

## PLANNING APPLICATIONS COMMITTEE 09 FEBRUARY 2017

| <b><u>APPLICATION NO.</u></b> | <b><u>DATE VALID</u></b>  |
|-------------------------------|---|
| 16/P4810                      | 13/12/2016  |
| <b>Address/Site</b>           | 134 Merton Road, South Wimbledon, SW19 1EH  |
| <b>Ward</b>                   | Trinity   |
| <b>Proposal:</b>              | Demolition of existing two storey rear outbuilding and covered workshop area and two storey outrigger attached to main building. Change of use of ground floor to flexible uses including A1/A2/B1a. Rebuilding of 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. |
| <b>Drawing Nos</b>            | 16.8705.01, 16.8705.02, 16.8705.03, 16.8705.04F, 16.8705.05F, 16.8705.06C, 16.8705.07D and 16.8705.08B.   |
| <b>Contact Officer:</b>       | Tim Lipscomb (0208 545 3496)  |

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### **RECOMMENDATION**

**Grant planning permission subject to planning conditions.**

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### **CHECKLIST INFORMATION**

- Heads of Agreement: No
- 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: 6
- 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. In addition, the application is brought to the Committee at the request of Councillor Latif.

## 2. **SITE AND SURROUNDINGS**

- 2.1 The site comprises 'Top Gear Motors UK', a retail unit which sells tyres, car paint and has a 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 No.134 and Nos.136/136a. The curtilage of No.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, two bedroom 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 three 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 the entirety of the ground floor, to a flexible use incorporating A1/A2/B1a uses. The scheme involves the erection of single and two storey extensions to the rear to create an office space (to serve the flexible use below), and rebuild the two-storey 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 (to form a 2 bed/4 person unit). The existing shop front would be retained.
- 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 commercial unit formed would be directly accessed from Ridley Road on foot. It would have windows facing Ridley Road as well as windows looking into an internal 10 sq. m courtyard. 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 out-shot (also with a mono-pitch roof). At second floor level, a rear mansard is proposed to the main roof and another mansard over the first floor rebuilt outrigger with two 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 split level first and second floor flat, located in the entrance hall at ground floor level.
- 3.4 The entrance to the flat 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.
- 3.8 The extensions would be constructed in brick with slate clad roof extensions.
- 3.9 No off-street car parking is proposed.
4. **PLANNING HISTORY**
- 4.1 WIM2591 – Use of shop premises in connection with a motor cycle dealer and the sale of spares. Grant Permission subject to conditions 13-01-1956
- 4.2 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.

- 4.3 88/P0160 - Installation of new externally illuminated fascia sign on premises (sign "a"). Grant Permission (subject to conditions) 12-04-1988.
- 4.4 16/P1872 - 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. Refused at Planning Applications Committee 30-11-2016 for the following reason:
1. The proposed development would result in the loss of a scattered employment site, by virtue of the loss of the existing car repair workshop (Use Class B2), which is the main business on the site rather than being ancillary to the retail use, and is therefore contrary to Policy DM E3 of the Sites and Policies Plan 2014, which resists the loss of scattered employment sites except where certain criteria are met, and there is no evidence to suggest that any of the criteria are met.

## 5. **CONSULTATION**

- 5.1 Standard 21-day site notice procedure and individual letters to neighbouring occupiers. Six letters of objection have been received, objecting on the following grounds:
- Loss of the tyre fitting business, which is the primary existing use of the ground floor and provides an important local service and has been thriving for the past 12 years.
  - There are many empty A1 units in Merton Road.
  - Increase in traffic from additional flat.
  - Loss of sunlight and flow of fresh air to the rear area of No.136, which soon may be used as an outside dining area and also to No.136a.

### 5.2 Transport Planning:

London Plan stated minimum cycle parking levels suggest that a development of this nature should provide 3 cycle parking spaces (2x resi, 1x commercial). This development proposes 5 which is in excess of London plan levels and is welcomed. Cycle parking for each of the uses should be segregated.

No designated off street car parking has been provided in association with the proposal. The development is located within a Controlled Parking

Zone 3F. Given the small size of development it is unlikely that more than two further vehicles will be generated by the new residential use (estimated using 2011 census car ownership data), these future vehicles can be accommodated on street comfortably. In this instance there is no need to cap or exempt future residents of the proposed development from applying for a parking permit.

The PTAL is 4 (good) however the PTAL ramps up to 6a (excellent) within a 5 minute walk of the site with Bus, Train, Tram and Tube available within the PTAL calculation area.

The proposed development will not generate a significant negative impact on the surrounding highway network, as such a recommendation for approval is supported.

### 5.3 Climate Change Officer:

- Having reviewed this application I note that the proposal is for an extension to the existing 1-bed and alterations and extensions to the commercial uses on the ground floor.
- As the proposal is restricted to the enlargement of the current first floor dwelling, and the ground commercial floor space falls below the 500m<sup>2</sup> threshold for BREEAM, there are not any specific climate change policy requirements that the development should meet. I therefore have no further comment regarding this proposal.

## 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 R3 | Protecting corner/local shops   |
| 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;<br>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 flexible use incorporating A1/A2/B1a uses, 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 Previous refusal

7.5 The proposal is a revision of refused application ref. 16/P1872. The built form proposed would be similar to the refused scheme, with the fundamental difference being that the current scheme would provide a flexible use incorporating A1/A2/B1a uses at ground floor level, whereas the previous scheme involved the loss of the existing workshop and the provision of two additional residential flats at ground floor level, with an A1 retail use retained to the frontage of the site. In order for the current proposal to be considered acceptable in planning terms it must overcome this reason for refusal (and also be acceptable in its own right).

### 7.6 Loss of existing use and existing specific occupier/tenant

7.7 The site currently accommodates 'Top Gear Motors UK' a retail shop selling car accessories with a tyrefitting/minor repair workshop to the rear. The site visit has shown that 'Top Gear Motors UK' and the workshop are a single planning unit. They are internally connected. The agent has also provided a copy of the lease which confirms that the unit is leased and operated as a single business.

7.8 The existing use comprises a retail unit (Use Class A1) and a car repairs workshop (Use Class B1). The existing use appears to have been in place for over ten years. It is not clear exactly when the use as a minor repair garage commenced. However, the plans for advertisements under application ref. MER782/67 show the proposed sign to read "Motor Tyre Service Ltd", which would suggest that the premises were, at least in part, used as a tyre fitting place. Application WIM2591 permitted the use of the shop in connection with a motor cycle dealer and for the sale of spares. In any event, as the existing use has been in place for over ten years it is a

lawful A1 use to the frontage and B1 use to the rear of the site. There are no planning conditions restricting the specific use within these Use Classes and as such the premises could currently operate under a range of retail uses and a range of business uses (office, research and development, light industrial uses etc). Therefore, the premises could currently be used for a range of other commercial uses without the need for planning permission.

7.9 Policy DM E3 (Protection of scattered employment sites) states:

- a) *Proposals that result in the loss of scattered employment sites will be resisted except where:*
  - i. *The site is located in a predominantly residential area and it can be demonstrated that its operation has had a significant adverse effect on local residential amenity;*
  - ii. *The size, configuration, access arrangements and other characteristics of the site makes it unsuitable and financially unviable for whole-site employment use; and,*
  - iii. *It has been demonstrated to the council's satisfaction that there is no realistic prospect of employment or community use on this site in the future. This may be demonstrated by full and proper marketing of the site at reasonable prices for a period of 30 months (2½ years).*
  
- b) *If proposals do not meet policy requirements DM E3 (a) (iii) above, the council will seek measures to mitigate against the loss of employment land. Such measures may include:*
  - i. *Providing employment, as part of a mixed use scheme on-site; or,*
  - ii. *Providing alternative sites for employment use (for instance, 'land swaps').*

7.10 Therefore, whilst the proposal would result in the loss of the existing tyrefitting/minor repairs workshop and the existing occupier, the proposal would be acceptable when assessed against Policy DM E3 as the proposed development provides employment as part of a mixed use scheme. Planning control extends only to the use of the site and there is no control, in planning terms, over the specific tenant or occupier. Therefore, it would not be reasonable, under planning legislation, to refuse the application based on the loss of the specific existing tenant, when a suitable commercial use would be retained.

7.11 The proposal also involves the loss of the existing A1 use to the frontage of the site and its replacement with a flexible use incorporating A1/A2/B1a uses. Policy DM R3 (Protecting corner/local shops) states:

*In predominantly residential areas, outside town centres and*



*neighbourhood parades, to ensure that there are convenience shopping facilities and other services located within walking distance of all residents in Merton, the council will seek to protect corner/local shops for which there is need, by:*

*a) Permitting the change of use of a corner/ local convenience shops (A1 Use Class) to a wide range of uses including retail (A1), businesses (A2 and B1 [a] Use Class), cafes and restaurants (A3), public houses (A4), hot food takeaways (A5), health and community uses (D1), where:*

*i. There are alternative convenience shops located within 400 metres;*

*ii. The proposal will have no significant adverse effects on the amenities of nearby residents, road safety, traffic movements or car parking impacts; and,*

*iii. Independent access to upper floors is ensured.*

7.12 The existing shop, selling motor parts, is a local shop but it is not a convenience shop (it does not sell convenience goods). However, in any event, there are alternative convenience shops within 400m of the site. The change of use from A1 retail to a flexible use incorporating A1/A2/B1a uses would have no discernible impact on residential amenity or traffic impacts. In addition, independent access to upper floors would be ensured with the proposed layout. Therefore, there is no conflict with Policy DM R3.

7.13 The principle of development is therefore considered to be acceptable, subject to compliance with other relevant Development Plan policies.

#### 7.14 Character of the Area

7.15 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.

7.16 The built form proposed is, externally, identical to the built form proposed under the previous application ref.16/P1872, to which the Council raised no objection. Therefore, it would not be reasonable to raise objection to the visual impact of the scheme under the current assessment and officers consider that the visual impact of the proposed development would be acceptable.

#### 7.17 Neighbouring Amenity

7.18 Policy DM D2 seeks to ensure that development does not adversely

- impact on the amenity of nearby residential properties.
- 7.19 The use of the ground floor as a flexible use incorporating A1/A2/B1a uses would not have a greater impact on neighbouring amenity than the existing retail use and workshop activities.
- 7.20 The built form proposed is, externally, identical to the built form proposed under the previous application ref.16/P1872, to which the Council raised no objection. Therefore, it would not be reasonable to raise objection on the impact on neighbouring amenity under the current assessment, as it would have no greater impact than the previous application.
- 7.21 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.
- 7.22 Standard of accommodation
- 7.23 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.
- 7.24 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.
- 7.25 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.
- 7.26 The London Plan and the DCLG publication: 'Technical housing standards - nationally described space standards' March 2015, requires a minimum of 79sqm floorspace for a 2 bed/4 person unit, when set over two floors. The resultant 2 bed/4 person unit would have a floor area of 79sqm, meeting the required minimum standards (The submitted plans state a

- GIA of 73sqm but this does not include the area covered by staircases, therefore, the overall GIA of the unit would be 79sqm). The flat would also have the required 2sqm of built-in storage space.
- 7.27 The Council's adopted standards for amenity space would require 7sqm for the expanded 2 bed/4 person flat. The expanded flat, which currently has no amenity space, would have a 10sqm roof terrace. Therefore the provision of external amenity space would be in accordance with the Council's standards.
- 7.28 There is also a courtyard garden at ground floor level. However, this would not serve a residential use.
- 7.29 The standard of accommodation is considered to be acceptable.
- 7.30 Highway, traffic and parking considerations
- 7.31 The site has a PTAL rating of 4. The proposed flexible use at ground floor level incorporating A1/A2/B1a uses would not create a greater demand for off-street parking than the existing retail unit and workshop and a non-provision of off-street parking would be acceptable in this location for this amount of floor space under the maximum parking standards of the London Plan.
- 7.32 There would be no increase in the number of residential units on the site and as such there is no requirement for the residential unit to be made permit free, (meaning the Council would not allow the occupants of the flat to be eligible for an on street parking permit in this area).
- 7.33 Core Strategy Policy CS 18 promotes active means of transport. The enlarged flat would be provided with secure, easily accessible bike storage and this will be required by condition. The flexible use at ground floor level incorporating A1/A2/B1a uses would also be served by bicycle parking in excess of the minimum requirements.
- 7.34 The proposal is considered to be acceptable in terms of highway impacts.
- 7.35 Refuse and recycling
- 7.36 The expanded flat and the commercial unit would be provided with off-street refuse and recycling storage. A condition can be imposed to ensure that these refuse and recycling storage facilities are provided.
- 7.37 Sustainable design and construction
- 7.38 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.

7.39 As the proposal is restricted to the enlargement of the current first floor dwelling, and the ground commercial floor space falls below the 500sqm threshold for BREEAM, there are not any specific climate change policy requirements that the development should meet.

7.40 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.

#### 7.41 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.

#### 7.44 Other matters

7.45 The objections received primarily are concerned with the loss of the existing tyrefitting/garage service. However, as set out above, planning policies are based on land uses and not specific individual tenants. Therefore, whilst the loss of the existing tenant may be regrettable to objectors, the proposal meets with the relevant planning policies and there is no planning control regarding the specific occupier.

7.46 The concerns relating to an impact on sunlight and free flow of fresh air to Nos.136 and 136a are noted. However, the relationship would be the same as in the previous application (16/P1872) which was found to be acceptable. In addition, no planning permission currently exists for the

area to the rear of No.136 to be used as external dining serving the restaurant. Any subsequent application would be assessed on its merits.

## **8 CONCLUSION**

- 8.1 The proposal has overcome the previous reason for refusal under application ref. 16/P1872. The concerns of the objectors regarding the loss of the existing occupier have been carefully considered, however, as set out above, there would be no conflict with the requirements of Policy DM E3. The proposal would also comply with Policy DM R3 and as such the principle of development is considered to be acceptable.
- 8.2 The external built form of the proposed development would be identical to the previous proposal which was considered to be acceptable in terms of visual and residential amenity and as such no objection is raised on this basis.
- 8.3 In addition, the proposal is acceptable in terms of the standard of accommodation and parking and highway impacts. The application is, therefore, recommended for approval subject to suitable conditions.

## **RECOMMENDATION**

**Grant planning permission subject to planning conditions.**

### **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, 16.8705.04F, 16.8705.05F, 16.8705.06C, 16.8705.07D and 16.8705.08B.

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: No part of the development hereby approved shall 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 16.8705.04F 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. 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  
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>
3. 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>

4. 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).

5. 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).

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

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