

**PLANNING APPLICATIONS COMMITTEE
17 NOVEMBER 2016**

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	16/P1872	06/05/2016
Address/Site	134 Merton Road, South Wimbledon, SW19 1EH	
(Ward)	Trinity	
Proposal:	Demolition of existing two storey rear outbuilding and covered workshop area and two storey outrigger attached to main building. Change of use of part of ground floor and erection of single and two storey extensions to create a new 2 bed residential unit. Rebuilding of the outrigger at a greater width and addition of mansard roof extensions to the main roof and to part of the outrigger to enlarge the existing residential unit. Alterations to existing pedestrian access points.	
Drawing Nos	16.8705.01, 16.8705.02, 16.8705.03, 16.8705.04E, 16.8705.05E, 16.8705.06B, 16.8705.07C and 16.8705.08.	
Contact Officer:	Tim Lipscomb (0208 545 3496)	

RECOMMENDATION

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

- 1) Restriction on future occupiers obtaining parking permits**
- 2) The applicant agreeing to meet the Council's costs of preparing drafting and monitoring the section 106 obligations.**

CHECKLIST INFORMATION

- Heads of Agreement: Yes - The development being parking permit-free
- Is a Screening Opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No

- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 4
- External consultations: No
- Controlled Parking Zone: Yes (3F)
- Flood Zone: Flood Zone 1 (Low risk)
- Conservation Area: No
- Listed Building: No
- Protected trees: No
- Public Transport Access Level: 4

1. **INTRODUCTION**

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

2. **SITE AND SURROUNDINGS**

- 2.1 The site comprises 'Top Gear Motors UK', a retail unit which sells tyres, car paint and has a small tyre fitting/repair workshop to the rear of the site. The lawful use is a mixed use of Use Class A1 (Car Accessories Shop) and Use Class B1 (Tyre Fitting Place). It is located on the corner of Merton Road and Ridley Road.
- 2.3 The building is an end-of-terrace building with a substantial two-storey gabled ended outrigger shared between 134 and 136/136a. The curtilage of 134 is almost entirely covered in buildings. To the rear part of the site is a two-storey storage building and a single storey workshop linked to the main building.
- 2.5 There is a self-contained flat at first floor level above the retail shop, accessed from Ridley Road.
- 2.6 The main building fronting Merton Road is part of a continuous commercial parade running from Ridley Road to Quicks Road. A restaurant immediately adjoins the application site retail unit. On the opposite of the Ridley Road junction, facing the application site is a dentist at ground floor with a 3 storey block of flats accessed from Ridley Road. Beyond the commercial units on the corners with Merton Road, Ridley Road is wholly residential. A church and hotel stand opposite the site on Merton Road. The majority of commercial units have flats above and beyond the commercial units is predominantly residential.
- 2.7 The site is not located within a Conservation Area. The building is not locally or statutorily listed. The site is within Flood Zone 1 (low probability of flooding).

3. **CURRENT PROPOSAL**

- 3.1 The proposal is to demolish the existing two storey rear outbuilding and covered workshop area and two storey outrigger attached to the main building, change the use of part of the ground floor retail unit and erect single and two storey extensions to create a new 2 bed residential unit at the rear, and rebuild the outrigger at a greater width and with the addition of mansard roof extensions to the main roof and to part of the outrigger to enlarge the existing residential unit. A retail unit would be retained on the site frontage.
- 3.2 The extension to the rear of the site would form a new two-storey element, following the demolition of the existing two-storey outbuilding to the rear part of the site. This two-storey extension would be linked to the main building by way of a ground floor link extension. The two-storey element would have a gabled roof and would stand at a height of 5.4m, to the ridge, and 4.4m to the eaves. The residential unit formed would be directly accessed from Ridley Road. It would have windows facing Ridley Road as well as and also looking into an internal 10 sq. m courtyard garden. The courtyard would accommodate bin and bike storage.
- 3.3 The extension to the rear of the main building would enlarge the floor area at first floor by replacing the existing two-storey out-shot with a marginally wider mono-pitch roof out-shot. At second floor level, rear mansards are proposed to the main roof extension and over the first floor rebuilt outrigger with 2 rooflights to the front elevation. A roof terrace of 10sqm would be provided at first floor level with a privacy screen running along the side boundary (south), which would be constructed from obscured glass. Bin storage and bicycle storage, for two bicycles, is shown for the spilt level first and second floor flat, located in the entrance hall at ground floor level.
- 3.4 The entrance to the flat within the main building would be located to the side of the building, leading directly onto Ridley Road. The bin store entrance would also lead directly onto Ridley Road. The entrance to the flat to the rear of the site would also be accessed directly from Ridley Road.
- 3.8 The extensions would be constructed in brick with slate clad roof extensions.

4. **PLANNING HISTORY**

- 4.1 MER782/67 - DISPLAY OF SINGLE SIDED ILLUMINATED FASCIA SIGN OVER ENTRANCE AND DOUBLE SIDED ILLUMINATED PROJECTING

BOX SIGN AT FASCIA LEVEL FRONTING MERTON ROAD. Grant Permission subject to Conditions 26-10-1967.

- 4.2 88/P0160 - INSTALLATION OF NEW EXTERNALLY ILLUMINATED FASCIA SIGN ON PREMISES (SIGN "A"). Grant Permission (subject to conditions) 12-04-1988.

5. **CONSULTATION**

- 5.1 Standard 21-day site notice procedure and individual letters to neighbouring occupiers. Four letters of objection were received in relation to the original proposal, objecting on the following grounds:

- Loss of the tyre fitting business.
- Concerns about proximity of proposed works to the parking area of 2 Ridley Road and concerns regarding potential damage caused to vehicles.
- Disruption and dirt during construction process.
- Loss of privacy to 2a Ridley Road.
- Loss of light and outlook to No.136a Merton Road.

Following amendments to the scheme on 18/08/2016, a further eight letters of objection have been received, including a petition (concerned with parking problems in the 3F Zone) with 41 signatures. (In total, there have been 12 letters of objection from seven address points and a petition).

The petition objects solely on the basis of concerns about parking pressure and additional cars. The individual letters reiterate previous concerns and add the following:

- Negative impact on access to 136/136a Merton Road and 2 Ridley Road.
- Concern regarding adverse impact on sunlight.
- Overlooking to 2a Ridley Road from proposed bedroom 1, the proposed roof terrace and proposed wet room.
- Inconvenience, including disturbance, pollution, noise, dirt, dust, obstruction and parking problems.
- Potential adverse impact on adjoining businesses.
- Concerned about damage to a parked car at 2 Ridley Road as the pedestrian access is close to the parking space.
- No parking provision and no surplus parking capacity in the area.
- Concerns that refuse storage would not be sufficient.

5.2 Transport Planning:

No transport objections subject to four cycle parking spaces being provided. Legal agreement recommended to ensure that future occupants are prohibited from obtaining parking permits.

6. **POLICY CONTEXT**

6.1 The relevant policies within the Adopted Sites and Policies Plan (July 2014) are:

DM H2	Housing mix
DM E3	Protection of scattered employment sites
DM D1	Urban design and the public realm
DM D2	Design considerations in all developments
DM D3	Alterations and extensions to existing buildings
DM F2	Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure
DM T1	Support for sustainable transport and active travel
DM T2	Transport impacts of development
DM T3	Car parking and servicing standards

6.2 The relevant policies within the Adopted Merton Core Strategy (July 2011) are:

CS8	Housing Choice
CS9	Housing Provision
CS11	Infrastructure
CS14	Design
CS15	Climate Change
CS16	Flood Risk Management
CS18	Active Transport
CS19	Public Transport
CS20	Parking, Servicing and Delivery

6.3 Merton's Supplementary Planning Guidance/Documents: Merton's New Residential Development SPG 1999 Merton's Design SPG 2004

6.4 The relevant policies in the London Plan (2015) policies (as amended by Minor Alterations to the London Plan March 2016) are:

3.3	Increasing housing supply
3.4	Optimising housing potential
3.5	Quality and design of housing developments
3.8	Housing choice
3.9	Mixed and balanced communities
5.1	Climate change mitigation

- 5.2 Minimising carbon dioxide emissions
 - 5.3 Sustainable design and construction
 - 5.7 Renewable energy
 - 5.13 Sustainable drainage
 - 6.3 Assessing effects of development on transport capacity
 - 6.9 Cycling
 - 6.10 Walking
 - 6.13 Parking
 - 7.2 An inclusive environment
 - 7.3 Designing out crime
 - 7.4 Local character
 - 7.6 Architecture
 - 7.14 Improving air quality
- 6.5 Mayor's Housing SPG March 2016.
- 6.6 DCLG: Technical housing standards - nationally described space standard March 2015.
- 6.7 National Planning Policy Framework (2012).

7. **PLANNING CONSIDERATIONS**

- 7.1 The main planning considerations concern the principle of the demolition, the loss of the existing commercial use and its replacement with a residential unit, the design of the proposed development, together with neighbouring amenity, standard of accommodation, highway considerations and sustainability issues.
- 7.2 Principle of development
- 7.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise.
- 7.4 The site currently accommodates 'Top Gear Motors UK' a retail shop selling car accessories with a small tyrefitting/minor repair workshop to the rear. The retail unit would be retained but the workshop would be lost. The site visit has shown that 'Top Gear Motors UK' and the workshop are a single planning unit. They are internally connected and the workshop is ancillary to the retail use on site. The agent has also provided a copy of the lease which confirms that the unit is leased and operated as a single business. Therefore, the proposal would not result in the loss of a small scattered employment site, rather it would involve the reduction in floor

- space for the mixed retail/workshop use with the retail element to the frontage retained with reduced floorspace. The proposal would retain a commercial retail element as part of a mixed-use scheme, and the loss of the ancillary workshop is not considered to provide sufficient grounds for refusal.
- 7.5 The existing rear workshop does not make a particularly positive contribution to the character of the area and there is no objection to the demolition works provided that any redevelopment is of a suitably high standard and subject to the replacement scheme being acceptable in respect of all other material planning considerations, including, impact on neighbours, quality of accommodation provided and highway safety.
- 7.6 Character of the Area
- 7.7 Policies DMD2 and DMD3 seek to ensure a high quality of design in all development, which relates positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area. Core Planning Policy CS14 supports this SPP Policy.
- 7.8 The proposal would involve the addition of substantial extensions to the rear elevation. However, these extensions are not considered to adversely affect the character of the area. The built form proposed largely replaces the existing and the additions to the rear of the main building would be in keeping with the character of the surrounding area.
- 7.9 The two storey element to the rear of the site is currently set back from the roadside by the single storey element of the building. The proposed development would involve the demolition of this two-storey element and its replacement with a similar sized two-storey element. It is considered that there would be no adverse impact on the streetscene as a result of this element of the proposals, as there would not be a material increase in bulk and massing of this part of the site.
- 7.10 The proposed mansard roof extension would not be dissimilar to other roof extensions in the locality. This form of roof extension would not appear overly dominant and would not be out of keeping with the character of the area.
- 7.11 The proposed second floor roof extension, to the rear of the main building, is considered to be well-designed and would appear as a proportionate addition to the main building.
- 7.12 The scheme proposes a new two-storey out-shot to the rear elevation, in

- place of the existing two-storey, pitched roof outshot. The proposed two-storey out-shot would have the same roofline as the existing but would project slightly closer to the highway. The replacement of the existing built form in the manner proposed would complement the existing building and no objection is raised on this basis.
- 7.13 For the reasons set out above, the proposal is considered to be acceptable in terms of visual amenity.
- 7.14 Neighbouring Amenity
- 7.15 Policy DM D2 seeks to ensure that development does not adversely impact on the amenity of nearby residential properties.
- 7.16 The proposed extensions would largely replace the existing built form at first floor level. The second floor development proposed would result in an enlarged parapet wall between the site and No.136. However, this raised parapet would only affect the roofscape of the neighbouring property; it would not have a material impact in terms of loss of light to windows. The dividing parapet wall would not be raised beyond the proposed second floor roof extension.
- 7.17 The proposed terrace to the first floor flat would be screened to a height of 1.7m. This screen is considered to be sufficient to avoid material overlooking of the neighbouring properties. The terrace screen would prevent overlooking from the first floor terrace and bedroom window. The window in the rear mansard over the outrigger would be to a wetroom and would be required to be obscure glazed.
- 7.18 The part single/part two-storey element to the rear of the site would be similar in bulk to the existing structures. There are side facing windows to the adjacent property, which is subdivided into 2 flats, 2 and 2A Ridley Road, but they are towards the rear part of the dwelling only, not directly behind the application site. In any event, the massing impact 2/2A Ridley Road would be no greater than the existing, as a result of the proposed built form, which mimics the building to be replaced. In relation to 136/136a Merton Road, the land to the immediate south of this structure is partly used as a storage area. It also functions as external amenity space for the occupiers of the flat above No.136. There would be a small increase in the height of the boundary wall adjacent to this amenity/storage area, however, the increase is modest and is considered to not result in an additional harmful impact on this amenity/storage area over and above the existing situation. In addition, the site is to the north of No.136 so there would be no overshadowing.
- 7.19 The proposal is considered to not result in material harm to neighbouring

amenity and is considered to comply with Policies DM D2 and DM D3 in regards to neighbouring amenity.

7.20 Standard of accommodation

7.21 London Plan Policy 3.5, as amended by Minor Alterations to the London Plan (March 2016) states that all new housing developments should be of the highest quality internally, externally and in relation to their context. In order to ensure that such development provide an adequate level of internal amenity, Table 3.3 of the London Plan sets out the minimum floor areas which should be provided for new housing. The DCLG publication: "Technical housing standards - nationally described space standard" (2016) provides further guidance, which has been adopted by the Mayor for London.

7.22 The detailed design of the proposed development should have regard to the requirements of the London Plan (2015), as amended by Minor Alterations to the London Plan March 2016, the Mayor's Housing SPG 2016 and the DCLG publication: Technical housing standards - nationally described space standard March 2015, in terms of unit and room sizes and provision of external amenity space.

7.23 Sites and Policies Plan Policy DM D2 seeks to ensure good quality residential accommodation with adequate levels of privacy, daylight and sunlight for existing and future residents, the provision of adequate amenity space and the avoidance of noise, vibration or other forms of pollution.

7.24 The London Plan and the DCLG publication: 'Technical housing standards - nationally described space standards' March 2015, requires a minimum of 61sqm for a 2 bed, 3 person unit and 70sqm floorspace for a 2 bed/4 person unit. The proposed 2b3p flat to the rear part of the site would be 64.6sqm and the expanded 2b4p flat on the upper floors of the main building would be 79sqm, meeting the required minimum standards. They would also have the required 2sqm of built-in storage space.

7.25 The Council's adopted standards for amenity space would require 7sqm for the expanded 2b3p flat and 6 sqm for the rear unit. The rear flat would have access to a 10 sqm courtyard and the expanded flat, which currently has no amenity space, would have 10sqm roof terrace. Although the ground floor courtyard garden would receive little sunlight due to its orientation, it is a good size and serves a relatively small unit and on balance is considered to be acceptable.

7.26 The standard of accommodation is considered to be acceptable.

- 7.27 Highway, traffic and parking considerations
- 7.28 The site has a PTAL rating of 4. The Council's Transport Planning section raise no objection to the modest increase in residential units subject to a legal agreement for both units to be made permit free, meaning the Council would not allow the occupants of the houses to be eligible for an on street parking permit in this area. Due to the fairly central and accessible location it is considered that a car free development would be acceptable.
- 7.29 Core Strategy Policy CS 18 promotes active means of transport. Both flats are provided with secure, easily accessible bike storage and this will be required by condition.
- 7.30 A legal agreement has been completed requiring the development to be permit free and the proposal is considered to be acceptable in terms of highway impacts.
- 7.31 Refuse and recycling
- 7.32 Both proposed flats would be provided with offstreet refuse and recycling storage. A condition can be imposed to ensure that these refuse and recycling storage facilities are provided.
- 7.33 Sustainable design and construction
- 7.34 New buildings must comply with the Mayor's and Merton's objectives on carbon emissions, renewable energy, sustainable design and construction, green roofs, flood risk management and sustainable drainage. The most relevant London Plan policies are 5.1 (Climate Change Adaptation), 5.2 (Minimising Carbon Dioxide Emissions) and 5.3 (Sustainable Design and Construction) which seek to minimise energy usage and reduce carbon dioxide emissions.
- 7.35 On 25 March 2015 the Government issued a statement setting out steps it is taking to streamline the planning system. Relevant to the proposals, the subject of this application, are changes in respect of sustainable design and construction, energy efficiency and forthcoming changes to the Building Regulations. The Deregulation Act was given the Royal Assent on 26 March 2015. Amongst its provisions is the withdrawal of the Code for Sustainable Homes.
- 7.36 Until amendments to the Building Regulations come into effect the government expects local planning authorities not to set conditions with the requirements of Code level 4. Where there is an existing plan policy which references the Code for sustainable Homes, the Government has

also stated that authorities may continue to apply a requirement for a water efficiency standard equivalent to the new national technical standard.

7.37 A planning condition will be imposed to ensure that the proposed development achieves CO2 reductions and internal water usage standards equivalent to Level 4 of the Code for Sustainable Homes.

7.38 Therefore, the proposal is considered to be acceptable in terms of sustainable design and construction and would comply with Policy DM H4 in this regard.

7.39 Affordable Housing

7.40 LDF Core Planning Strategy policy CS8 seeks the provision of a mix of housing types including affordable housing. Policy CS8 seeks financial contributions towards off-site affordable housing for schemes providing 1-9 additional residential units. However, the council considers that the Government's 2014 statements (advising councils not to seek affordable housing contributions from small sites) have greater weight than the relevant part of Merton's 2011 Core Planning Strategy policy CS8 (d) and therefore the London Borough of Merton has currently stopped seeking affordable housing contributions from small sites of 10 homes / 1,000 square metres or less. Following this change, the council will not seek financial contributions towards affordable housing on schemes of 1-9 units with a gross area of no more than 1,000sqm; consequently part of Section (d) of Merton's Core Planning Strategy policy CS8 housing choice, is not being applied. Therefore, no affordable housing contribution is required.

7.41 Community Infrastructure Levy

7.42 The proposed development is liable to pay the Mayoral Community Infrastructure Levy, the funds for which will be applied by the Mayor towards the Crossrail project. The CIL amount is non-negotiable and planning permission cannot be refused for failure to agree to pay CIL.

7.43 Merton's Community Infrastructure Levy was implemented on 1 April 2014. This will enable the Council to raise, and pool, contributions from developers to help pay for things such as transport, decentralised energy, healthcare, schools, leisure and public open spaces - local infrastructure that is necessary to support new development. Merton's CIL has replaced Section 106 agreements as the principal means by which pooled developer contributions towards providing the necessary infrastructure should be collected except for affordable housing. The development will also be liable to pay the Merton CIL.

8 CONCLUSION

- 8.1 The proposed development is considered to be acceptable in relation to the standard of accommodation, parking and highway impacts and impact on residential and visual amenity. The application is, therefore, recommended for approval subject to a suitable s.106 agreement, which has already been completed.

RECOMMENDATION

GRANT PLANNING PERMISSION

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

- 1) Restriction on future occupiers obtaining parking permits.
- 2) The applicant agreeing to meet the Council's costs of preparing drafting and monitoring the section 106 obligations.

And the following conditions:

1. A1: The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.

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

2. A7: The development hereby permitted shall be carried out in accordance with the following approved plans: 16.8705.01, 16.8705.02, 16.8705.03, 16.8705.04E, 16.8705.05E, 16.8705.06B and 16.8705.07C.

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

3. B3: The facing materials to be used for the development hereby permitted shall be those specified in the application form unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

4. C07: The development hereby approved shall not be occupied until the refuse and recycling storage facilities shown on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

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

5. C08: Access to the flat roof of the development hereby permitted, other than the identified roof terrace shown on drawing number 16.8705.04E shall be for maintenance or emergency purposes only, and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

6. C09: The screening or enclosure to the balcony as shown on the approved plans shall be implemented before the development is first occupied and retained permanently thereafter.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

7. D11: No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.

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 2015 and policy DM EP2 of Merton's Sites and Policies Plan 2014.

8. F09: 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 Policies Plan 2014.

9. H10: Development shall not commence until a working method statement has been submitted to and approved in writing by the Local Planning Authority to accommodate:
- (i) Parking of vehicles of site workers and visitors;
 - (ii) Loading and unloading of plant and materials;
 - (iii) Storage of construction plant and materials;
 - (iv) Control of dust, smell and other effluvia;
 - (v) Control of surface water run-off.

No development shall be carried out except in full accordance with the approved method statement.

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 Policies Plan 2014.

10. H06: No development shall commence until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.

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

11. H14: The external doors of the development hereby approved shall not open over the adjacent highway.

Reason: In the interests of the safety of pedestrians and vehicles and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

12. D10: Any external lighting shall be positioned and angled to prevent any

light spillage or glare beyond the site boundary.

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: policies DM D2 and DM EP4 of Merton's Sites and Policies Plan 2014.

13. L2: 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.

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

14. C04 Obscured Glazing (Opening Windows). Before the development hereby permitted is first occupied, the wet room window in the second floor of the rear facing elevation shall be glazed with obscured glass and shall be maintained as such thereafter.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

Informatives:

1. INFORMATIVE
This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice.
2. INFORMATIVE
This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at the London Borough of Merton
3. INFORMATIVE

Street Naming and Numbering (Business Improvement Division)
Corporate Services
7th Floor, Merton Civic Centre
London Road
Morden
SM4 5DX
Email: street.naming@merton.gov.uk

4. INFORMATIVE

The applicant is advised to check the requirements of the Party Wall Act 1996 relating to work on an existing wall shared with another property, building on the boundary with a neighbouring property, or excavating near a neighbouring building. Further information is available at the following link:

<http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/currentlegislation/partywallact>

5. INFORMATIVE

Advice regarding permeable and porous hardstandings can be found in the document 'Guidance on the Permeable Surfacing of Front Gardens' available at

<http://www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens>

6. INFORMATIVE

Evidence requirements relating to sustainability are detailed in the "Schedule of Evidence Required - Post Construction Stage" under Category 1: Energy and Carbon Dioxide Emissions (ENE1: dwelling emissions rate) and Category 2: Water (WAT1: Indoor water use) of the Code for Sustainable Homes Technical Guide (2010).

7. INFORMATIVE

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).

[Click here](#) for full plans and documents related to this application.
Please note these web pages may be slow to load