the proposal could not sustain an affordable housing contribution. This was independently assessed by a third party assessor who confirmed this assessment to the satisfaction of the Council's S106 Monitoring officer.

7.13 Archaeology

SPP policy DM D4 and London plan policy 7.8 seek to protect heritage assets including archaeological assets. Since the previous consent was granted new information has been provided regarding the historical significance of the existing building's wartime role possibly as a Heavy Rescue Centre and potentially a gas decontamination station and the history of the site as the medieval home of the Huberd family. Although the building has not been considered worthy of listing it has been recommended that a condition be imposed for a Written Scheme of Investigation that will ensure the applicants record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) for both the building and wider site and to make this evidence publicly available.

8 CONCLUSION

- 8.1 Although larger than the scheme previously approved by members the maximum height is no greater and the building will be set further back from the street edge. Whilst there is no predominant form of development on that side of Lower Morden Lane, the appearance and character of the

proposed building with its use of exposed brickwork and tiled roof is considered to reflect the predominantly residential nature of the locality, albeit not in a mock Tudor style.

- 8.2 The positioning, design and siting of the building is such that it has no impact on neighbour amenity on that side of the road and is far enough away from the houses on the opposite side of the road that it complies with planning policy requirements for a 25m separation distance between habitable windows. The proposal will provide two more flats than has been previously consented and it is considered that a total of six flats on the site would not generate additional traffic or requirements for parking such as to warrant a refusal of planning permission. The proposal will also provide six units of accommodation that will exceed the required standards for internal and external space standards and will contribute to the provision of new additional housing within the borough. For these reasons the proposal is recommended for approval subject to conditions

RECOMMENDATION

GRANT PLANNING PERMISSION subject to planning conditions

1. A1 Commencement of Development
2. A7 Construction in accordance with plans Site location plan, Drawings, MRD/NB/101 Rev C, MRD/NB/001 Rev C, MRD/NB/1000 Rev A and Flood Risk Assessment (FRA) issue C dated 26th June 2015 prepared by Monson Engineering Ltd.
3. B1 The materials to be approved
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.
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 Polices Plan 2014.
4. C6 Details of the provision to be made for the storage of refuse and recycling shall be submitted to and approved
No development shall take place until a scheme for the storage of refuse and recycling has been submitted in writing for approval to the Local

Planning Authority. No works which are the subject of this condition shall be carried out until the scheme has been approved, and the development shall not be occupied until the scheme has been approved and has been carried out in full. Those facilities and measures shall thereafter be retained for use at all times from the date of first occupation.

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 Polices Plan 2014

5. D11 Construction times.

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

Reason; To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2011 and policy DM EP2 of Merton's Sites and Polices Plan 2014.

6. F2 Landscape implementation; All hard and soft landscape works shall be carried out in accordance with the approved details as shown on drawings MRD/NB/1000 Rev A. The works shall be carried out in the first available planting season following the completion of the development or prior to the occupation of any part of the development, whichever is the sooner, and any trees which die within a period of 5 years from the completion of the development, are removed or become seriously damaged or diseased or are dying, shall be replaced in the next planting season with others of same approved specification, unless the Local Planning Authority gives written consent to any variation. All hard surfacing and means of enclosure shall be completed before the development is first occupied.
- Reason; To enhance the appearance of the development in the interest of the amenities of the area, to ensure the provision sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policies 5.1, 7.5 and 7.21 of the London Plan 2011, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, F2 and O2 of Merton's Sites and Polices Plan 2014.

7. F9 Hardstandings

The hardstanding hereby permitted shall be made of porous materials, or provision made to direct surface water run-off to a permeable or porous area or surface within the application site before the development hereby permitted is first occupied or brought into use.

Reason; To reduce surface water run-off and to reduce pressure on the surrounding drainage system in accordance with the following

Development Plan policies for Merton: policy 5.13 of the London Plan 2015, policy CS16 of Merton's Core Planning Strategy 2011 and policy F2 of Merton's Sites and Polices Plan 2014.

8. H7 Cycle parking implementation
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 Polices Plan 2014.
9. H9 Construction vehicles
The development shall not commence until details of the provision to accommodate all site workers', visitors' and construction vehicles and loading /unloading arrangements during the construction process have been submitted to and approved in writing by the Local Planning Authority. The approved details must be implemented and complied with for the duration of the construction process.
Reason; To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Polices Plan 2014.
10. Non standard condition
No demolition shall take place until a written scheme of historic building investigation (WSI) has been submitted to and approved by the local planning authority in writing. For buildings that are included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and
A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.
This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason; Built heritage assets on this site will be affected by the development. The planning authority wishes to secure building recording in line with NPPF, and publication of results, in accordance with Section

12 of the NPPF and policies 7.8 in the London Plan 2015 and DM d4 of the Merton Sites and Policies Plan 2014.

11. Non Standard condition; The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment (FRA) issue C dated 26th June 2015 prepared by Monson Engineering Ltd and the following mitigation measures detailed within the FRA; Finished floor levels are set no lower than 21.54m above Ordnance Datum (AOD) and the mitigation measures shall be fully implemented prior to occupation.
Reason; To reduce the risk of flooding to the proposed development and future occupants in accordance with policy DM F1 of the Merton Sites and Policies Plan 2014.
12. Non Standard Condition (Sustainability) No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority demonstrating that the development has achieved not less than the CO2 reductions (ENE1) (a 25% reduction compared to 2010 part L regulations), and internal water usage (WAT1) (105 litres/p/day) standards equivalent to Code for Sustainable Homes level 4. Informative: Evidence requirements in respect of condition 13 are detailed in the "Schedule of evidence required for Post Construction Stage from Ene1 & Wat1 of the Code for Sustainable Homes Technical Guide.
Reason for condition: To ensure the development achieves a high standard of sustainability and makes efficient use of resources and to comply with policies 5.2 of the Adopted London Plan 2015 and CS 15 of the Adopted Merton Core Planning Strategy 2011.
13. Amended standard condition (Lifetime homes) Prior to first occupation of the proposed new dwellings, the applicant shall provide written evidence to confirm the new dwelling units meet Lifetime Homes Standards based on the relevant criteria. Reason for condition: To meet the changing needs of households and comply with policy CS8 of the Adopted Core Strategy (July 2011).
14. Non-standard condition (Off street car parking) Prior to first occupation of the proposed new dwellings car parking shall be in place in accordance with the approved plans and shall be permanently retained thereafter for use by occupiers of and visitors to the flats.
Reason for condition: To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Polices Plan 2014.

15. Non standard condition

Prior to first occupation of the development hereby approved the applicant shall have entered into and completed an agreement under s278 of the Highways Act with the Highways Authority to secure the removal of the two existing vehicle crossovers and reinstatement of the kerb and footpath the installation of a new vehicle crossover at the location shown on the site plan, relining of the centre line carriageway hatching and the relocation of the three speed cushions that are immediately outside the site.

Reason. To ensure the safe and efficient operation of the public highway in accordance with policies CS 20 of the Core Strategy 2011 and DM T2 of the Adopted Merton Sites and Policies Plan 2014.

INFORMATIVE.

The written scheme of investigation will need to be prepared and implemented by a suitably professionally accredited heritage practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. The works should conform to Historic England Historic Building Guidance Level 2-3.

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