

PLANNING APPLICATIONS COMMITTEE

22 FEBRUARY 2018

APPLICATION NO.

DATE VALID

17/P2956

31/08/2017

Address/Site: 8-10 Edward Avenue
Morden
Surrey
SM4 6EP

Ward: Ravensbury

Proposal: Demolition of both detached properties and redevelopment of the sites to provide two semi-detached pairs of dwellings (total of 4 new dwellings), each comprising 4 bedrooms, 2 storeys, accommodation at roof level and onsite vehicle parking.

Drawing No.'s: 01, 04, 06, 07 (proposed ground floor), 07 (existing and proposed elevations), 09, 10, 011 (proposed ground floor plan), 11 (proposed roof plan), 013 (proposed side elevations), 013 (existing and proposed front elevations).

Contact Officer: Jock Farrow (020 8545 3114)

RECOMMENDATION

Grant planning permission subject to conditions.

CHECKLIST INFORMATION

- S106: No
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: No
- Design Review Panel consulted: No
- Number of neighbours consulted: 16
- External consultations: 0
- Conservation area: No
- Listed building: No
- Archaeological priority zone: No
- Tree protection orders: No
- Controlled Parking Zone: No

- Flood risk zone: No
- Open Space: No

1. INTRODUCTION

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

2. SITE AND SURROUNDINGS

- 2.1 The application site encompasses two combined reports which are located on the western side of Edward Avenue. The properties comprise two bungalows (1 per plot) with large rear gardens. The application site has an approximate area of 960sq.m.
- 2.2 Edward Avenue is residential in character and features a wide variety of housing types ranging from single storey detached bungalows to terraced, semi-detached and detached two storey dwellings. While a large number of the dwellings on Edward Avenue are bungalows, there is no distinct character given they are all of varying architectural styles. Immediately neighbouring the site to the north is a two storey detached dwelling, while to the south is a single storey detached dwelling.
- 2.3 The site has a public transport accessibility level (PTAL) of 1b which is poor (with 1a being the lowest and 6b being the highest). The site is not located within a conservation area.

3. CURRENT PROPOSAL

- 3.1 This application seeks planning permission for the demolition of the existing dwellings and the redevelopment of the site to provide two semi-detached pairs of dwellings (total of 4 new dwellings), each comprising 4 bedrooms, 2 storeys, accommodation at roof level and onsite vehicle parking. Each dwelling would have a floor area of 157sq.m while the development would have a total floor area of 630sq.m.
- 3.2 The proposed dwellings would have regular footprints and would be setback from the highway by approximately 5.7m, aligning with the established building line. The southern dwelling would be setback from the southern boundary by 0.85m, providing a separation distance from the flank elevation of the adjacent dwelling of 2.4m. The dwellings would have a separation distance of 1m between them. The northern dwelling would be setback from the northern boundary by 0.85m, providing a separation distance from the flank elevation of the adjacent dwelling of 2.4m.
- 3.3 The semi-detached dwellings would be two storey with accommodation at roof level. The dwellings would be characterised by gables to the front and rear with dual pitched roofs running front to back (one to either side of each building), to the centre of the buildings would be a flat section of roof adjoining mono-pitch roofs facing the front and rear; cat slide style dormer windows would be provided within the side roof slopes; storm porches would be provided to the front; a single storey projection would be provided to the rear. In terms of materials, ground floor would be yellow London stock brick, first floor would be white render, the roof would comprise red clay tiles, openings would be white uPVC with red brick detailing above the windows, and the boundary treatment would be a mixture of dark and light red brick.
- 3.4 To the front of each dwelling would be 1 vehicle parking space (1 per dwelling for a total of 4) along with paths leading to the front doors; the remaining space would be landscaped with grass and shrubs. Two new vehicle crossings are proposed from Edward Avenue (each semi-detached pair would share a crossover). To facilitate the construction of the crossovers one street tree would need to be relocated. To the rear

of the site, each dwelling would be provided with approximately 70sq.m of private amenity space.

- 3.5 The dimensions of the proposed buildings are as follows: 12.5m deep at ground floor, 11m deep at first floor, 12m wide, 5.35m high to the eaves and 7.85m maximum height.
- 3.6 Following the initial submission of the application, officers raised concerns regarding the excessive number of vehicle parking spaces (initially 8 proposed), the monotonous front façade, and the positioning of the proposed dwellings and the resulting gaps between buildings. Revised drawings were subsequently submitted reduced the total number of vehicle parking spaces to 4, added articulation to the front façade and increased the setback of the buildings from the property boundaries.

4. PLANNING HISTORY

- 4.1 There is no relevant planning history recorded at the application site.

5. CONSULTATION

- 5.1 Public consultation was undertaken by way of post sent to 16 neighbouring properties. In addition, re-consultation was undertaken for a 14 day period due to the aforementioned amendments being received. The outcome of the combined consultation periods are summarised as follows:

- 5.2 7 representations were received from individual addresses, the objections are summarised as follows:

- Out of keeping
- Detrimental to the character of the area
- Loss of value to surrounding properties
- Development is contrary to covenant
- Applications previously refused for developments exceeding single storey on Edward Avenue
- Disturbance during construction process (noise, dust, pollution, traffic congestion, road safety)
- Increased traffic once in use
- Exacerbate parking
- Loss of light
- Loss of trees
- Excessive density
- Loss of privacy
- Potential for subsidence
- Exacerbate flooding
- Increased pressure on drainage
- Damage to adjacent properties

- 5.3 Petition from residents objecting to the proposal with 32 signatures, summarised as follows:

- Visually intrusive/overbearing/loss of outlook
- Out of character with the street
- Potential for development to be rented resulting in more occupants and associated vehicles

Internal:

- 5.4 LBM Climate Change Officer: No objection. Advised that the proposal would need to

achieve relevant sustainability requirements, being a 19% improvement on Part L of the Building Regulations 2013 and an internal water usage not exceeding 105 litres per person per day; these requirements should be secured by condition.

5.5 LBM Trees Officer: No objection.

5.6 LBM Transport and Highways Officers: No objection. The proposed vehicle parking provisions are acceptable. Cycle parking needs to be secure and covered. Suggested conditions include providing details of a construction management plan and vehicle crossovers.

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

Other NPPF sections of relevance:

4. Promoting sustainable transport
6. Delivering a wide choice of quality homes.
7. Requiring good design.
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
- 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

- 5.17 Waste capacity
 - 5.21 Contaminated land
 - 6.5 Funding Crossrail and other strategically important transport infrastructure
 - 6.9 Cycling
 - 6.10 Walking
 - 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
 - 7.19 Biodiversity and access to nature
 - 7.21 Trees and woodlands
 - 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 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 O1 Open Space
 DM O2 Nature conservation, Trees, hedges and landscape features
 DM D1 Urban Design
 DM D2 Design considerations
 DM EP2 Reducing and mitigating noise
 DM T1 Support for sustainable transport
 DM T2 Transport impacts of development
 DM T3 Car parking and servicing standards
 DM T4 Transport infrastructure
- 6.5 Supplementary planning considerations
 London Housing SPG – 2016
 DCLG - Technical Housing Standards 2015
- 7. PLANNING CONSIDERATIONS**
- 7.1 Material Considerations
 The key issues in the assessment of this planning application are:
- Principle of development.
 - Design and impact upon the character and appearance of the area.
 - Impact upon neighbouring amenity.
 - Standard of accommodation.

- Transport, highway network, parking and sustainable travel.
- Refuse storage.
- Sustainable design and construction.
- Landscaping and impact upon street trees.

Principle of development

- 7.2 Policy 3.3 of the London Plan 2016 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. 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. 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.
- 7.3 The existing use of the site is residential, the site is within a residential area and has a public transport accessibility level (PTAL) of 1b which is considered to be poor (1a being very poor and 6b being excellent). The site is an underutilised site which is considered to present opportunities for a more intensive residential development. The proposals would meet NPPF and London Plan objectives by contributing towards London Plan housing targets and the redevelopment of sites at higher densities.
- 7.4 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.

Design and impact upon the character and appearance of the area

- 7.5 Section 12 of the NPPF, London Plan policies 7.4, 7.6 and 7.8, Core Strategy policy CS14 and SPP Policies DM D2 and DM D4 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.
- 7.6 Paragraph 1.3.61 of the London Plan Housing SPG 2016 states that *fully optimising housing potential will necessitate high quality, innovative design to ensure new development successfully responds to challenges and opportunities presented on a particular site*. The character of Edward Avenue is highly varied, there is a mix of terraced, semi-detached, detached, single storey and two storey dwellings, all of which have contrasting architectural styles i.e. Edward Avenue does not have a distinct character. The site is currently considered to be underutilised; given the spacious plots and wide streetscape of Edward Avenue (12m wide highway and approximately 22m building to building), it is considered that the site could comfortably accommodate two storey dwellings. The proposal to provide two pairs of semi-detached dwellings is considered to be an appropriate use of the site, subject to a high quality design and appropriate height, bulk, massing, scale, positioning and materials.
- 7.7 The proposed dwellings align with the established building line to the front and to the rear at first floor level; ground floor level to the rear extends slightly further than the adjacent dwellings, albeit this rear projection is akin to a modest single storey rear extension. The dwellings are appropriately setback from the boundaries and from each other, providing suitable gaps between buildings. The maximum height of the buildings align with the height of the adjacent dwelling to the north. The use of front

gables, pitched roofs, storm porches, large windows with brick detailing above, contrasting materials and vertical recesses successfully achieves a vertical emphasis and an interesting façade. The proposed development is considered to achieve a high quality and well considered design and appearance which would enhance the wider area.

- 7.8 While the proposal does not seek to replicate the surrounding development, it is considered to achieve a coherent and high quality design which would not detract from the surrounding area. Given the scheme proposes 4 new dwellings, in the form of two semi-detached pairs, the scheme is considered to establish a semblance of character within the streetscene while responding appropriately to the constraints of the site in terms of height, bulk, massing, scale and positioning.

Impact upon neighbouring amenity

- 7.9 London Plan policies 7.6 and 7.15 along with SPP policies DM D2 and DM EP2 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 (sunlight and daylight), quality of living conditions, privacy, visual intrusion and noise.
- 7.10 The proposed dwellings would be in alignment with the flank elevations of the adjacent dwellings to the north and south, albeit the proposed scheme would extend slightly beyond their rear building lines.
- 7.11 To the southern boundary of the site, the proposed rear building line would extend beyond the adjacent building line by 0.7m. The proposal would maintain a separation distance from the adjacent building's flank elevation of 2.4m.
- 7.12 The adjacent dwelling to the north has an existing 3.8m deep single storey rear extension. The proposed scheme would extend, at single storey level, beyond the adjacent building's ground floor level by 1.35m, while the two storey element of the scheme would extend beyond the adjacent building's first floor level by 2.9m; it is noted that the two storey element of the scheme would not extend beyond the ground floor element of the adjacent building. The proposal would maintain a separation distance from the adjacent building's flank elevation of 2.4m.
- 7.13 Given the scale, massing, form and separation distances, it is not considered that the proposal would unduly impact upon neighbouring amenity in terms of loss of light or visual intrusion.
- 7.14 The primary outlook from the proposed dwellings would be directed toward the front (to the public highway) and rear (into their own amenity space), which would not be considered to unduly impact upon neighbouring privacy. It is noted that the scheme includes upper floor flank windows which serve the stairs, it is therefore recommended to include a condition which would require these windows to be obscure glazed and non-opening.

Standard of accommodation

- 7.15 Policies 3.5 and 3.8 of the London Plan 2016 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) and the DCGL – Technical Housing Standards 2015. 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.

- 7.16 The London Plan and DCLG - Technical Housing Standards require that a 4 bed, 7 person, 3 storey dwelling have a gross internal floor area of 121sq.m. The proposed dwellings would have a gross internal floor area of 157sq.m which exceed the minimum standards by a significant margin. All dwellings are dual aspect and all habitable rooms are served by windows which are considered to offer suitable natural light, ventilation and outlook to prospective occupants. In addition, all units are considered to be suitably private.
- 7.17 SPP policy DMD2 requires that for all new houses, the Council will seek a minimum of 50sq.m as a single, usable, regular amenity space. All proposed dwellings exceed the minimum provision for amenity space in the form of a rear garden; in addition, all dwellings are provided with additional front gardens and parking spaces.
- 7.18 As outlined above, the scheme is considered to offer a high standard of living for prospective occupants.

Transport, highway network, parking and sustainable travel

- 7.19 London Plan policies 6.3 and 6.12, CS policies CS18 and CS20 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. 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 and to provide parking spaces on a restraint basis (maximum standards).
- 7.20 The LBM Transport Planner and Highways Officer has reviewed this application and their comments are integrated into the assessment below.
- 7.21 The site has a PTAL of 1b which is poor, as such, vehicle parking would be required. The scheme proposes 1 parking space per dwelling, which satisfies minimum requirements while not exceeding maximum standards; maximum standards are in place to ensure vehicle parking provisions do not undermine sustainable travel objectives.
- 7.22 Given the scale, nature and location of the proposed development, it is not considered to unduly impact upon highway performance and safety.
- 7.23 In accordance with London Plan policy 6.9 and table 6.3, 8 cycle storage spaces would be required for the development; cycle storage for residential units should be secure, sheltered and adequately lit, with convenient access to the street. As such, it is recommended to require details of the cycle storage provisions by way of condition.
- 7.24 In addition, it is recommended to include a condition which would require details of a construction management plan.
- Refuse storage
- 7.25 Appropriate refuse storage must be provided for developments in accordance with policy 5.17 of the London Plan and policy CS 17 of the Core Strategy.

7.26 Refuse storage has been provided to the front or rear of each dwelling for temporary storage throughout the week. Refuse would then be moved to the front of the each dwelling on collection day. These provisions are considered to be acceptable.

Sustainable design and construction

7.27 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.

7.28 As per CS policy CS15, minor residential developments are required to achieve a 19% improvement on Part L of the Building Regulations 2013 and water consumption should not exceed 105 litres/person/day. It is recommended to include a condition which will require evidence to be submitted that a policy compliant scheme has been delivered prior to occupation.

Landscaping and impact on street trees

7.29 NPPF section 11, London Plan polices 7.5, 7.19 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.

7.30 Indicative landscaping has been depicted to the front of the properties. However, the developer has not provided any specific detail. As such, it is recommended to include a condition requiring further details.

7.31 Given the positioning of the vehicle access, the scheme would result in the loss of a street tree. It is considered that the proposed location of the vehicle access is the most appropriate location, thus the removal of the street tree can be considered. As such, it is recommended to include a condition requiring the developer to enter into a highways agreement for the relocation or replacement of the street tree.

8. CONCLUSION

8.1 The proposal is considered to be acceptable in principle, providing a residential development at an increased density, in line with planning policy. The proposal is considered to be well designed, appropriately responding to the surrounding context in terms of massing, heights, layout and materials. The proposal is not considered to unduly impact upon neighboring amenity. The proposal would offer living standards for prospective occupants that exceed adopted standards. The proposal would not unduly impact upon the highway network, including parking provisions. The proposal would achieve suitable refuse provisions. It is considered that the proposal would achieve appropriate sustainable design and construction standards.

8.2 The proposal is considered to accord with the relevant National, Strategic and Local Planning policies and guidance and approval could reasonably be granted in this case. It is not considered that there are any other material considerations which would warrant a refusal of the application.

RECOMMENDATION

Grant planning permission subject to the following conditions.

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) Standard condition [Materials]: No development shall take place until details of particulars of the materials to be used on all external faces of the development hereby permitted, including window frames and doors (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DMO1 DMD2 and DMD3 of Merton's Sites and Policies Plan 2014.

- 4) Amended standard condition [Parking]: The development hereby permitted shall not be occupied until the vehicle parking provisions shown on the approved plan 07 (proposed ground floor) have been provided and made available for use. These facilities shall be retained for the occupants of, and visitors to, the development at all times thereafter.

Reason: To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2016, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 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 and removal of waste materials. No development shall be take place that is not in full accordance with the approved method statement.

Reason: It is necessary for the condition to be discharged prior to the commencement of development ensure vehicle and pedestrian safety and to protect 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 [External lighting]: Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and 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.

- 8) Standard condition [Obscure glazed]: Before the development hereby permitted is first occupied, the upper floor flank windows (north and south elevations) shall be glazed with obscure glass and fixed shut and shall permanently maintained as such thereafter.

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

- 9) Non-standard condition [Highway works]: No part of the development hereby approved shall be occupied until the applicant has entered into a highways agreement with London Borough of Merton to include the removal of the existing redundant crossovers by raising the kerb and reinstating the footway, and to create the new vehicle crossovers as shown on the approved plan 07 (proposed ground floor), with all works to be in accordance with the requirements of the Highway Authority.

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

- 10) Non-standard condition [Replacement of street tree]: The applicant shall enter into a highways agreement with London Borough of Merton to relocate the existing street tree from in front of No. 10 Edward Avenue to a suitable location in the immediate area. No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the street tree has been relocated to the satisfaction of London Borough of Merton.

Reason: To protect and safeguard the visual amenity of the area in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policies DMD2 and DMO2 of Merton's Sites and Policies Plan 2014.

- 11) Amended-standard condition [Landscaping/Planting Scheme]: The development shall not be occupied 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.

Reason: To enhance the appearance of the development and the open space in the interest of the amenities and biodiversity of the area and to comply with the NPPF section 11, policies 7.5, 7.19 and 7.21 of the London Plan 2015, policies CS13 of Merton's Core Planning Strategy 2011 and policies DM D2, 01 and O2 of Merton's Sites and Policies Plan 2014.

- 12) Non-standard condition [Sustainability]: No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the development has achieved CO2 reductions not less than a 19% improvement on Part L of the Building Regulations 2013 and internal water usage of not more than 105 litres per person per day.

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 2016 and Policy CS15 of Merton's Core Planning Strategy 2011.

- 13) Standard condition [Permitted development rights]: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no extension, enlargement or other alteration of the dwellinghouse hereby authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties or to the character of the area and for this reason would wish to control any future 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.

- 14) Standard condition [Refuse storage]: The development hereby approved shall not be occupied until the refuse and recycling storage facilities shown on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

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

- 15) Standard condition [Cycle storage]: Prior to occupation of the development hereby approved, details of secure cycle parking facilities for the occupants 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 development and retained thereafter 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.

- 16) Amended standard condition [Permeable paving]: The hardstanding hereby permitted shall be made of porous materials, or provision made to direct surface water run-off to a permeable or porous area or surface within the application site before the development hereby permitted is first occupied or brought into use.

Reason: To reduce surface water run-off and to reduce pressure on the surrounding drainage system in accordance with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2015, policy CS16 of Merton's Core Planning Strategy 2011 and policy F2 of Merton's Sites and Policies Plan 2014.

INFORMATIVES:

a) 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.

b) 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).

c) Carbon emissions evidence requirements for Post Construction stage assessments must provide:

- Detailed documentary evidence confirming the Target Emission Rate (TER), Dwelling Emission Rate (DER) and percentage improvement of DER over TER based on 'As Built' SAP outputs (i.e. dated outputs with accredited energy assessor name and registration number, assessment status, plot number and development address); **OR**, where applicable:
- A copy of revised/final calculations as detailed in the assessment methodology based on 'As Built' SAP outputs; **AND**
- Confirmation of Fabric Energy Efficiency (FEE) performance where SAP section 16 allowances (i.e. CO2 emissions associated with appliances and cooking, and site-wide electricity generation technologies) have been included in the calculation

d) Water efficiency evidence requirements for Post Construction Stage assessments must provide:

- Detailed documentary evidence representing the dwellings 'As Built'; showing:
 - the location, details and type of appliances/ fittings that use water in the dwelling (including any specific water reduction equipment with the capacity / flow rate of equipment); and
 - the location, size and details of any rainwater and grey-water collection systems provided for use in the dwelling; along with one of the following:
 - Water Efficiency Calculator for New Dwellings; **or**
 - Written confirmation from the developer that the appliances/fittings have been installed, as specified in the design stage detailed documentary evidence; **or**

- Where different from design stage, provide revised Water Efficiency Calculator for New Dwellings and detailed documentary evidence (as listed above) representing the dwellings 'As Built'

e) You are advised to contact the Council's Highways team on 020 8545 3700 before undertaking any works within the Public Highway to obtain the necessary approvals and/or licenses. Please be advised that there is a further charge for this work.

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

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