

**PLANNING APPLICATIONS COMMITTEE  
19 OCTOBER 2017**

**APPLICATION NO.**  
17/P0763

**DATE VALID**  
27/02/2016

**Address/Site** 577 Kingston Road, Raynes Park, SW20 8SA

**(Ward)** Dundonald

**Proposal:** DEMOLITION OF EXISTING CHURCH BUILDING (NO.577 KINGSTON ROAD – USE CLASS D1) AND ERECTION OF A PART 5 STOREY BUILDING (TO KINGSTON ROAD) AND PART 3 STOREY BUILDING (TO ABBOTT AVENUE) TO PROVIDE REPLACEMENT CHURCH BUILDING (USE CLASS D1) AT GROUND, FIRST AND PART SECOND FLOOR AND 15 RESIDENTIAL UNITS (USE CLASS C3) AT SECOND, THIRD AND FOURTH FLOOR; RETENTION OF CAR PARKING; PROVISION OF CYCLE PARKING AND LANDSCAPING TO KINGSTON ROAD; TOGETHER WITH PROVISION OF WASTE STORAGE AT GROUND FLOOR LEVEL

**Drawing No's:** 0002 REV PL1; 0100; 0101; 0102; 0203; 0205; 0206; 0300; 0301; 0302; 1100; 1101; 1102 REV C; 1103 REV B; 1104 REVA; 1105REVA; 1110 REV; 1203 REVA 1205 REVA; 1206 REVA; 1300 REVA; 1301 REVA; 1302 REVA; 1303 REVA; TK01 REV A;

**Documents:** Design & Access Statement; Affordable Housing Viability Assessment; Daylight/Sunlight and Overshadowing Report; Planning Statement; Transport Statement; Church Travel Plan; Construction Management Plan; Energy Statement; Land Contamination Report; Noise Impact Assessment; Planning Statement; SUDS Report and Drainage Strategy; Transport Statement; Tree Report

**Addendum Plans/Documents:** additional daylight & sunlight assessments 25.08.2017 and 09.05.2017; energy statement addendum (June 2017); CGI view 21.08.2017; accommodation schedule

**Contact Officer:** John Vale (020 8545 3296)

---

**RECOMMENDATION**

GRANT PERMISSION SUBJECT TO THE COMPLETION OF A SECTION 106 AGREEMENT AND CONDITIONS.

---

## **CHECKLIST INFORMATION.**

- S106 Heads of agreement: Yes
  - Is a screening opinion required: No
  - Is an Environmental Statement required: No
  - Has an Environmental Impact Assessment been submitted –No
  - Design Review Panel consulted – Yes
  - Number of neighbours consulted – 611
  - Press notice – Yes
  - Site notice – Yes
  - External consultations: Greater London Authority, Transport for London, Environment Agency, Metropolitan Police, Thames Water Utilities, Network Rail
  - Number of jobs created – 25
  - Public Transport Accessibility Level (PTAL): Level 5 TFL Information Database (On a scale of 1a, 1b, and 2-5, 6a, 6b where zone 6b has the greatest accessibility)
  - Flood Risk Zone 1
  - CPZ A1
- 

### **1. INTRODUCTION**

- 1.1 The application is brought before PAC due to the level of objection to the proposal and for authority to enter into a section 106 agreement.

### **2. SITE AND SURROUNDINGS**

- 2.1 The application site is located at 577 Kingston Road; the site has frontage to Kingston Road, along the southern boundary of the site and Abbot Avenue, along the northern boundary of the site. The site is regular in shape. The site has an approximate area of 0.14 hectare and has a public transport access level (PTAL) of 5 very good (1 being poor and 6 being excellent).
- 2.2 The site is currently occupied by a two-storey flat-roof building and a single-storey dual pitched building (1,259 sqm GIA of floorspace) that front both Kingston Road and Abbot Avenue and are occupied by the Dundonald Church (Use Class D1).
- 2.3 The site is located to the south of a private cul-de-sac of two-storey residential properties on Abbot Avenue. To the east the site is bordered by low-rise commercial properties that extend the full depth of the site. To the south of the site lies Kingston Road that is characterised by two storey terraced properties, typically with a ground floor commercial use and residential above. To the west of the site is a cleared site that was previously occupied by the Manoplastics factory. This site and the adjoining property (No.587 Kingston Road) have been combined to form an application for redevelopment to provide a mix of office and residential uses.

- 2.4 To the immediate rear of the site on Abbot Avenue are 4 x TPO trees consisting of 3 Pine Trees and 1 Yew tree.

**3. PROPOSAL**

- 3.1 This application seeks planning permission for the demolition of all buildings on site and the redevelopment of the site to provide a part two, part five storey mixed use building comprising church and ancillary community facilities at ground, first floor and part second floor level with three storeys of residential accommodation at second, third and fourth floor (incorporating set back) levels above, set back from the rear elevation. The proposed building would provide 2,006 sqm (GIA) of church (Use Class D1) and ancillary floorspace (an increase of 747sqm GIA) and 15 residential units with the following unit size mix: 5 x 1 bed 2 person; 9 x 2 bed 4 person and 1 x 3 bed 5 person units. The amended plans also show that tree work to the 4 x existing TPO trees at the rear site at the end of Abbot Avenue will be required.
- 3.2 Pedestrian access for both uses would be provided from Kingston Road. Access into the church would be from a central entrance in the front elevation. Access to the residential units would be from a separate residential entrance on the left hand side of the front elevation.
- 3.3 The ground floor level for the residential element would comprise a residential entrance and lobby, refuse and bike storage, lift core, stair core and locker space. The remaining ground floor level for the place of worship would comprise the entrance foyer for the church, circulation space, stair and lift core, kitchen and café, toilets, church hall (485sqm with space for a maximum 450 people), recording studio, meeting room, crèche, storage space, escape stair and separate bin storage for the place of worship positioned on the right hand side of the front elevation.
- 3.4 The first floor level would comprise ancillary church accommodation, including office space (145 sqm), meeting room and youth hall, mezzanine/lecture room, toilets, plant and lift and stair cores. An emergency staircase would provide access to the rear of the site on Abbott Avenue
- 3.5 The second floor level would comprise a children's room (62sqm) and ancillary storage for the church as well as glazed rooflights for the church hall. In addition the following residential accommodation would be provided: 2 x 1bed 2 person and 4 x 2bed 4 person units outdoor amenity space on the front and rear elevations in the form of balconies and terraces. The roof of the church would be utilised to provide photovoltaic panels, sedum mats and an air handling unit (AHU). An emergency staircase would provide access to the rear of the site on Abbott Avenue.

- 3.6 The third floor level residential layout would generally replicate the layout of the second floor to ensure the stacking of rooms providing 2 x 1 bed 2 person; 3 x 2 bed 4 person and 1x 3 bed 5 person units with outdoor amenity space on the front and rear elevations in the form of balconies and terraces. An emergency staircase would provide access to the rear of the site
- 3.7 The proposed fourth floor level would incorporate a set-back from the front elevation providing 1 x 1 bed 2 person and 2 x 2 bed 4 person units (including 1 x wheelchair accessible unit) with outdoor amenity space on the front, side and rear elevations. An emergency staircase would provide access to the rear of the site. All residential floors would be served by a stair core and lift on the western side of the building.
- 3.8 The proposed building would be contemporary in design and would have a regular footprint with the proposed church and ancillary accommodation occupying the full extent of the site at ground and first floor levels. The existing church building is set back from the existing pedestrian footway and 7 x parking spaces are currently provided in front. The proposed building would retain the same set back and would provide 6 parking spaces (including 1 x disabled parking space. Cycle parking for the new residential units is located at ground floor level accessed from the main entrance. Cycle parking for the place of worship use is located on the eastern side of the front elevation at ground floor level.
- 3.9 The lower elevations on Kingston Road would be defined by a two storey full height glass atrium providing the main entrance into the church, surrounded by stained glass and identifiable as a church building with accompanying lettering and a cross. In addition, a full height church tower constructed of brick has been introduced on the corner of the site. The building would have a maximum height of 18.3m to the top of the church tower on the eastern corner. The lift overrun would also have a height of 18.3m but would set back 7m from Kingston Road. The upper floor balconies would be recessed and the highest level of accommodation (ground plus four stories) would consist of metal cladding and set back 3.8m from the ground floor front elevation. The rear elevation would have a height of 7.6m on the boundary with Abbot Avenue.
- 3.10 Following the initial submission of the application along with subsequent discussions between the developer and London Borough of Merton, revised plans were submitted which addressed concerns relating to the impact on the amenity of neighbouring properties, the internal daylight and sunlight levels and some minor design matters. These plans were the subject of a 14-day re-consultation.
- 3.11 The applicant has engaged with the local community via a number of means including leaving plans and feedback leaflets in the Church Hall throughout the design process, meeting with leaders of the Dundonald

Residents Association and holding an exhibition on the 21<sup>st</sup> November 2016 advertised via a leaflet drop.

#### **4. PLANNING HISTORY**

- 4.1 06/P0907 - Change of use from industrial purposes to use within Class D1 (Non-residential institutions) to allow use as a place of worship and for community purposes. Planning permission granted subject to conditions.

Land adjoining application site to west - formerly known as Manuplastics site (579-583 Kingston Road)

- 4.2 10/P1963 - Demolition of existing buildings and redevelopment of site to provide new self-storage (Class B8), light industrial and office (Class B1) accommodation in a building of up to **5 storeys** including parking, access, servicing, engineering, landscaping and other associated works. Planning permission granted 24.02.2011.
- 4.3 14/P1165 - Discharge of Condition 1 (Development Expiry) attached to Planning Permission 10/P1963. Approval granted 27.05.2014 confirming that development has formally commenced.

Existing building adjoining former Manuplastics site to the west (587 Kingston Road)

- 4.4 14/P4537 - Demolition of the existing two storey buildings (at No.587 Kingston Road) and the construction of a part three, part four, part five storey replacement building providing 193 sqm at ground floor level to be used for A1, A2, A3 or D1 and 20 flats at the rear of the ground floor and on the upper floors with 22 cycle parking spaces, associated landscaping and highway works to provide a new layby in Kingston Road for servicing and two disabled parking bays. Planning permission granted 29.04.2015.

#### **5. CONSULTATIONS**

Statutory Consultation

- 5.1 The planning application was publicised by means of site and press notices, together with individual letters to 609 nearby addresses. Three consultations were undertaken. In all 39 responses were received, the outcome of the consultation process is summarised as follows:
- 5.2 Fifteen letters of support.
- 5.3 Eight neutral representations with queries regarding the impact of the development.
- 5.4 Sixteen letters of objection:
- Exacerbate existing parking pressures when services are held (parking provisions insufficient).

- Compromised highway safety.
- Increased traffic congestion on roads that are overflowing when services are held and parking on yellow lines on Kingston Road
- Existing resident permits don't cover residents when church services are on.
- Travel Plan is misleading.
- Excessive density.
- Excessive scale and height.
- Out of keeping with the surroundings.
- Lack of affordable housing.
- Refuse storage provision is unclear.

Design Review Panel

- 5.5 The Panel were very positive and complementary about the design for the new church. They thought it was well articulated and a significant improvement on the original design. The inclusion of the tower was welcomed as a positive element of the design, but it was noted that the crucifix would be less visible when approaching at an angle. It was also noted that this was not in the traditional church form in relation to the entrance. It was felt inappropriate to locate the bin store at the bottom of the tower.
- 5.6 The entrance was also seen as a positive element; however, the applicant seemed to have left the external part of the site – between the building and the footway – untouched. The Panel felt that this was an important part of the setting of the church and also needed to be used as part of a strategy to manage the large numbers of people entering and exiting the building and to prevent its abuse by motorists here. It was felt this had not really been addressed at all but was a very important element of making the church work visually and practically. It was suggested that an external foyer, recessed into the entrance, could work.
- 5.7 The proposal to retain the frontage parking forecourt, was considered inappropriate as it would obstruct the church windows. Some aspects of this were also operationally unworkable and needed re-thinking. Given that the amount of parking was never going to cater for most of the congregations, it was suggested that the applicant should be more relaxed about the amount provided, perhaps limiting it to essential users only. There was also discussion on how use of the spaces would be effectively policed, relating to the residential users and general parking from passers-by. It was suggested that the space needed to be properly landscaped and utilised as a gathering area for church members going in and out of the church.
- 5.8 At the rear, there was a lack of information on how the applicant saw the interface with the small residential cul-de-sac the church backed on to and this relationship needed to be better articulated. The

consideration of sound pollution was welcomed. The large existing trees just outside the site boundary provided screening for residents, but it was unclear whether these could be retained with the footings required for the new building. This would have an adverse visual impact on residents at the rear, which needed to be addressed.

- 5.9 The Panel were less convinced about the residential element of the proposal. The entrance was a bit narrow and mean and the door to the cycle store could be improved. The two floors of flats were almost all single aspect from a central corridor. Although the number of flats was not high, the Panel felt this was not an acceptable design approach and alternative solutions needed to be considered within structural constraints. An example in the Barbican was cited. The Panel were also keen that some of the roof of the church could be utilised for communal amenity spaces for residents, though they noted the structural issues raised by the applicant. At least the roof needed to make best use for green infrastructure.
- 5.10 The Panel felt that the interior of the building was well laid out and that it was flexible enough to accommodate other community uses. Overall the Panel were impressed with the design and, but for the single aspect flats, would have been happy to give a Green verdict.

VERDICT: AMBER

**Internal:**

- 5.11 Transport/Highways officers: No objection. Advised that on the basis of the parking surveys dated 13<sup>th</sup> and 15<sup>th</sup> July 2016 (the parking survey incorrectly refers to them as being undertaken in 2014) there has been no significant change to the parking characteristics. On this basis and what will be a minimal increase in size of congregation (maximum 5% increase) level of trip generation is acceptable.
- 5.12 Flood Risk Engineer: No objection. Advised that the site is not considered to be at risk of flooding; however Abbots Avenue is at high risk of surface water flooding and Kingston Road is at medium risk. It should be noted that in June 2017, Abbots Avenue suffered from sewage flooding which is understood to be associated with the foul sewer network and failure of the Thames Water pumping station. This flood event resulted in internal flooding of 577 Kingston Road. Due to risk of surface water flooding, advised that conditions confirming that finished floor levels raised more than 100mm or consideration of flood risk resilience measure if not achievable and SUDS are secured.
- 5.13 Trees Officer: No objection. Advised conditions including that proposed tree work is carefully supervised.
- 5.14 Environmental Health Officer: No objection. Advised conditions to mitigate the impact of noise, light spill/pollution, odours, impacts during

construction and highlighted the need for contamination investigations and remediation strategies.

- 5.15 Climate Change Officer: No objection. Advised the residential component should achieve a 40% improvement on Part L 2013 requirements which meets relevant policy requirements. Recommended a condition requiring evidence that the proposed improvements, along with relevant water consumption standards, are achieved prior to occupation. The residential component falls short of the zero CO2 emissions target by 16.25 tonnes, this must be offset by a cash in lieu payment of £29,250 and secured by way of s106 agreement. Non-domestic element should achieve a 40% improvement on Part L 2013 requirements which meets relevant policy requirements. Recommended a condition requiring evidence that the proposed improvements are achieved prior to occupation and BREEAM excellent rating. The residential component falls short of the zero CO2 emissions target by 11.65 tonnes, this must be offset by a cash in lieu payment of £50,226 and secured by way of s106 agreement.
- 5.16 Urban Design Officer: No objection. Advised the scale and height of the building now appears to relate more successfully to adjacent proposals. In terms of the form and detailing of the side and rear elevations, they are both highly visible and as such brick is considered the most appropriate material to use on all elevations (roof level set back aside).

**External:**

- 5.17 Metropolitan Police – Designing out Crime Officer: No objection. Advised various technical standards should be met to ensure a high level of security.
- 5.18 Thames Water: No objection subject to advising that a condition relating to the provision of a piling method statement should be applied.
- 5.19 Environment Agency: No objection. Advised conditions relating to contamination investigations, remedial strategies and measures to stop the mobilisation of contamination.
- 5.20 Network Rail: No objection.
- 5.21 TfL: No objection. TfL considers the impacts of the application can be accommodated on the public transport and highway network. TfL sought reassurance that parallel spaces adjacent to the bus stop could be accessed safely.

**6. POLICY CONTEXT**

- 6.1 National Planning Policy Framework (2012)



The following principles are of particular relevance to the current proposals:

- At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking;
- The NPPF states that local authorities should act to boost significantly the supply of housing and use their evidence base to ensure that Local Plan documents meet the full, objectively assessed needs for market and affordable housing;
- Proactively drive and support sustainable economic development to deliver homes, business and industrial units, infrastructure and thriving local place that the Country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth;
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development and should look for solutions rather than problems. Planning should not simply be about scrutiny but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives
- Good design is a key aspect of sustainable development and it should contribute positively to making places better for people

Others sections of NPPF of relevance:

4. Promoting sustainable transport
6. Delivering a wide choice of quality homes.
7. Requiring good design.
8. Promoting healthy communities.
10. Meeting the challenge of climate change/flooding

6.2 London Plan (2016) relevant policies include:

- 2.6 Outer London: Vision and strategy
- 2.8 Outer London: Transport
- 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
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing
- 3.16 Protection and enhancement of social infrastructure

- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.10 Urban greening
- 5.11 Green roofs
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.17 Waste capacity
- 5.21 Contaminated land
- 6.3 Assessing the effects of development on transport capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.11 Smoothing traffic flow and easing congestion
- 6.12 Road network capacity
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 7.2 An Inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.14 Improving air quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 8.2 Planning obligations
- 8.3 CIL

6.3 Merton Local Development Framework Core Strategy – 2011 (Core Strategy) relevant policies include:

- CS 8 Housing choice
- CS 9 Housing provision
- CS 11 Infrastructure
- CS 13 Open space, leisure and nature conservation
- CS 14 Design
- CS 15 Climate change
- CS 17 Waste management
- CS 18 Transport
- CS 19 Public transport
- CS 20 Parking servicing and delivery

6.4 Merton Sites and Policies Plan – 2014 (SPP) relevant policies include:

- DM H2 Housing mix
- DM H3 Support for affordable housing
- DM C1 Community facilities
- DM D1 Urban Design
- DM D2 Design considerations
- DM O1 Open space
- DM O2 Trees, hedges and landscape features

DM EP2 Reducing and mitigating noise  
DM EP3 Allowable solutions  
DM T1 Support for sustainable travel and active travel  
DM T2 Transport impacts of development  
DM T3 Car parking and servicing standards  
DM T4 Transport infrastructure

6.5 Supplementary guidance.

London Affordable Housing and Viability SPG– August 2017  
DCLG Technical Housing Standards - 2015  
London Housing SPG – 2016

**7. PLANNING CONSIDERATIONS**

7.1 The main planning considerations include assessing the following:

- Principle of development
- Affordable housing
- Standard of accommodation
- Design, including layout, scale and massing and impact on locality and neighbouring amenity
- Housing Mix
- Access
- Transport
- Sustainable design and construction and energy
- Technical issues including flooding, air quality, and contamination.
- Planning obligations

Principle of development

7.2 Paragraph 70 of the NPPF considers that planning decisions should plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.

7.3 Policy 3.16 of the London Plan 2015 states that London requires additional and enhanced social infrastructure provision to meet the needs of its growing and diverse population.

7.4 Policy 3.3 of the London Plan 2015 states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher densities.

7.5 Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space.

- 7.6 Core Strategy policy CS11 seeks to support the provision and improvement of infrastructure of the borough for those living, working and visiting Merton.
- 7.7 The National Planning Policy Framework 2012 and London Plan policies 3.3 & 3.5 promote sustainable development that encourages the development of additional dwellings at locations with good public transport accessibility. The site has a PTAL rating of 5 that is considered to be very good. The site is considered to be under-utilised and is considered to be suitable for redevelopment. It is further noted that the site is surrounded by residential development.
- 7.8 Policy DM C1 a) of the SPP supports proposals for new development and improvements (including expansion) to existing community facilities, including places of worship where a number of criteria can be met:
- i) services are co-located where possible;
  - ii) facilities are provided in accessible locations with good links to public transport;
  - iii) the size of the development proposed is in relation to its context;
  - iv) appropriate access and parking facilities are provided, relative to the nature and scale of the development;
  - v) the proposed facilities are designed to be adaptable and suitable to accommodate a range of services; and
  - vi) the use(s) do not have an undue adverse impact on the amenities of nearby residents and businesses.
- 7.9 The application is proposal is considered to fully comply with the requirements of Policy DM C1 a) as set out above. In addition, the proposal, which seeks to intensify the use of the site to provide a mixed use Place of Worship/ Residential development, also presents an opportunity to increase employment generation on the site through the expanded church.
- 7.10 In addition, the proposal for 15 dwellings would contribute to the objectives of Policy CS9 of the Core Strategy. This policy seeks to maximise the supply of additional homes in the borough to meet and exceed the annual housing target for Merton as set out in the London Plan for the period of the local development plan. The London Plan (March 2016) has set an annual target for Merton of 411 new homes (per year) with a minimum ten year target of 4,107 new homes (2015-2025). The proposal would be a positive contributor to these housing targets.
- 7.11 Given the above, it is considered the proposal 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.

Residential density

7.12 The area has a public transport accessibility level (PTAL) of 5 which is considered to be very good level of accessibility. It is considered that the site is located within a suburban area.

7.13 The resultant density is calculated to be as follows:

Units per hectare:

$1/0.1452 \text{ ha (site area)} \times 15 \text{ (number of units)} = 104 \text{ units per hectare.}$

7.14 Table 3.2 of the London Plan 2016 advises that sites with a PTAL rating of 4 to 6 within a suburban setting should provide for a density range of between 45- 130 units/ha.

7.15 The figures above illustrate that the proposed development would provide for a density that is in line with the recommended density range provided in the London Plan on a unit basis. In addition, in terms of PTAL (application site has PTAL of 5), the closest bus stop to the site is directly outside the site on Kingston Road which offers three regular services. Additional bus services are available from bus stops adjacent to Raynes Park station. The site is approximately 500m to the east of Raynes Park station that provides regular train services to local and regional destinations.

7.16 In addition, while density is a material consideration, it is not the overriding factor as to whether a development is acceptable. London Plan paragraph 3.28 states that it is not appropriate to apply the density ranges suggested in Table 3.2 mechanically. The potential for additional residential and community facility development is better considered in the context of its bulk, scale, design, sustainability, amenity, including both neighbour and future occupier amenity, and the desirability of protecting and enhancing the character of the area and the relationship with neighbouring sites.

Design and impact upon the character and appearance of the area

7.17 The NPPF, London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policy DM D2 require well designed proposals which make a positive contribution to the public realm, are of the highest quality materials and design and which are appropriate in their context, thus they must respect the appearance, materials, scale, bulk, proportions and character of their surroundings.

7.18 It should be noted that the Design Review Panel were supportive of the overall design approach taken.

Massing and height.

7.19 The proposals, along with other proposals under consideration along this part of Kingston Road would introduce a further building the massing and height of which is materially greater than the existing buildings on the south side of the road. As a matter of

judgement, officers consider that the proposals would respond satisfactorily to the surrounding context, utilising the opportunity to bring enhanced activity to this stretch of Kingston Road just outside the town centre of Raynes Park and members may consider that a suitable approach to massing would be achieved in this instance. The massing of the building would be focussed toward the southern side (toward Kingston Road) of the site taking advantage of the wide streetscape (separation distance of approximately 20m between properties on the south side of Kingston Road and habitable windows) and stepping down towards the town houses to the north at the rear of the site on Abbot Avenue. The stepped approach provides a continuous building line on Kingston Road and would increase levels of natural surveillance. The building would have a maximum height of 18.3m to the top of the church tower on the eastern corner. The lift overrun would also have a height of 18.3m but would set back 7m from Kingston Road.

- 7.20 It is noted that there are no five storey buildings in the immediate vicinity of the site. However, it is noted that the third and fourth floors would be set back with fifth and highest storey set back even further. It is considered that the stepping back would reduce what might otherwise appear as an overbearing impact of the massing on Kingston Road whilst maximising the opportunity to reinvigorate the streetscene.
- 7.21 In terms of the relationship with existing residential properties at the rear of the site, the development would provide a suitable transition in height from the neighbouring residential development by stepping down in height towards the houses on Abbott Avenue from five to two storeys (the rear wall would be 7.6m high onto Abbott Avenue), which, as a matter of judgement, officers consider to be acceptable in conjunction with the separation distance of approximately 11m between the edge of the proposal site and nearest property on Abbott Avenue and approximately 30m between habitable windows. In terms of the relationship with the consented scheme on the former Manoplastics site, approval has been granted for buildings to up to 5 storeys in height (approximately 17m). It should be noted that the planning consent has been implemented.

#### Layout

- 7.22 The footprint utilises the entire site at ground and first floor levels and provides considerable active frontage to Kingston Road. The footprint allows for the provision of separate residential and church entrances on Kingston Road, the church entrance in the middle of the elevation. The individual residential units on the upper floors are outward facing, providing a high level of connectivity between the public realm and the development.
- 7.23 It is considered that the proposed layout is well thought out and based on sound urban design principles, the layout provides an inclusive

design and promotes natural surveillance with more active windows and balconies when compared to the existing place of worship. It is considered the approach will enhance the character and vitality of the area.

- 7.24 More detailed design issues pertaining to the rear elevation of the site where the proposals extend up to the site boundary are addressed below.

#### Design and appearance

- 7.25 The design approach to the external appearance of the development, which includes the proposal to use a pallet of materials influenced by the character of the wider area is supported. The introduction of the clock tower as a landmark is welcomed. The incorporation of simple religious devices into the architecture of the building are welcomed.
- 7.26 In terms of the front elevation this has the subject of discussion between officers and the applicant. The form and detailing of the upper residential floors is considered to appear subservient to the church façade and does not compete with the clock tower; that includes a clock on the eastern elevation and a cross on the southern elevation. Further amendments have been made to the clock tower by introducing perforated bricks onto its southern elevation. These have the dual function of adding detailing to the clock tower and improving the daylight and sunlight levels of residential units.
- 7.27 The tower and the rest of the development would be constructed from multi stock yellow buff brickwork. The introduction of recessed and balconies and setback on the upper floor with dark metal cladding, allows for a greater distinction to be made between the uses and allows the tower and the church façade to become the focal point. The main entrance into the church would be double height and with the use of coloured glass creates an impressive focal point. The details of the coloured glass would be conditioned.
- 7.28 The rear of the site currently presents a somewhat unattractive elevation onto the western end of Abbott Avenue. It currently presents to the residents of this end of Abbott Avenue very much the back of the building. The applicant's design has endeavoured to balance the functional aspects of the overall design, which does not constitute an active frontage like the Kingston Road elevation, with adding interest to what might otherwise appear a somewhat imposing and rather dominant elevation arising from the 7.6m high rear "wall". The design treatment of the rear elevation to the redevelopment proposals has been amended but would be hard up against the edge of the site and the TPO'd trees beyond, with no strip to service the rear of the building or more conventional boundary treatment in the form of a fence. Exiting from the rear of the building in the case of an emergency would be directly onto the naturalised perimeter containing the TPO'd trees

outside the application site. It would be for the applicant to ensure that the detailed design of such arrangements complied with Part B of the Building Regulations and planning officers would wish to ensure that the detailed design, and any consequent adjustments to the planning drawings did not compromise the health of the TPO'd trees. The use of double height coloured glazing in the front elevation is continued through onto the rear elevation. The use of multi stock yellow buff brickwork across the rear elevation is considered to reflect the prevailing palette of yellow London stock brick in this area.

- 7.29 The inclusion of ground floor windows glazed with opaque glass adds interest to the rear elevation at street level without necessarily compromising neighbour amenity for those houses located to the north. A condition requiring these windows to be fixed shut is essential to mitigate against noise breakout.
- 7.30 The use of contrasting materials, recesses and horizontal separation between floors throughout the scheme successfully defines the individual façade elements. However, the success would be very much dependant on the exact materials used; therefore, a condition is recommended requiring samples of all materials to be submitted for approval prior to the commencement of the development.

#### Unit size mix and affordable housing

- 7.31 The development proposes 15 residential units with the following size mix: 5 x 1 bed 2 person, 9 x 2 bed 4 person and 3 x 1 bed 4 person which equates to 33.3% 1 bed, 60% 2 bed and 6.6% 3 bed. Policy DM H2 of the SPP seeks to create socially mixed communities by providing a range to dwelling sizes, the policy indicates a borough wide housing mix of 33% 1 beds, 32% 2 beds and 35% 3 beds to be appropriate.
- 7.32 The 2011 Census data for the Merton area identifies the following unit size mix 7.1% 1 bed, 14.4% 2 bed and 78% 3 bed. There is a very high proportion of larger dwellings in Merton, thus the proposal would contribute to balancing the housing choice in Merton as a whole
- 7.33 London Plan policy 3.12 requires that in making planning decisions a maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed-use schemes. Decision makers are required to have regard to factors including current and future requirements for affordable housing at local and regional levels and affordable housing targets adopted in line with policy.
- 7.34 The London Plan requires that negotiation on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of schemes prior to implementation and other scheme requirements.



7.35 Having regard to characteristics such as financial viability issues and other planning contributions Core Strategy policy CS 8 states that for developments providing 10 or more units 40% of the new units should meet this provision and be provided on site. The LDF notes that where a developer contests that it would not be appropriate to provide affordable housing on site or wishes to deviate from the affordable housing requirements set out in the policy, the onus would lie with the developer to demonstrate the maximum amount of affordable housing that could be achieved on the site viably.

7.36 The developer has provided a financial viability appraisal (FVA) with the application which finds that the scheme as proposed would be unable to deliver both the affordable housing contribution and a reasonable target profit margin. An independent assessment of the FVA was undertaken, which found the appraisal to be fair and reasonable. In this case, the requirement for affordable housing could be reasonably waived.

Impact upon neighbouring amenity

7.37 London Plan policies 7.14 and 7.15 along with SPP policy DM D2 state 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 light spill/pollution, loss of light, quality of living conditions, privacy, visual intrusion and noise.

Light spill

7.38 Light spill from the proposal is not expected to be significant however external lighting will in all likelihood be required around the entrance to the place of worship that itself is immediately below residential units. As such, it is recommended to include a condition which would require details of external lighting to be submitted to, and approved prior to occupation.

Visual intrusion and loss of light

7.39 Given the building would be a maximum of five storeys in height (with setback) and would be replacing two storey and single storey structures, visual intrusion and loss of light are of particular concern. To mitigate these affects, the proposal has been designed to shift the massing toward Kingston Road, away from the dwellings to the north.

7.40 The developer has provided a detailed daylight/sunlight and overshadowing report in support of the proposal (subsequently updated following discussion with officers) which has been undertaken in accordance with BRE guidelines; the methodology used is the vertical sky component (VSC) and no sky line (NSL) for daylight and annual probable sunlight hours (APSH) for sunlight. Habitable rooms from all immediately surrounding dwellings have been assessed, as follows:

- 72-86 Abbott Avenue – In relation to daylight all windows and rooms within these properties retain levels of daylight in excess of BRE guidance. In relation to sunlight, all relevant windows indicate full compliance with BRE guidelines recommendations.
- 506-520 Kingston Road – In relation to daylight, 25 of the 42 windows retain levels of daylight in excess of BRE targets. Of the remaining 17 windows, they experience retained values of 0.7 times their former values, only marginally below the 0.8 times BRE target. The VSC levels are all in excess of 22%. The BRE guidance suggests that the targets can be applied flexibly. In this instance, as the levels are only marginally below the target, it is considered that there is a degree of flexibility in their application. The proposal will deliver a new place of worship and 15 x high quality residential units and as such officers consider that the results are in line with the intention of the BRE criteria. In relation to sunlight, windows only face north and not relevant for BRE assessment.
- 522-534 Kingston Road - – In relation to daylight all windows and rooms within these properties retain levels of daylight in excess of BRE guidance. In relation to sunlight, windows only face north and not relevant for BRE assessment.

7.41 On balance, whilst the results of the daylight and sunlight assessment would result in a marginal loss of daylight to some windows of properties on Kingston Road, when considered in the round and the benefits of providing enhanced community infrastructure and the delivery of 15 x residential units, officers consider it would be unreasonable to withhold permission on this basis alone.

7.42 In addition, the daylight and sunlight amenity provided within the proposed residential accommodation has been assessed using the ADF and APSH tests following the methodology of the BRE guidance. The daylight and sunlight assessment of daylight levels within the proposed units finds the following:

- In terms of daylight, all of the proposed rooms will receive levels of ADF in excess of the criteria for their respective uses.
- In terms of sunlight, at least one room in all of the south facing apartments will meet the BRE sunlight targets. The results for north facing units reflect their limited access to sunlight. Following negotiation with the applicant, all north facing units have private amenity space in excess of the minimum requirements and have maximised the size of window openings.

7.43 In addition to the above, an assessment of the daylight sunlight impact of the proposal on No.71 Abbot Avenue to the north east of the application site. An assessment of the impact of the development on the lowest west-facing window within the flank elevation confirms that

the proposal will not cause any material impact to the daylight or sunlight received as set out the BRE guidance.

#### Privacy

- 7.44 Concerns have been raised that the proposal would result in direct overlooking to neighbouring properties. The northern elevation is directed towards the southern elevation of properties on Abbott Avenue. There is a minimum separation distance of approximately 30m between windows. This is considered to be an appropriate window to window distance and does not raise any concerns in respect of overlooking of neighbouring properties.

#### Noise

- 7.45 It is considered that the impact of noise from the place of worship use and any plant can be suitably addressed by way of conditions. As the remainder of the scheme is residential, the noise generated is expected to be comparable to surrounding development.
- 7.46 The proposals provide the opportunity to remove buildings that weren't specifically designed to accommodate a place of worship. The scheme presents an opportunity to build a purpose built, high quality, soundproof, contemporary place of worship that with appropriate conditions will ensure will be a positive addition to the area.

#### Construction phase

- 7.47 The development has the potential to adversely impact neighbouring residents during the construction phase in terms of noise, dust and other pollutants. As such, it is recommended to include conditions which would require a detailed method statement to be submitted to, and approved by, Merton Council prior to the commencement of the development.

#### Standard of accommodation

- 7.48 Policies 3.5 and 3.8 of the London Plan 2015 state that housing developments are to be suitably accessible and should be of the highest quality internally and externally and should ensure that new development reflects the minimum internal space standards (specified as Gross Internal Areas) as set out in table 3.3 of the London Plan (amended March 2016). Policy DM D2 of the Adopted Sites and Policies Plan (2014) states that developments should provide for suitable levels of privacy, sunlight and daylight and quality of living conditions for future occupants.
- 7.49 As demonstrated by the table below, all units either meet or exceed London Plan standards. All habitable rooms are serviced by windows which are considered to offer suitable natural light, ventilation and outlook to prospective occupants.

Second Floor Level		mt	ft	unit	Amenity Space (m2)
<b>Church Building</b>		68	732		
<b>Residential Core (Stairs/Lifts)</b>		30	323		
<b>Residential Corridor</b>		51	549		
<b>Residential</b>					
	Flat 1.1	50	538	1 bed	5
	Flat 1.2	74	797	2 bed	8
	Flat 1.3	74	797	2 bed	8
	Flat 1.4	52	560	1 bed	5
	Flat 1.5	73	786	2 bed	18
	Flat 1.6	82	883	2 bed	24
	<b>Ancillary</b>	15	161		
	<b>Resi Sales Total</b>	405	4359		
	<b>Resi GIA</b>	535	5759		
	<b>GIA Total</b>	607	6534		
	<b>GEA</b>	829	8923		
	<b>Terrace &amp; Balconies</b>	72	775		

  

Third Floor Level		mt	ft	unit	unit
<b>Residential Core (Stairs/Lifts)</b>		19	205		
<b>Residential Corridor</b>		51	549		
<b>Residential</b>					
	Flat 2.1	50	538	1 bed	5
	Flat 2.2	74	797	2 bed	8
	Flat 2.3	74	797	2 bed	8
	Flat 2.4	52	560	1 bed	5
	Flat 2.5	98	1055	3 bed	20
	Flat 2.6	72	775	2 bed	14
	<b>Resi Sales Total</b>	420	4521		
	<b>Resi GIA</b>	524	5640		
	<b>GEA</b>	564	6071		
	<b>Terrace &amp; Balconies</b>	64	689		

  

Fourth Floor Level		mt	ft	unit	unit
<b>Residential Core (Stairs/Lifts)</b>		19	205		
<b>Residential Corridor</b>		26	269		
<b>Residential</b>					
	Flat 2.1	52	560	1 bed	18
	Flat 2.2	78	840	2 bed	36
	Flat 2.3	85	915	2 bed	40
	<b>Resi Sales Total</b>	215	2314		
	<b>Resi GIA</b>	340	3660		
	<b>GEA</b>	364	3918		
	<b>Terrace &amp; Balconies</b>	92	990		

**Schedule of Accommodation**

- 7.50 A dual aspect dwelling is defined as one with openable windows on two external walls, which may be either on opposite sides of a dwelling or on adjacent sides of a dwelling where the external walls of a dwelling wrap around the corner of a building (London Housing SPG 2016). Dual aspect units are encouraged given the higher standard of living they offer, which includes better ventilation, increased daylight, increased sunlight hours and the ability to choose which side of the unit to open windows (when noise, odour or other nuisance is being generated on a particular side).
- 7.51 Nine of the 15 units (60%) would offer dual aspect units. Whilst this is below the percentage that is expected for a scheme of this size, the remaining 6 single aspect units have either oversized private amenity space and/or larger windows.

- 7.52 In accordance with the London Housing SPG, policy DMD2 of the SPP states that there should be 5sq.m of external space provided for 1 and 2 person flats with an extra square metre provided for each additional occupant. All units are provided with either private balconies or terraces, the sizes of which all meet or exceed the relevant standards. The scheme does not provide communal amenity space. Following negotiation with the applicant, it was considered that the location was more appropriate for mainly 1 and 2 bedroom flats, as opposed to family sized accommodation. As such, it was not felt necessary to provide on-site amenity space.
- 7.53 It is noted that lifts serve all floors providing step free access and that 10% of units meet M4(3) of the Building Regulations in accordance with London Plan policy 3.8. The one wheelchair unit required is Unit 3.3 on the northern elevation.
- 7.54 As outlined above, the scheme is considered to offer a high standard of living for prospective occupants.

Transport, highway network, parking and sustainable travel

- 7.55 London Plan policies 6.3 and 6.12, CS policies CS20 and CS18 and SPP policy DM T2 seek to reduce congestion of road networks, reduce conflict between walking and cycling, and other modes of transport, to increase safety and to not adversely effect on street parking or traffic management; in addition, there is a requirement to submit a Transport Assessment and associated Travel Plan for major developments. London Plan policies 6.9, 6.10 6.13, CS policy CS20 and SPP policies DM T1 and DM T3 seek to promote sustainable modes of transport including walking, cycling, electric charging points, the use of Travel Plans and by providing no more vehicle parking spaces than necessary for any development.
- 7.56 The Council's Transport Planner has reviewed this application and their comments are integrated into the assessment below.

Vehicle parking provision

- 7.57 The residential element of the development would be entirely car-free. Census car ownership data for the Dundonald ward suggests that for the residential element, a maximum of 18 vehicles would be associated with the development. It is noted that this is a conservative estimate given the census data is largely based off dwellings with a higher occupancy (3 bed dwellings), thus the scheme which proposes predominantly 1 and 2 bed units, would likely generate less vehicles than Census data would suggest. Furthermore, the developer has undertaken a parking survey during peak residential times (on the 13<sup>th</sup> and 15<sup>th</sup> July 2016, the parking survey incorrectly refers to them as being undertaken in 2014) within a 200m walk distance of the site which finds a 16% parking capacity on the surrounding resident permit holder bays network and 96% parking capacity on the single yellow

network; the parking survey is considered to be robust and reasonable. Given the above, it is considered that any impact upon parking pressure in the area would be negligible.

- 7.58 The place of worship (net increase of 747 sqm) would provide 6 vehicle parking spaces on site (including 1 x disabled parking space). In addition to the parking survey described above, the developer undertook an additional survey at 08:30 (pre-service) and 10:45 (peak usage) on Sunday 29<sup>th</sup> January 2017 within 200m walk distance of the site. The survey found that 97 pay and display/permit holder bays were available at 10:45. The applicant has advised that the increase in floorspace would result a small maximum increase of 5% in the size of the congregation from 700 to 735. Given the above, it is considered that any impact upon parking pressure in the area is likely to be negligible.
- 7.59 The place of worship, in addition to increased church hall, also includes the provision of a crèche, café and additional meeting space. To this end, the applicant has confirmed that 4 of the 6 car spaces will be for the use of visitors to the site. These details will be confirmed in the car park management plan as part of the suite of conditions.
- 7.60 Given the above, it is considered that the surrounding network can accommodate the vehicles associated with the development. It is not considered that the level of parking proposed would compromise sustainable travel objectives.

#### Delivery, servicing and the highway network

- 7.61 The Transport Assessment and further correspondence with the applicant states that in terms of service and refuse generation, there would be 2-3 vehicle movements associated with the residential component and 4-5 vehicle movements associated with the commercial component per day, these would be predominantly light goods vehicles with possibly one heavy goods vehicle per day. It is considered that the highway network can comfortably accommodate these vehicles.
- 7.62 There would be no changes to the existing vehicle entrance and dropped kerb on Kingston Road. Deliveries for both uses would take place from Kingston Road, approximately 30m from the site, where yellow lines have no restrictions on loading/unloading. The above provisions are considered to be acceptable. Refuse stores are considered to be suitably located to allow collection.
- 7.63 Given the above, it is considered the development would be acceptable in terms of its impact upon the highway network.

#### Sustainable Travel

- 7.64 The developer has provided a Travel Plan in support of the application which seeks to promote sustainable travel for employees, residents

and visitors; it is considered that the Travel Plan is robust and reasonable; however, it is recommended to include a condition which would require details of separate Travel Plans for the residential component and the non-residential component of the development.

- 7.65 In accordance with London Plan policy 6.9 and table 6.3, 20 long term cycle storage spaces have been proposed for the residential component at ground floor and a bike store for five spaces on the fourth floor. The church will maintain the bike stands at the front of the site that provide space for 12 bicycles. The spaces are considered to be suitably secure and accessible.

#### Refuse storage

- 7.66 Appropriate refuse storage must be provided for developments in accordance with policy 5.17 of the London Plan and policy CS 17 of the CS.
- 7.67 The location of the refuse storage is considered to be appropriate and easily accessible by residents, the place of worship and Council (for collection). Collection would be directly from Kingston Road approximately 30m from the site, where yellow lines have no restrictions on loading/unloading. As such, it is considered the a condition could reasonably be added requiring details of refuse storage for each use to be submitted to, and approved by, Merton Council prior to occupation.

#### Sustainability

- 7.68 London Plan policy 5.3 and CS policy CS15 seek to ensure the highest standards of sustainability are achieved for developments which includes minimising carbon dioxide emissions, maximising recycling, sourcing materials with a low carbon footprint, ensuring urban greening and minimising the usage of resources such as water. London Plan policy 5.2 now sets a zero carbon target for residential development, whereas non-residential development remains at a 35% improvement on Part L of the Building Regulations 2013.
- 7.69 The developer has submitted an Energy and Sustainability Statement and addendum (June 2017) in support of the application which states the domestic element of the development will achieve a 40% improvement on Part L 2013, which is compliant with policies 5.2 of the London Plan and CS15; the statement is considered to be robust and reasonable. However, it also highlights a carbon shortfall of 16.25 tonnes (short of zero target); this shortfall translates into a cash in lieu payment of £29,250. The submitted Energy and Sustainability Statement and addendum indicate that there will be a shortfall in the emissions from the non-domestic element due to the structural and financial implications of adding solar PV provision onto the roof space beyond that indicated. The carbon shortfall of 11.65 tonnes (short of zero target) translates into a cash in lieu payment of £20,976. The applicant has however indicated in the submitted Financial Viability

Assessment that making any carbon shortfall payment would render the scheme unviable. An independent assessment of the FVA was undertaken, which found the appraisal to be fair and reasonable. In this case, the requirement for a cash in lieu payment for carbon shortfall could be reasonably waived.

- 7.70 It is recommended to include conditions confirming that the development has achieved CO2 reductions of not less than a 40% improvement on Part L regulations 2013 and a conditions which confirms that water consumption standards will not exceed 105 litres per person per day. Subject to compliance with the above conditions, it is considered the proposal would be policy compliant in terms of sustainability.

#### Other matters

##### Flooding and sustainable urban drainage

- 7.71 London Plan policies 5.12 and 5.13, CS policy CS16 and SPP policies DM F1 and DM F2 seek to minimise the impact of flooding on residents and the environment and promote the use of sustainable drainage systems to reduce the overall amount of rainfall being discharged into the drainage system and reduce the borough's susceptibility to surface water flooding.
- 7.72 The site is not considered to be at risk of flooding; however Abbots Avenue is at high risk of surface water flooding and Kingston Road is at medium risk. It should be noted that in June 2017, Abbots Avenue suffered from sewage flooding which is understood to be associated with the foul sewer network and failure of the Thames Water pumping station. This flood event resulted in internal flooding of 577 Kingston Road.
- 7.73 Finished floor levels of the new building are due to be raised by 100mm. It is recommended that this is increased further due to the risk of internal flooding to the building which has occurred in the past. However, if this is not possible due to other constraints such as DDA access compliance, then flood risk resistance or resilience measures should be considered. On this basis, it is recommended to include a condition that no development shall take place until final details of the proposed finished floor levels of the development, together with proposed site levels taking into consideration flood risk to the site, have been submitted to and approved in writing by the LPA.
- 7.74 In terms of surface water drainage, Sedum 'green roofs' are proposed at 1<sup>st</sup> and 4<sup>th</sup> floor. Attenuation tanks will be provided to slow runoff to agreed rate at 5l/s for the 1 in 100 year storm event plus an allowance for climate change, which is acceptable. On this basis, a number of conditions are recommended relating to a programme of surface water drainage (SUDS) and measures to reduce the risk of flooding to and from the development prior to the commencement of development.



#### Site contamination

- 7.75 London Plan Policy 5.21 and SPP policy DM EP4 state that developments should seek to minimise pollutants, reduce concentrations to levels that have minimal adverse effects on human or environment health and to ensure contamination is not spread.
- 7.76 In light of the former commercial uses on the application site, there is a potential for the site to suffer from ground contamination. Planning conditions are recommended that seek further site investigation work and if contamination is found as a result of this investigation, the submission of details of measures to deal with this contamination.

#### 7.77 Trees

An arboricultural assessment was submitted with the planning application. The canopies of TPO trees overhang the rear of the proposal site and would require careful pruning. Following further submissions by the applicant and amendments to the rear elevation (the subject of a 14-day reconsultation) it is recommended that conditions are attached requiring designs showing tree protection and the design of foundations in addition to site supervision condition.

#### Landscaping/Open Space

- 7.78 NPPF section 11, London Plan policies 7.5 and 7.21, CS policy CS13 and SPP policies DM D2 and DM O2 seek to ensure high quality landscaping to enhance the public realm, protect trees that significantly improve the public realm, to 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.
- 7.78 The application site is dominated by hard-standing and buildings and the application site is considered to be of negligible intrinsic ecological and nature conservation importance. There are limited opportunities to enhance biodiversity on the site. The roof of the church hall will provide a sedum roof and a condition require the submission of details. Furthermore, private terraces at all levels and defensible space on the ground floor would also include space for planting. Additionally, the front of the site provides opportunities to introduce street planting. The applicant has submitted an initial landscaping plan at ground floor level on the front elevation as part of the application submission. It is recommended that a condition is attached requiring the submission of a full landscaping plan showing details of landscaping towards the front of the site.

#### Developer contributions

- 7.79 The proposed development would be subject to payment of the Merton Community Infrastructure Levy and the Mayor of London's Community Infrastructure Levy (CIL).

- 7.80 Regulation 122(2) of the CIL Regulations 2010 (continued in the CIL Regulations 2011) introduced three tests for planning obligations into law, stating that obligations must be:
- necessary to make the development acceptable in planning terms;
  - directly related to the development;
  - fairly and reasonably related in scale and kind to the development.
- 7.81 If a planning obligation does not meet all of these tests it cannot legally be taken into account in granting planning permission and for the Local Planning Authority to take account of S106 in granting planning permission it needs to be convinced that, without the obligation, permission should be refused.
- 7.86 In this instance the CPZ permit exemptions for new residents of the scheme would be secured by via a S106 legal agreement.
- 7.82 The developer has agreed to meet the Council's reasonable costs of preparing and monitoring the Section 106 Obligations. S106 monitoring fees would be calculated on the basis of the advice in the Council's adopted Supplementary Planning Guidance (2006) and legal fees would need to be agreed at a later date.
- 7.83 Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) restricts the use of planning obligations for infrastructure that will be funded in whole or in part by Merton's Community Infrastructure Levy.

## **8. CONCLUSION**

- 8.1 The proposal is considered to be acceptable in principle, providing a fit-for-purpose, redeveloped place of worship for members of Dundonald church along with residential units, and potentially increasing employment on site.
- 8.2 The proposals, as amended, are considered to be well designed, and may reasonably be judged to appropriately respond to the surrounding context in terms of massing, heights, layout, architectural cues and materials. The proposal is considered to make a positive contribution to the Kingston Road streetscene and would, subject to careful construction techniques being followed so as to safeguard protected trees and noise breakout being controlled by conditions, not detract from the amenities of residents of Abbott Avenue in terms of visual amenity and noise.
- 8.3 The proposals would provide a satisfactory standard of accommodation for prospective occupants. The proposal would not unduly impact upon the highway network. The proposal would achieve suitable refuse provisions.
- 8.4 The submitted financial viability appraisal determined it would not be viable to provide affordable units or carbon offset payments while

achieving a reasonable profit margin.

- 8.5 The proposal would accord with the relevant National, Strategic and Local Planning policies and guidance and approval could reasonably be granted in this case.
- 8.6 The application is therefore recommended for approval subject to appropriate conditions and s106 agreement.

### **RECOMMENDATION**

Grant planning permission subject to s106 agreement and the following conditions.

#### **S106 legal agreement:**

1. CPZ permit exemptions for new residents of the scheme
2. The developer agreeing to meet the Council's costs of preparing [including legal fees] the Section 106 Obligations [agreed by developer];
3. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations [agreed by developer].

#### **And the following conditions:**

1. Standard condition [Commencement of development]: 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. Standard condition [Approved plans]: The development hereby permitted shall be carried out in accordance with the following approved plans: [Refer to the schedule on page 1 of this report].

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

3. No development other than demolition shall take place until samples and a schedule of all materials to be used on all external faces (including the roof and the proposed stained glass on the front and rear elevations) of the development hereby permitted, including window frames, including a drawing to show reveals, doors, copings and soffits, rainwater goods and balconies (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details. Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan

2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

4. Non-standard condition [Parking Management Plan]: Prior to the occupation of the development (excluding demolition) a Parking Management Strategy shall be submitted in writing to and approved by the Local Planning Authority. The development shall not be occupied until this strategy has been approved and the measures as approved have been implemented. Those measures shall be maintained for the duration of the use unless the prior written approval of the Local Planning Authority is obtained to any variation.

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.

5. Standard condition [Timing of construction]: 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.

6. Amended standard condition [Working method statement]: Prior to the commencement of development [including demolition] a working method statement shall be submitted to and approved in writing by the Local Planning Authority that shall include measures to accommodate: the parking of vehicles of site workers and visitors; loading and unloading of plant and materials; storage of construction plant and materials; wheel cleaning facilities; control of dust, smell and other effluvia; control of surface water run-off. No development shall be take place that is not in full accordance with the approved method statement.

Reason: In the interests of vehicle and pedestrian safety and the amenities of neighbouring occupiers and to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan.

7. Standard condition [Construction logistic plan]: Prior to the commencement of the development hereby permitted, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented prior to the first occupation of the development hereby

permitted and shall be so maintained for the duration of the use, unless the prior written approval of the Local Planning Authority is first obtained to any variation.

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.

8. Standard condition (Construction management plan): Noise from the operation or use of the premise shall not be audible at the boundary of the nearest residential property between the hours of 22.000 and 07.00 hours on any day and shall not increase the ambient noise level by more than 2 dB between the hours of 07.00 and 22.00 on any day when expressed as a LAeq,15 hour, as measured at the boundary of the nearest residential property.

Reason: To safeguard the amenities of surrounding area and to ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2016, and policy DM EP2 of Merton's Sites and Policies Plan 2014.

9. Amended standard condition [Travel Plan]: Prior to the occupation of the relevant part of the development hereby permitted a detailed Travel Plan for the non-residential use, shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall follow the current 'Travel Plan Development Control Guidance' issued by TfL and shall include:

- (i) Targets for sustainable travel arrangements;
- (ii) Effective measures for the on-going monitoring of the Plan;
- (iii) A commitment to delivering the Plan objectives for a period of at least 5 years from the first occupation of the development;
- (iv) Effective mechanisms to achieve the objectives of the Plan by both present and future occupiers of the development.

The development shall be occupied only on accordance with the approved Travel Plans.

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.

10. Non-standard condition [noise levels plant/machinery]: Noise levels, (expressed as the equivalent continuous sound level) LAeq (10 minutes), from any new plant/machinery from the place of worship use shall not exceed LA90-10dB at the boundary with the closest residential property.

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 policies DM D2, DM D3, DM EP2 and DM EP4 of Merton's Sites and Policies Plan 2014.

11. Non-standard condition [noise levels insulation]: Recommendations to protect noise intrusion into the dwellings as specified in the Scotch Partners, Noise Impact Assessment Report Revision 02 dated 20 January 2017, shall be implemented as a minimum standard to protect future residents from noise.

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 policies DM D2, DM D3, DM EP2 and DM EP4 of Merton's Sites and Policies Plan 2014.

12. Amended standard condition [Noise levels amplified sound]: No music or other amplified sound generated on the premises shall be audible at the boundary of any adjacent residential building such as to constitute a statutory nuisance.

Reason: To safeguard the amenities of surrounding area and to ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2015, policy CS7 of Merton's Core Planning Strategy 2011 and policy DM EP2 of Merton's Sites and Policies Plan 2014.

13. The windows to the ground floor rear elevation shall be installed with opaque glass and designed so as to be fixed shut. Reason. To safeguard neighbour amenity including privacy and to mitigate against noise breakout from the use of the building.

14. Standard condition [kitchen extraction systems]: Prior to first occupation of the development details, plans and specifications of a kitchen ventilation system, including details of sound attenuation for a kitchen ventilation extract system and odour control measures have been submitted to and approved in writing by the Local Planning Authority. The kitchen ventilation extract system shall be installed in accordance with the approved plans and specifications before the use commences and shall be permanently retained as such thereafter.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and to ensure compliance with the following Development Plan policies for Merton: policies 7.14 and 7.15 of the London Plan 2015, policy CS7 of Merton's Core Planning Strategy 2011 and policies DM EP2 and DM EP4 of Merton's Sites and Policies Plan 2014.

15. Non-standard condition [Details of external lighting]: Prior to first occupation of the development details of external lighting have been submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed in accordance with the approved details and shall be permanently retained as such thereafter.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and to protect nature conservation in the area, in accordance with policies DM D2 and DM EP4 and DM O2 of Merton's Sites and Policies Plan 2014.

16. Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.

Reason: 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 Polices Plan 2014.

17. Amended standard condition [Details of refuse]: Prior to first occupation of the development a scheme for the storage of refuse and recycling for both the residential and place of worship use shall be submitted for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the scheme has been approved, and the development shall not be occupied until the scheme has been approved and has been carried out in full. Those facilities and measures shall thereafter be retained for use at all times from the date of first occupation.

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

18. Non-standard condition [Details of drainage]: Prior to the commencement of the development hereby permitted (excluding demolition), a detailed scheme for the provision of surface and foul water drainage shall be submitted to and approved in writing by the local planning authority. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS), the scheme shall:

- i. Provide information about the design storm period and intensity, attenuation (volume of no less than 50m<sup>3</sup> to be provided) and control the rate of surface water discharged from the site;
- ii. Include a timetable for its implementation;
- iii. Provide a management and maintenance plan for the lifetime of the development, including arrangements for adoption to ensure the schemes' operation throughout its lifetime.

No works which are the subject of this condition (excluding demolition) shall be carried out until the scheme has been approved, and the development shall not be occupied until the scheme is carried out in full. Those facilities and measures shall be retained for use at all times thereafter.

Reason: To reduce the risk of surface and foul water flooding and to ensure the scheme is in accordance with the drainage hierarchy of London Plan policies 5.12 & 5.13 and the National SuDS standards and in accordance with policies CS16 of the Core Strategy and DMF2 of the Sites and Policies Plan.

19. Non-standard condition [Sustainability]: No part of the residential part of the development hereby approved shall be occupied until evidence has been submitted to the local planning authority confirming that the development has achieved not less than the Part L 2013 carbon savings outlined in the submitted 'Energy and Sustainability Statement' revised and dated December 2016, and internal water usage consumption standards not in excess of 105 litres per person per day. Evidence requirements: are detailed in the "Schedule of Evidence Required" for Post Construction Stage from Ene1 of the Code for Sustainable Homes Technical Guide (2010).

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

20. No development shall take place until final details of the proposed finished floor levels of the development, together with proposed site levels taking into consideration flood risk to the site, have been submitted to and approved in writing by the LPA, and no development shall be carried out except in strict accordance with the approved levels and details.

Reason: To reduce the risk of flooding to the proposed development and future users of the associated development in accordance with Merton's policies CS16, DM F1 and DMF2 and the London Plan policies 5.12, 5.13.

21. Unless otherwise agreed in writing by the Local Planning Authority, no part of the non-residential part of the development hereby approved shall be used or occupied until a Post-Construction Review Certificate issued by the Building Research Establishment or other equivalent assessors confirming that the non-residential development has achieved a BREEAM rating of not less than the standards equivalent to 'Very Good', and evidence demonstrating that the development has achieved CO2 reductions in accordance with those outlined in the approved energy statement addendum (dated June 2017).'



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

22. Non-standard condition [Contamination investigations]: Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
- 1) A site investigation scheme, based on the PRA, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
  - 2) The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
  - 3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: In order to protect controlled waters and the health of future occupiers of the site and adjoining areas in accordance with the following Development Plan policies for Merton: policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's Sites and Policies Plan 2014.

23. Non-standard condition [Contamination construction phase]: If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason: In order to protect controlled waters and the health of future occupiers of the site and adjoining areas in accordance with the following Development Plan policies for Merton: policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's Sites and Policies Plan 2014.

23. Non-standard condition [Contamination verification]: Prior to occupation of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the local planning authority. Any long-term monitoring and maintenance plan shall be implemented as approved.

Reason: In order to protect controlled waters and the health of future occupiers of the site and adjoining areas in accordance with the following Development Plan policies for Merton: policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's Sites and Policies Plan 2014.

24. Non-standard condition [Piling] Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: In order to protect controlled waters and the health of future occupiers of the site and adjoining areas in accordance with the following Development Plan policies for Merton: policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's Sites and Policies Plan 2014.

25. Prior to the commencement of development (excluding demolition), the detailed design, specification and planting scheme for the green roof shall be submitted to and approved in writing by the Local Planning Authority. The design and planting shall be carried out as approved and retained in perpetuity thereafter.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

26. Amended standard condition [Use of flat roof]: Access to the flat roof (including green roofs) of the development hereby permitted, outside of those areas specifically identified as terraces and as shown on the approved plans, 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: 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.

27. Non-standard condition [Hours of use]: The place of worship use (Use Class D1) hereby permitted shall operate only between the hours of 7:00-22:00 Monday to Sunday, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of surrounding area and to 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.

28. Prior to the commencement of the development hereby permitted (excluding demolition), a Delivery and Servicing Plan (the Plan) shall be submitted to and approved by the Local Planning Authority. No occupation of the development shall be permitted until the Plan is approved in writing by the Local Planning Authority and implemented in accordance with the approved plan. The approved measures shall be maintained, in accordance with the Plan, for the duration of the use, unless the prior written approval of the Local Planning Authority is obtained to any variation.

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.

29. No cables, wires, aerials, pipework (except any rainwater downpipes as may be shown on the approved drawings) meter boxes or flues shall be fixed to any elevation facing a highway.

Reason: To safeguard the appearance of the development and the visual amenities of the area and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

30. No development shall take place until full details of a landscaping and planting scheme has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved before the commencement of the use or the occupation of any building hereby approved, unless otherwise agreed in writing by

the Local Planning Authority. The details shall include on a plan, full details of the size, species, spacing, quantities and location of proposed plants, together with any hard surfacing, means of enclosure, and indications of all existing trees, hedges and any other features to be retained, and measures for their protection during the course of development.

Reason: To enhance the appearance of the development in the interest of the amenities of the area, to ensure the provision sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policies 5.1, 7.5 and 7.21 of the London Plan 2016, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, F2 and O2 of Merton's Sites and Policies Plan 2014.

31. Before occupation of the development, details of the proposed green roofs (including: species, planting density, substrate, a section drawing at scale 1:20 demonstrating the adequate depth availability for a viable green roof; and a maintenance plan) shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in accordance with the approved details before the development is occupied and be permanently retained as such.

Reason: In order to conserve and enhance biodiversity and wildlife habitats in accordance with the provisions of policy CS.13 of Merton's Core Planning Strategy 2011.

32. Before occupation of the development, details of secure cycle parking facilities for the occupants of, and visitors to, the relevant part of the development shall be 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 relevant part 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 2016, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Policies Plan 2014.

33. The relevant part of the development (residential or non-residential) shall not be occupied until a scheme for the storage of refuse and recycling for that part of the development has been submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the scheme has been approved, and the relevant part of the development shall not be occupied until the scheme has been approved and has been carried out in full. Those facilities and measures shall thereafter be retained for use at all times from the date of first occupation.

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

34. No development [including demolition] pursuant to this consent shall commence until an Arboricultural Method Statement and Tree Protection Plan, drafted in accordance with the recommendations and guidance set out in BS 5837:2012 has been submitted to and approved in writing by the Local Planning Authority and the approved details have been installed. The details and measures as approved shall be retained and maintained, until the completion of all site operations.

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 2016, policy CS13 of Merton's Core Planning Strategy 2011 and policy O2 of Merton's Sites and Policies Plan 2014.

35. No development shall commence until details of the proposed design, materials and method of construction of the foundations to be used within 7m of the existing retained tree(s) shall be submitted to and approved in writing by the Local Planning Authority and the work shall be carried out in accordance with the approved details.

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 2016, policy CS13 of Merton's Core Planning Strategy 2011 and policy O2 of Merton's Sites and Policies Plan 2014.

36. Site supervision: The details of the Arboricultural Method Statement and Tree Protection Plan shall include the retention of an arboricultural expert to supervise, monitor and report to the LPA not less than monthly the status of all tree works and tree protection measures throughout the course of the construction period. At the conclusion of the construction period the arboricultural expert shall submit to the LPA a satisfactory completion statement to demonstrate compliance with the approved protection measures.

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 2016, policy CS13 of Merton's Core Planning Strategy 2011 and policy O2 of Merton's Sites and Policies Plan 2014.

37. Details of glazing and screening to windows and terraces at 2<sup>nd</sup> 3<sup>rd</sup> and 4<sup>th</sup> floor levels in the east facing elevation and at 4<sup>th</sup> floor level in the west facing elevation shall be submitted to, approved and the

development implemented in accordance with such details as are approved before the residential part of the development is occupied. Reason. To ensure that the implementation of the development does not compromise the achievement of adequate levels of privacy in the event of similar proposals coming forward on adjoining sites and which may unduly constrain development opportunities and to comply with Sites and Policies Plan policy DM.D2..

## INFORMATIVES

- 1 No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. 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 The applicant is advised to contact the Council's Highways team on 020 8545 3151 before undertaking any works within the Public Highway in order to obtain the necessary approvals and/or licences.
- 3 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)
4. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses 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 groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
5. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be

over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit [thameswater.co.uk/buildover](http://thameswater.co.uk/buildover).

- 6 There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.
- 7 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 8 No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. 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).
- 9 The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

NPPF Informative. The applicant is advised that in accordance with paragraphs 186 and 187 of the National Planning Policy Framework, The London Borough of Merton takes a positive and proactive approach to development proposals focused on solutions. The London Borough of Merton works with applicants or agents in a positive and proactive manner by suggesting solutions to secure a successful outcome; and updating applicants or agents of any issues that may arise in the processing of their application. In this instance the Planning Committee considered the application where the applicant or agent had the opportunity to speak to the committee and promote the application.

---

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

Please note these web pages may be slow to load

This page is intentionally left blank