

PLANNING APPLICATIONS COMMITTEE
16 June 2016

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	16/P0315	04/02/2016
Address/Site:	Land Adjacent to New Malden Golf Centre Ltd Beverley Way New Malden KT3 4PH	
Ward:	Raynes Park	
Proposal:	Erection of high ropes and skytrail structure, ancillary building and associated parking and landscaping.	
Drawing No.'s:	1234-A.01, SKN_P(PL)001 (Rev: B), SKN_E(PL)001 (Rev: C), SKN_E(PL)002 (Rev: C), TIMQ9957-L-06-RevH (received 07/06/2016), SKN_SP(PL)002 (Rev: B), SKN_SP(PL)003 (Rev: B), P(LP)001 (Rev: C), 'Report on the impact on trees of proposals for development at Land adjoining New Malden Golf Centre, Beverley Way, New Malden, KT3 4PH (15 th September 2015)', 'Ecological Assessment' (received 19/01/2016), 'Habitat Enhancement and Management Plan' (received 06/05/2016), 'Framework Travel Plan' (dated August 2015), 'Transport Statement' (dated August 2015), 'Flood Risk Assessment' (dated August 2015), SAS_70180041_1_1 (dated 20/07/2015), 'Planning Statement' (dated January 2016) and 'Design Statement: Rev C' (dated 20/09/2016).	
Contact Officer:	Jock Farrow (020 8545 3114)	

RECOMMENDATION

Grant planning permission subject to conditions.

CHECKLIST INFORMATION

- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: Yes (major application)
- Site notice: Yes (major application)
- Design Review Panel consulted: No
- Number of neighbours consulted: 1
- External consultations: 4
- Controlled Parking Zone: No
- Flood zone: Zone 3

1. INTRODUCTION

- 1.1 This application is being brought to the Planning Applications Committee for determination due to the nature of development and the sensitivity of the site, being on Metropolitan Open Land (MOL).

2. SITE AND SURROUNDINGS

- 2.1 The site is located on Metropolitan Open Land (MOL), positioned to the western side of, and accessed directly from, the A3. The area of MOL is roughly regular in shape being framed by the Beverley Brook to the west, the Pyl Brook to the south, the A3 to the east and train tracks to the north. The area of MOL generally slopes from the north, reducing in elevation toward the south. Across the Beverley Brook is Beverley Park, a large area of MOL which is within the Royal Borough of Kingston Upon Thames.
- 2.2 The application site is a triangular plot of land positioned between existing recreation facilities, being New Malden Golf Centre's driving range to the south and Goals Football Centre to the north; the plot is approximately 1.25ha in area. The central and southern portions of the triangular site comprise a gully which rises as a steep embankment toward the land to the north, beyond which is a flat section of land. Given the nature of the land, being within a gully, it has become neglected. Beyond the site to the north is fencing associated with the football centre which is approximately 10m in height. Within the gully is a wetland which feeds into the Beverley Brook - the wetland is designated as a Site of Importance for Nature Conservation (SINC), albeit it is considered to be of relatively low value. The western and southern borders of the site are lined with mature trees. The netting associated with the golf range is 25-30m in height and runs the length of the site along the southern boundary to the eastern corner of the site, at the eastern corner the netting doubles back and runs along the northern boundary for a distance of approximately 60m; resulting in the site being completely enclosed by the netting, as viewed from the east (looking westward toward the site).

- 2.3 The golf range to the south is operated from 07:30-00:00 (midnight) 7days/week and has 14 mounted floodlights in 7 banks of 2 in the roof and 6 banks of 2 floodlights on the range. The football centre to the north is operated between 10:00-22:15 7days/week and is, along with the carpark to the east, also surrounded by floodlighting.

3. CURRENT PROPOSAL

- 3.1 This application seeks planning permission for the erection of a sky trail adventure/confidence course, with ancillary building and including parking provisions, tree works, landscaping and remediation works to the existing wetland. The facility would operate seasonally – between the hours of 09:00-16:00 during the winter months and 09:00-20:00 during the summer months.
- 3.2 The proposed sky trail would be positioned on the sloping embankment. It would largely be constructed from steel framing and would involve high ropes courses and zip wires. The sky trail would have the following dimensions: 64.7m long, 17.4m wide, an approximate average of 8.3m high and raising 7m above the flat section of land to the north.
- 3.3 The proposed ancillary building would be located immediately to north of the sky trail structure upon the flat land to the north. The building would have a regular foot print with an undulating, multi-pitch roof. It would be constructed from cross laminated timber with a vertical orientation and would have a sedum (green) roof. The front, northeast, corner of the building would contain full length glazing. The proposed building would provide a toilet block, equipment store, reception, a seating area and a covered changing area. The ancillary building would have the following dimensions: 15m long, 8.5m wide, a maximum of 4.6m high and a minimum height of 2.6m.
- 3.4 The northern portion of the site is predominantly flat and would be used to provide 103 vehicle parking spaces constructed from permeable materials, the parking area would include 7 disabled spaces, 2 electric charging points and 1 mini bus parking space. Albeit, it is noted that this area is already used as an informal overflow parking area by the Goals Football Centre. Tree works involve removing 29 trees of low value and low life expectancy, pruning existing trees and planting 20 replacement trees in the north eastern portion of the site. The works to the wetland and SINC would involve clearance of unwanted vegetation, dredging of channels, provisions for riparian zones, installation of king fisher perch posts and otter holts and measures to control the spread of non-native invasive plants.

- 3.5 Planning officers have raised concerns regarding the size of the proposed reception building; revised plans have subsequently been submitted which reduce the scale of the ancillary building by 5m in length, 1m in width and up to 2m in height.

4. PLANNING HISTORY

There is no recorded planning history relating to the subject site. However, there are numerous permissions relating to the surrounding land, the relevant permissions which influence the existing built environment in the immediate vicinity of the application site are summarised below:

90/P0787: Use of land as a golf driving range involving the erection of a two storey building for club house pro shop restaurant and golf driving with floodlighting on roof and on poles and the provision of a 93 space car park access road up to 12 metre high fence and associated landscaping – Granted.

02/P2511: Erection of synthetic sports courts with changing pavilion/club house and associated infrastructure, cycle and parking provision – Granted.

04/P1100: Planning permission for the erection of a 20m high ball catch net and support towers along the southern boundary of pitches and part of western boundary car park – Granted.

06/P3112: Alterations and extension to height of existing ball-stop perimeter netting up to 30 metres high along northern edge of site and up to 35 metres along eastern and southern edges of golf driving range including erection of replacement support towers – Granted.

07/P3195: Extension and alterations to existing building to provide shop, café, office and teaching facilities with removal of putting green and extension of car park – Granted.

10/P0659: Extension of existing driving range safety netting, involving the erection of 1 x 25 metre tower, 1 x 30 metre tower and the extension to 30 metres of four existing 25 metre towers – Granted.

11/P1160: External alterations to western elevations and roof in connection with the provision of an enlarged retail area, for the sale of golfing and associated products, within the existing building – Granted.

5. CONSULTATION

- 5.1 Public consultation was undertaken by way of site and press notices and consultation letters. No public representations have been received.
- 5.2 Transport Planning – No objection following various changes to the layout of the parking area and the provision of additional cycle parking. Permission to be subject to the submission and approval of a delivery and servicing plan and a travel plan.
- 5.3 Flood Risk Management Engineer. No objection. The building would be above the flood risk level and while the structure is within the flood risk level it is open in nature (framing only) thus it would not impede flood flow or storage. Permission to be subject to the submission and approval of details of finished floor and site levels, an emergency flood plan and a surface water drainage scheme.
- 5.4 Environmental Health. No objection.
- 5.5 Trees & Landscape Officer. No objection. Permission to be subject to the submission and approval of details to ensure the proposed tree protection measures would be adhered and details of a landscaping scheme.
- 5.6 Merton Ecologist Consultant – No objection. The proposed Habitat Enhancement Management Plan would result in improvements to the SINC.
- 5.7 Transport for London – No objection. Satisfied with the information relating to trip generation. It is not considered the proposal would result in a significant negative impact on the road network. Permission to be subject to submission and approval of details. In addition, it was recommended to require details of a delivery and servicing plan and a construction logistics plan to the approval of LBM and in consultation with TFL, by way of condition. It was further requested to include provisions of cycle parking by way of condition.
- 5.8 Thames Water – No objection.
- 5.9 Environment Agency – No objection. Advised that the development must be undertaken in accordance with the Flood Risk Assessment and the Habitat Enhancement Management Plan.
- 5.10 Royal Borough of Kingston Upon Thames – No objection.

6. POLICY CONTEXT

6.1 NPPF - National Planning Policy Framework (2012):

- 10. Meeting the challenge of climate change, flooding and coastal change
- 11. Conserving and enhancing the natural environment

6.2 London Plan Consolidated 2015:

- 2.6 Outer London: vision and strategy
- 2.18 Green infrastructure: the multi-functional network of green and open spaces
- 3.1 Ensuring equal life chances for all
- 3.19 Sports facilities
- 5.3 Sustainable design and construction
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.17 Waste Capacity
- 6.3 Assessing effects of development on transport capacity
- 6.8 Coaches
- 6.9 Cycling
- 6.13 Parking
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.17 Metropolitan open land
- 7.18 Protecting open space and addressing deficiency
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands

6.3 Merton Core Strategy 2011 policy (CS):

- CS11 Infrastructure
- CS13 Open space, nature conservation, Leisure and culture
- CS14 Design
- CS16 Flood risk management
- CS17 Waste management
- CS18 Active transport
- CS19 Public transport
- CS20 Parking, servicing and delivery

6.4 Merton Sites and Policies Plan July 2014 policies (SPP):

- DMC1 Community facilities
- DMO1 Open space
- DMO2 Nature conservation, trees, hedges and landscape features
- DMD1 Urban design and the public realm
- DMD2 Design considerations in all development
- DMF1 Support for flood risk management
- DMF2 Sustainable urban drainage systems (SuDS) and; Wastewater and water infrastructure
- DMT2 Transport impact of development

7. PLANNING CONSIDERATIONS

Material Considerations

- 7.1 The key issues in the assessment of this planning application are:
- Principle of development.
 - Design and impact upon character and appearance of MOL and the wider area.
 - Impact of external lighting.
 - Impact upon surrounding properties.
 - Impact upon flooding.
 - Impact upon transport, road safety, parking & sustainable transport.
 - Impact upon trees.
 - Nature conversation and impact upon SINC.

Principle of development

- 7.2 The principle of development should be considered in the context of the site's designation as Metropolitan Open Land (MOL). London Plan (2015) policy 3.19 and CS policy CS13 seek to increase participation in, and increase access to, sport and recreation in London - the policy states that development which increases or enhances sports facilities will be supported, subject to need. There is no specific need identified for the facility proposed; however, London's (and Merton's) population is growing and there is therefore an increased demand for recreational facilities in general.
- 7.3 Policy 7.17 of the London Plan (2015), policy DM O1 of the SPP and policy CS13 of the CS seek to protect open space, especially MOL, from inappropriate development and to maintain its function. Policy 7.17 of the London Plan (2015) advises that appropriate development should be small scale structures to support outdoor uses. In addition, policy DM O1 of the SPP provides the key tests for whether development would be acceptable on MOL; the policy states that the proposal should not harm the character appearance or function of the open space and the proposal retains public access.
- 7.4 The area of MOL has been subject to major development in the past, being the golf driving range immediately south of the site and later the football centre, immediately north of the site; both developments involve high netting (ranging from 10 – 30m in height) and flood lighting. It might be considered that the existing development on the MOL has resulted in the urbanisation of the site; it is within this context that the proposal is considered. Furthermore, it is noted that the site is largely positioned upon an embankment within a gully, given the lack of usability for the site it has become neglected.
- 7.5 The proposed sky trail structure would provide an outdoor recreational use on neglected land with a relatively small footprint. The sky trail structure would be open in nature, it would be positioned within a gully and would be surrounded by high netting associated with the surrounding recreational facilities along with existing and proposed trees. Recreational facilities similar to the proposed sky trail can be found in wooded areas which incorporate trees into

the structure; as a matter of judgement, officers consider the design proposed would relate well to the urbanised area and that it would not result in harm to the character or appearance of the MOL that has undergone considerable change in recent decades. The proposed building would be ancillary to the recreational facility performing only essential functions; it would be small in scale and would incorporate a green roof with timber cladding, thus meeting the tests for an ancillary building on MOL. With regard to function and as mentioned above, the purpose of the application is to add an outdoor recreational facility to the site; therefore, the function of the open space would be enhanced. With regard to access, the facility would be open to the public and existing public access would not be diminished.

- 7.6 Given the above, it is considered the proposal would be suitable in the context of its surroundings and that it is acceptable in principle; subject to compliance with the relevant London Plan policies, Merton Local Development Framework Core Strategy, Merton Sites and Policies Plan and supplementary planning documents.

Design and impact upon character and appearance of MOL and the wider area

- 7.7 The NPPF, London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP policy DMD2 require well designed proposals that will respect the appearance, materials, scale, bulk, proportions and character of their surroundings. In addition, specifically in relation to development on open space, policy DM O1 of the SPP requires proposals to be of a high quality design and to not harm the character, appearance or function of open space.
- 7.8 The structure would be constructed from steel and would be largely open in appearance. The positioning of the structure and the topography of the land is such that the base of the structure would be set below the surrounding ground level, thus the structure would be partially obscured. The structure would be positioned between the high netting associated with the surrounding recreational facilities; it is noted that the structure would extend approximately 7.2m in height above the surrounding ground level, whereas the fencing enclosing it to the north and south would be approximately 10m and 30m in height respectively.
- 7.9 Due to the surrounding built form, the structure would not be readily visible from the north or south. The structure would be visible from the east, from the car park within the MOL and from specific points along the A3; however, relative to the surrounding netting, the structure would be subservient and would not appear out of keeping. It is further noted that the majority of the replanting would be focused around the north eastern portion of the site - this would further obscure visibility of the structure and soften any visual impact. CGI's have been provided in support of the application which shows the proposal as viewed from the A3; it is considered that these images sufficiently demonstrate that any visual impact as from the A3 would be minimal. To the west, across the Beverley Brook, is Beverley Park; views of the proposal from Beverley Park would be largely obscured by the existing (retained) trees. In addition, it is noted that Beverley Park is within the Royal Borough of Kingston

Upon Thames, whom have responded to LBM's consultation advising that they have no objections.

- 7.10 The proposed structure would not be readily visible from the public realm due to the existing development, existing trees and proposed trees; in addition and notwithstanding the screening, in the context of the existing development and the urbanised site, it is not considered the proposed development would be out of keeping with the area or detrimental to the appearance of the MOL, which, in the immediate vicinity of the application site, has undergone significant change over the years creating a more urbanised character.
- 7.11 The scale of the proposed ancillary building has been reduced as far as practicable which is considered to meet the tests for development on MOL. The roof would be undulating and multi-pitched; internally, the section of relatively high ceiling would facilitate natural air circulation and cooling, avoiding reliance on artificial cooling mechanisms. The exterior would be timber with a vertical orientation and a sedum (green) roof. It is considered the design, scale and materials would ensure the ancillary building would not be intrusive within the context of the MOL.

Impact of external lighting

- 7.12 London Plan policy 3.19 of the states that the provision of lighting should be supported in areas where there is an identified need for sports facilities to increase sports participation opportunities, unless the lighting gives rise to demonstrable harm to the local community. SPP policy DM D2 states that proposals for all development will be expected to ensure provision of appropriate energy efficient external lighting that provides safe and secure environments while not causing light pollution that adversely affects neighbouring occupiers. When considering light proposals the Council will seek to ensure that unacceptable levels of illumination are controlled by conditions or that unacceptable proposals are refused planning permission.
- 7.13 External lighting has the potential to affect the character and appearance of the MOL, impact upon neighbouring amenity and to affect species within the SINC. The applicant has requested that external lighting be dealt with by way of condition; however, to ensure that indicative levels of lighting are known at the time of determination, the applicant has provided some detail in relation to lighting.
- 7.14 Elevations have been provided showing backlighting on the signage of the ancillary building along with 'up-lighting' around the structure's edge. It is advised that stop-go lights would be installed on the structure to manage the flow of participants; these would be red and green and would be 10cm in diameter. In addition, some lighting would be required for staff to supervise participants in poor light or after dark, albeit it has been advised that this would be at much lower lux levels than the surrounding recreational facilities. It is further noted that the recreation facilities to the north (football centre) and south (driving range) are operated from 07:30-00:00 (midnight) and 10:00-22:15 respectively. Whereas the proposal would operate between 09:00-16:00 during the winter months and 09:00-20:00 during the summer months.

- 7.15 Given the above, it is considered that the external lighting of the proposal could reasonably be addressed by way of condition.

Neighbour amenity

- 7.16 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.
- 7.17 Given the positioning, scale and nature of the proposed structure and ancillary building it is not considered it would result in an undue impact on neighbouring amenity.

Flood risk

- 7.18 SPP policy DM F1 and CS policy CS16 require development to mitigate the effects of flooding.
- 7.19 A Flood Risk Assessment has been submitted in support of the application which advises that there will be no raising of ground levels within Flood Zone 3; the car parking and ancillary building would be above the flood level; the portion of the sky trail structure which is within the flood zone would allow free movement of water to avoid reducing flood storage capacity or impede flood flows; attenuation of surface water runoff would be addressed by way of permeable paving for the car park, a green roof for the ancillary building and attenuation tanks. In addition, a safe escape route has been identified to the northeast of the site, under A3 Kingston by-pass which leads to an area of Flood Zone 1.
- 7.20 Both the Environment Agency and the LBM Flood Risk Engineer have reviewed the proposal and stated they have no objections; however, based on the advice of these parties, a condition requiring the development to be undertaken in accordance with the Flood Risk Assessment and conditions requiring details of finished floor and site levels, an emergency flood plan and a surface water drainage scheme have been recommended. Subject to the recommended conditions, it is not considered the proposed development would have an undue impact on flooding.

Impact upon transport, road safety, parking & sustainable transport

- 7.21 Core Strategy policies CS18, CS19 & CS20 requires development to promote a variety of sustainable transport modes and requires that development would not unduly affect pedestrian or cycle movements, safety, the convenience of local residents, on street parking or traffic management.
- 7.22 A Framework Travel Plan has been submitted in support of the application which encourages a variety of sustainable transport modes by providing cycle parking, electric vehicle charging points and by providing information to staff and patrons on public transport (timetables, routes, locations etc.), car sharing, cycle routes and walking routes. Information would be distributed via the Skytrail website, leaflets and noticeboards; noticeboards and leaflets

would be in strategic locations where they are highly visible to staff and patrons. In addition to the methods of travel, educational information will also be distributed regarding the health, financial, social and sustainability benefits for the modes of travel promoted. It is proposed to monitor the modes of travel and the effectiveness of the Framework Travel Plan 1, 3 & 5 years following the occupancy of the site. It is recommended to include a condition requiring the measures specified within the Framework Travel Plan to be implemented.

- 7.23 A Transport Statement has been submitted in support of the application which examines the accessibility of the site, forecasts trip generation, considers the necessary level of parking provisions and servicing arrangements and examines highway safety and capacity. It is estimated that 40 vehicles per hour would access the site and that 40 vehicles per hour would exit the site. The Transport Statement concludes that the development would not have a severe effect on the transport network in terms of capacity or safety nor would it exacerbate parking pressure in the area.
- 7.24 Both Transport for London and an LBM Transport Planner have reviewed the application and neither party have raised objection. However, both have recommended the following provisions be secured by way of condition, delivery and servicing plan, travel plan, construction logistics plan and cycle parking. Given the above and subject to the recommended conditions, it is considered that the proposal is acceptable in terms transport, road safety, parking and sustainable transport.

Impact upon trees

- 7.25 Core strategy policy CS 13 expects development proposals to incorporate and maintain appropriate elements of open space and landscape features such as trees which make a positive contribution to the wider network of open spaces whilst SPP policy DM 02 seeks to protect trees that have a significant amenity value as perceived from the public realm.
- 7.26 A report on the impact on trees as a result of the proposal has been submitted in support of the proposal. The report suggests removing 29 trees of low value and low life expectancy, undertaking protection measures, some pruning for those trees to be retained and planting 20 replacement trees, the replacements would be advanced nursery forest stock including dawn redwood & aspen (native to the UK).
- 7.27 The Trees and Landscape Officer has reviewed the application and has not raised objection; however, conditions ensuring the proposed tree protection measures would be adhered to along with suitable supervision and details of a landscaping scheme have been advised. Given the above and subject to the recommended conditions, it is considered that the proposal is acceptable in terms of its impact of trees and the resulting impact on the visual amenity of the area.

Nature conservation and impact upon SINC

- 7.28 NPPF section 11 and SPP policy DM O2 seek to protect and enhance biodiversity, encourage proposals to result in a net gain in biodiversity and to discourage proposal that result in harm to the environment, particularly on sites of recognised nature conservation.
- 7.29 An Ecological Assessment has been submitted in support of the application relating to the impacts of the proposal on the environment in general, and more specifically, the SINC. The assessment advises that the proposal would have a low impact on the SINC given the wetland area would be avoided by the development. The development would primarily affect bare, re-colonising sloping ground and some grassland of moderate species diversity. Measures are proposed to avoid disturbance of nesting birds and to manipulate habitats in such a way as to avoid harm to reptiles.
- 7.30 In addition to the Ecological Assessment, a Habitat Enhancement and Management Plan (HEMP) has been submitted in support of the application. The existing wetland/SINC has been described as deteriorating due to infilling with organic matter, bulrush dominating other species, encroaching willows threatening to dry out the wetland and also overshadow the wetland to the detriment of aquatic species. It has been proposed to clear the invading willow, remove invasive plants, deepen the areas of the wetland to make separate pools through dredging and to install king fisher perch posts and otter holts to enhance habitat.
- 7.31 Both the Environment Agency and an ecologist consultant appointed by LBM have reviewed the application and confirmed they have no objections. The LBM Ecologist Consultant advised that the HEMP was acceptable and that it would result in improvements to the SINC. The Environment Agency advised that the measure proposed in the HEMP would need to be ensured by way of condition.
- 7.32 In addition to the proposed improvements outlined in the HEMP, the scheme would involve a green roof and additional trees; given the above and subject to recommended conditions, it is considered that the proposal would result in net biodiversity gains and would be acceptable in terms of its impact on the environment and more specifically, the SINC.

8. CONCLUSION

- 8.1 In the context of the urbanised character of the MOL alongside the A3, it is considered that the provision of an outdoor sky trail recreation facility along with an ancillary building, in what might be judged the space left over between two existing sports/leisure uses (the soccer centre and the golf driving range) would be acceptable in principle. It is considered the proposal would have a positive influence by providing an additional recreation facility for a growing population. Given the context of the site, it is considered the development would be acceptable in terms of its impact on the character and appearance of the MOL. It is not considered that the proposal would unduly affect neighbouring amenity, flooding, highway matters, trees or the environment.

Furthermore, it is considered the proposal would result in improvements to the SINC and a net gain in biodiversity.

RECOMMENDATION

Grant planning permission
subject to the following conditions:

1. A1 Commencement of Development (full application)
2. A7 Approved Plans
3. B3 External Materials as Specified
4. C07 Refuse & Recycling (implementation)
5. D10 External lighting
6. F01 Landscaping/planting scheme
7. The details and measures for the protection of the existing retained trees as proposed in the approved document 'Report on the impact on trees of proposals for development at Land adjoining New Malden Golf Centre, Beverley Way, New Malden, KT3 4PH (15th September 2015)' shall be implemented and retained for the duration of the development and shall follow the sequence of events as detailed in the document and as shown in drawing ref: 1-38-3745/P1 (Rev: 16/07/15).

Reason: To protect and safeguard the existing retained trees in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policy O2 of Merton's Sites and Policies Plan 2014.

8. An arboricultural expert shall monitor the implementation of the approved document 'Report on the impact on trees of proposals for development at Land adjoining New Malden Golf Centre, Beverley Way, New Malden, KT3 4PH (15th September 2015)' and drawing ref: 1-38-3745/P1 (Rev: 16/07/15) and report to the Local Planning Authority not less than fortnightly the status of all tree works and tree protection measures throughout the course of the demolition and site works. The works shall be carried out strictly in accordance with the approved document 'Report on the impact on trees of proposals for development at Land adjoining New Malden Golf Centre, Beverley Way, New Malden, KT3 4PH (15th September 2015)' and drawing ref: 1-38-3745/P1 (Rev: 16/07/15).

Reason: To protect and safeguard the existing retained trees in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core

Planning Strategy 2011 and policy O2 of Merton's Sites and Policies Plan 2014.

9. The details and measures proposed in the 'Habitat Enhancement and Management Plan' received 06/05/2016 shall be implemented in accordance with, and follow the sequence of events of, the document.

Reason: To mitigate and offset the impact of the development hereby approved and to ensure a net gain in biodiversity in accordance with NPPF section 11 and Merton's Sites and Policies Plan 2014 policy DM O2.

10. H04 Provision of vehicle parking
11. H07 Cycle parking (implementation)
12. H11 Parking management strategy
13. H12 delivery and servicing plan
14. H13 construction logistics plan
15. The details and measures of the 'Framework Travel Plan' dated August 2015 shall be implemented at the time of first occupancy. The development shall be implemented only in accordance with the approved Travel Plan.

Reason: To promote sustainable travel measures and comply with the following Development Plan policies for Merton: policy 6.3 of the London Plan 2015, policies CS18, CS19 and CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

16. The development hereby approved shall be carried out in accordance with the approved Flood Risk Assessment (FRA) compiled by Gyoury Self Partnership dated August 2015.

Reason: To minimise the impact of flooding to the occupants and elsewhere of the development and to comply with the following Development Plan policies for Merton: policy 5.12 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F1 of Merton's Sites and Policies Plan 2014.

17. No development shall take place until details of the proposed finished floor levels of the development, together with existing and proposed site levels, have been submitted to and approved in writing by the Local Planning Authority, and no development shall be carried out except in strict accordance with the approved levels and details. There will be no raising of ground levels within Flood Zone 3 to ensure no loss of floodplain storage.

Reason: To minimise the impact of flooding to the occupants and elsewhere of the development and to comply with the following Development Plan policies for Merton: policy 5.12 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F1 of Merton's Sites and Polices Plan 2014.

18. Prior to the commencement of the development an emergency flood plan covering details of flood evacuation and safe escape routes, flood warning systems and appropriate signage, shall be submitted to and approved in writing by the local planning authority. The approved works and the emergency flood plan will then be implemented in full from when the building is occupied.

Reason: To minimise the impact of flooding to the occupants of the development and to comply with the following Development Plan policies for Merton: policy 5.12 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F1 of Merton's Sites and Polices Plan 2014.

19. Prior to the commencement of the development a scheme for the provision of surface water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy 5.13 and the advice contained within the National SuDS Standards. Where a sustainable drainage scheme is to be provided, the submitted details shall:
 - i. provide information about the design storm period and intensity, the method employed to delay (attenuate) and control the rate of surface water discharged from the site to 5l/s the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - ii. include a timetable for its implementation;
 - iii. include a CCTV survey of the existing surface water outfall and site wide drainage network to establish its condition is appropriate; and,
 - iiii. provide a drainage management and maintenance plan for the lifetime of the development.

Reason: To ensure satisfactory means of surface water drainage, to reduce the risk of flooding and to comply with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F2 of Merton's Sites and Polices Plan 2014

Informatives:

1. It is the responsibility of the developer to make proper provision for drainage to ground, watercourses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that

storm flows are attenuated or regulated into the receiving public network through on or off-site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

2. Prior to the commencement of works, any proposed works within 8m of the Beverley Brook will be subject to a Flood Defence Consent application with the Environment Agency under the terms of the Water Resources Act 1991 and Thames Region Land Drainage Byelaws 1981.
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To view Plans, drawings and documents relating to the application please follow this [link](#)

Please note that this link, and some of the related plans, may be slow to load