

PLANNING APPLICATIONS COMMITTEE 22 FEBRUARY 2018

APPLICATION NO. **DATE VALID**
17/P1601 12.04.2017

Address/Site Garages R/O Inglemere Road & Grenfell Road, Mitcham,
CR4 2BT

Ward Graveney

Proposal: Demolition of existing garages and buildings rear of Inglemere
Road and erection of 10 x residential dwellings and a part single
part three storey block comprising 4 flats and the provision of
associated landscaping and parking

Drawing Nos; Site location plan and drawings P_001 Rev P03, P_101 Rev
P10, P_102 P06, P_103 P06, P_104 P06, P_121 P07, P_131
P07, P_201 P06, P_202 P07, P_203 P07, P_204 P08, P_205
P05, P_206 P03, P_211 P08, P_212 P08, P_213 P06, P_214
P06, P_221 P07, P_222 P07 & P_231 P09

Contact Officer: Leigh Harrington (020 8545 3836)

RECOMMENDATION

Grant planning permission subject to a section 106 agreement for permit free development, carbon offset and relevant conditions.

CHECKLIST INFORMATION.

- 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: No,
- Number of neighbours consulted: 160
- Press notice – Yes
- Site notice – Yes
- External consultations: Metropolitan Police
- Archaeological Priority Zone – No
- Controlled Parking Zone - No
- Number of jobs created: N/A
- Density 70 Dwellings per hectare

1 INTRODUCTION

- 1.1 The application has been brought before the Committee due to the level of public interest.

2. SITE AND SURROUNDINGS

- 2.1 The site is an irregular shaped plot of land located in Tooting, occupied by a large number of private and commercial car garages. The main access to the site is via a narrow access way from Inglemere Road. There is also a small access to the site from Grenfell Road but this is not included in this application. The site is bounded to the west by the A217 London Road which has commercial premises at ground floor level and residential accommodation on two floors above. Grenfell Road to the north, Bruce Road to the east and Inglemere Road to the south have terraces of predominantly two storey buildings in use as maisonettes with small gardens backing directly onto the site. The site is within a CPZ (GC) and within short walking distance of Tooting mainline rail station. The site is not within a Conservation Area or an Archaeological Priority Zone and has an average Ptal rating of 3. The site is within Flood Risk Zone 1 and therefore deemed to be at low risk of flooding.

3. CURRENT PROPOSAL

- 3.1 This application seeks planning permission for the demolition of all buildings on the site and the erection of a new terrace block comprising a three storey apartment building and ten two-storey houses. As originally submitted the apartment block was to be an office building but the application has been revised such that the development would be purely residential. The apartment building will host four flats with two one-bedroom units at ground floor level and a two-bedroom unit on the first and second floors. Each apartment will benefit from a private terrace/balcony area and have access to an integral cycle store with space for six cycles.
- 3.2 The apartment block will be three-storeys in height with the third storey of accommodation within a zinc clad Mansard roof. A single-storey projection will separate the main block from the boundary of the site to the south. The lower floors will be clad with a buff yellow brick with aluminium windows and timber doors.
- 3.3 The terrace of ten houses comprises six three-bedroom and four two-bedroom houses with accommodation over two floors. Each house will have direct access to a private, south-facing, rear garden at ground floor level and the three-bedroom units will have an additional terrace area at first floor level. Each house includes a courtyard area to the front which includes designated space for two cycles and refuse storage.

- 3.4 The houses will be two-storey in height with a single-storey projection to the rear (south). As with the apartment building the houses will be clad with a yellow buff-brick and have aluminium framed windows and timber doors. Some of the windows of the houses will include a perforated/louvered screen to prevent overlooking. The houses will be of a contemporary design with flat roofs (containing solar PV panels).
- 3.5 The apartment block and houses will be located on the southern end of the site. A private mews is proposed to the north of the houses which is identified as a shared-space surface with a mixture of on-site parking spaces and landscaping. The private mews would be accessed via a controlled gate and would feature amenity planting in the form of new trees along the boundaries.
- 3.6 The site would be accessed from the existing access point on Inglemere Road. The access would continue to service the existing units on London Road with surface and boundary treatments proposed to improve the appearance of this space. The other existing access off Grenfell Road will be permanently closed off with an extension of the existing brick boundary wall, effectively extinguishing access rights through the land adjoining no.36 Grenfell Road and returning this to a private space serving the units in no.36 and 36a.
- 3.7 In total, ten off-street parking spaces are proposed across the development including one disabled space. The applicant has confirmed that the refuse collection will be privately managed, the site layout shows that the apartment block will be served by a designated refuse store, and the houses (which each have integral bin storage) will have refuse collection points to leave their bins on collection day.

4. PLANNING HISTORY

- 4.1 16/P692/NEW - Pre application advice application for the demolition of existing buildings and erection of 10 x residential units and an office building use class (B1)
- 4.2 94/P1136 – Continued use as office and car servicing workshop. Planning permission granted 27/04/1995
- 4.3 92/P0713 – Erection of a building comprising 22 units of sheltered accommodation (renewal of outline planning permission ref 89/P0345). Planning permission granted 17/11/1992. Unimplemented.
- 4.4 91/P0984 – Continued use as office and car servicing workshop. Planning permission granted 13/01/1992

5. CONSULTATION

5.1 The application as originally submitted (with the three storey building to be used as offices) was advertised by means of Press and site notices and letters to 160 neighbouring occupiers. As a result ten letters of objection were received from neighbouring residents who raised concerns relating to;

- Loss of daylight and sunlight, the light report doesn't consider the impact of the houses
- Office block will cause loss of light
- Overlooking and loss of privacy
- Extra noise and disturbance especially at night
- Refuse stores adjacent to Grenfell Road will cause smell, rodents and climbing aids for burglars
- Extra traffic to the wider area, this should be permit free.
- No details provided about the Grenfell Road access.
- Landscaping is ill considered and trees will block more light to gardens on Grenfell Road
- Walls need to remain to prevent overlooking or be replaced
- Loss of garages will make gardens easier to access for burglars
- No need for offices in the area
- Why not build more houses instead
- Offices will remain empty and then be converted to flats and the applicant will get out of paying affordable housing
- Houses will be out of keeping with others in the area.

5.2 The proposals were re-consulted upon when the use of the proposed three storey building was to be flats instead of offices. 4 further objection letters were received raising concerns relating to;

- No clarification on what will happen to the boundary walls.
- Loss of light, houses should be built lower
- Not enough information on loss of light
- Planting trees close to back garden walls will lead to overshadowing of gardens
- Loss of privacy and proposed perforated screens don't work very well.
- Should have opaque glass and conditioned to be retained.
- The refuse store is against our wall and will lead to smells and not clear how frequent the private collections will be, the bins should be in their own property
- Will the access be two way, a safe layout is required
- Can fire engines access the site
- Issues of noise fumes and disturbance from cars parking on the new development

- Extra street parking will occur
 - The boundary walls can now be accessed and this creates a security risk.
 - A white roof would be better than a sedum roof that can die and smell.
 - Support the redevelopment but can't see what type of tree will be replaced
 - Please make hours of operation a condition
 - Parking pressure outside of permit hours causes a lot of problems and this will add to them.
- 5.3 The council's **Environmental Health** section were consulted and raised no objections subject to the imposition of conditions relating to site contamination given the use of the site for car repairs and storage for a number of years.
- 5.4 **Transport planning** officers noted that the site access was constrained but confirmed that cycle and car parking proposals met London Plan standards and the impact of vehicle movements was unlikely to be noticeably higher than the existing garage use.
- 5.5 The **Metropolitan Police** safer by design officer raised no objections to the proposals but did make a number of security suggestions for the proposals including the introduction of window boxes on the houses to provide more privacy and security .
- 5.6 **Climate Change** officers were satisfied the proposals would meet current policy requirements for a 35% reduction in CO2 emissions although London Plan policy seeks for major developments to achieve 100% improvement. Where that can't be achieved through savings on site a cash contribution for carbon offset can be secured through a s106 agreement which in this instance equates to £25,884. The officers were satisfied that the applicants revised energy statement demonstrated that the Mayor's overheating hierarchy has been followed and that roof mounted PV panels were to be installed.
- 5.7 The council's **arboricultural officer** raised no arboricultural objections to the proposed development as there are currently no trees on site and made recommendations for improvements to the landscaping that would be practicable
- 5.8 The Council's flood risk manager reviewed the SuDs Geosmart report for this scheme and in summary found this acceptable although conditions requiring drainage details and details of the green roofs are recommended.

6 POLICY CONTEXT

- 6.1 NPPF (2012). Key sections:

- 6. Delivering a wide choice of high quality homes.
 - 7. Requiring good design.
- 6.2 Relevant policies in the London Plan 2016 are; 3.3 (Increasing housing supply), 3.4 (Optimising housing potential), 3.5 (Quality and design of housing developments), 3.8 (Housing choice), 5.1 (Climate change mitigation), 5.3 (Sustainable design and construction), 5.7 (Renewable energy), 5.13 (Sustainable drainage), 6.9 (Cycling), 7.5 (Public realm), 7.6(Architecture) & 7.21 (Trees and woodlands).
 - 6.3 London Housing Supplementary Planning Guidance 2016
 - 6.4 DCLG Technical standards 2015
 - 6.5 Relevant policies in the Core Strategy 2011 are; CS8 (Housing choice), CS 9 (Housing targets), CS 11(Infrastructure), CS 12 (Economic Development), CS 13 (Open Space, Nature conservation), CS 14 (Design), CS 15 (Climate change), CS 16 (Flood risk), CS 18 (Transport) & CS 20 (Parking, Servicing & delivery).
 - 6.6 The relevant policies in the Sites and Policies Plan 2014 are; DM D1 (Urban Design and the public realm), DM D2 (Design considerations in all developments), DM E3 Protection of scattered employment sites, DM EP4 Pollutants, DM F1 (Flood risk management), DM F2 Sustainable urban drainage systems DM EP 2 (Reducing and mitigating noise), DM EP4 (Pollutants), DM H2 (Housing mix), DM 02 (Trees, hedges and landscape features), DM T2 (Transport impacts of development) & DM T3 (Car parking and servicing standards).

7. **PLANNING CONSIDERATIONS**

- 7.1 The main planning considerations in this case relate to the loss of the scattered employment site, the principle of development, the suitability of accommodation and design of the new flats and houses, the impact on occupier and neighbour amenity, the impact on the character and appearance of the local area and servicing of the development.

7.2 Loss of the scattered employment site

Sites and Policies Plan policy DM E3 Protection of scattered employment sites seeks to ensure that there is a diverse mix of size, type, tenure and location of employment facilities which can support a range of employment opportunities within the borough. For the purposes of this policy 'employment' and business refers to premises or land that operates within the B1 (a), B1 (b), B1 (c), B2 and B8 Use Classes.

7.3 Applications proposing a loss of a scattered employment site will have to show that full and proper marketing has been undertaken to demonstrate that employment uses are no longer viable on the site. Applicants should demonstrate that:

- the site has been marketed for 30 months unless otherwise agreed with the council;
- Site is in a predominantly residential area
- Size, configuration and access make it unsuitable and financially unviable for whole site employment use.
- the site has been marketed using new (on the internet) and traditional marketing tools available; and
- the site has been marketed at a price which is considered reasonable (based on recent and similar deals or transactions).

7.4 The applicant has not provided any marketing evidence but the site is within a residential area and is not in whole site use by a single enterprise. As part of the section 106 agreement the applicant would have to demonstrate best endeavours to source alternative employment sites for the companies operating on the site.

7.5 Provision of housing.

Policy CS. 9 within the Council's Adopted Core Strategy [July 2011] and policy 3.3 of the London Plan [March 2016] state that the Council will work with housing providers to provide a minimum of 4,107 additional homes [411 new dwellings annually] between 2015 and 2025. This proposal will provide 10 new houses of which 6 would be 3 bedroom family units and four would be two bedroom units and there would be 2x1 bedroom and 2x2 bedroom flats and is therefore considered to accord with these policies. With a density of 70 units per hectare and a ptal of 3 the site sits well within the London Plan density matrix figures which indicates densities of between 40-80 u/ha could be accepted for this type of site and location.

7.7 Bulk/Massing/Design/Appearance/Layout.

Sites and Policies Plan policies DM D1 (Urban design), DM D2: (Design considerations) as well as LBM Core Strategy Policy CS14 are all policies designed to ensure that proposals are well designed and in keeping with the character of the local area.

7.8 The proposed buildings have been arranged such that each of the houses is separated from the properties to the rear by a garden space and then a first floor terrace area before reaching the first floor towards the centre line of the

site. Similarly the flats are lowest closest to neighbours, increasing in height as they more away. The maximum height of the houses is below the height of neighbouring residential properties on Inglemere Road whilst the block of flats matches the height of those adjacent houses. Its bulk was reduced through the provision of a mansard style roof at the request of officers. Consequently the bulk, scale and massing is considered to be acceptable. The proposed materials are considered acceptable although a condition requiring them to be approved is recommended. The appearance and layout of this mews style development is considered modern and appropriate for a location such as this. The addition of new trees, the gardens and the planting bays in front of the ground floor windows of the houses are all factors considered to combine together to improve the appearance of the development and its overall setting.

7.9 Standard of accommodation and the amenity of future occupiers.

SPP Policy DM D2, Core Strategy 2011 policies CS 9 Housing Provision and CS 14 Design and London Plan policies 3.3 Increasing Housing Supply, 3.4 Optimising Housing Potential, 3.5 Quality and Design of Housing Developments are all policies that seek to provide additional good quality residential accommodation.

7.10 Schedule of accommodation

| Unit | Type | Proposed GIA | Minimum reqd GIA | Proposed Amenity | Min Reqd amenity |
|----------|-------|---------------------|------------------|--------------------|------------------|
| Plot 1-6 | 3B/5P | 111.4m ² | 93m ² | 50.2m ² | 50m ² |
| Plot 7-9 | 2B/4P | 82.1m ² | 79m ² | 30m ² | 50m ² |
| Plot 10 | 2B/4P | 82.m ² | 79m ² | 47.1m ² | 50m ² |
| Unit 1 | 1B/2P | 54.5m ² | 50m ² | 7.1m ² | 5m ² |
| Unit 2 | 1B/2P | 66m ² | 50m ² | 10.7m ² | 5m ² |
| Unit 3 | 2B/4P | 71.2m ² | 70m ² | 8.4m ² | 7m ² |
| Unit 4 | 2B/3P | 65.3m ² | 61m ² | 6m ² | 6m ² |

The table demonstrates that all the units exceed the minimum internal space GIA requirements. Whilst the flats all exceed the amenity space provision the houses have the amenity space in two sections, a ground floor garden and first floor rear terrace. Four of the ten houses fall short of the minimum total requirement and although policy seeks the space to be in one usable space, given the confined nature of the site and the prevalence of small gardens in the surrounding properties it is considered that in this instance this would not justify a refusal of the application.

7.11 The design has been amended to reflect initial concerns regarding the security of the development as well as to improve the external amenity space such that officers are now satisfied that the proposals will provide a good standard of accommodation for future occupiers.

7.12 Neighbour Amenity.

The application has been assessed against adopted planning policies London Plan policy 7.6 and SPP policy DM D2 which require that proposals will not have a negative impact on neighbour amenity in terms of loss of light, privacy visual intrusion or noise and disturbance.

7.13 The proposals have been revised to mitigate against adverse amenity impacts on neighbours. Concerns relating to overlooking to the rear have been raised by neighbours who are concerned that perforated screens are not effective at providing suitable levels of privacy. This matter can be addressed by condition requiring details of the privacy screens to be approved. In relation to loss of light the buildings have all been designed to have the highest element furthest away from neighbours such that there would be no loss of light to habitable rooms whilst the garden areas are either bordered by a single storey element or a garden. Objections were raised concerning the provision of communal refuse stores. These are to be collection points only for the day of collection with waste stored at the new units the remainder of the time. The management of this can be addressed through condition.

7.14 Parking, servicing and deliveries.

Core Strategy Policy CS 20 requires proposals to have regard to pedestrian movement, safety, serving and loading facilities for local businesses and manoeuvring for emergency vehicles as well as refuse storage and collection. The proposals did generate objections regarding parking however the scheme will provide a car parking space on site for each house as well as a disabled bay and as the site is within a CPZ a s106 agreement can make the development permit free. Cycle storage provision is considered acceptable.

7.15 Site access is constrained and therefore there will be a need for fire hydrants to be provided, the details of which may be approved by condition whilst there is sufficient room for an ambulance to satisfactorily access the site. Trip generation is anticipated to be no more than 4 to 5 vehicle movements at peak times and it must be recognised that the existing use situation is one of storage garages and servicing garage uses

7.16 Sustainable design and construction.

Any new building must comply with the Mayor's and Merton's objectives on carbon emissions, renewable energy, sustainable design and construction, green roofs, flood risk management and sustainable drainage as set out in policies in the London Plan (2016) – Chapter 5 and the Council's LDF Core

Planning Strategy (2011) policies CS15 and CS16). Climate change officers were satisfied the design was policy compliant in terms of achieving a 35% reduction in CO2 emissions whilst the carbon offset contribution will assist towards the Mayor's zero carbon goals .

7.17 Affordable Housing

Policy CS 8 within the Core Strategy states that for new development involving housing of 10 or more dwellings the affordable housing target is for 40% of the units to be affordable of which the desired tenure mix should be 60% social rented and 40% intermediate, subject to viability. The proposal was submitted with an Economic Viability Assessment that has been independently assessed. That assessment concurred with the financial viability appraisal (FVA) which found that the scheme as proposed is unable to deliver more than three affordable shared ownership units and a small contribution. Despite these findings, the applicant has confirmed a willingness to provide four shared ownership units within the apartment block, in excess of the viability findings. PA Housing have expressed an interest in these four units and have provided an offer of £980k for the four units.

7.18 This would equate to a 29% provision of affordable housing across the development. Officers consider the delivery of this on-site affordable housing in excess of the viability findings to be acceptable given the FVA findings and is therefore recommended for approval by members.

7.19 Flood risk and drainage

Given the size of the scheme the applicant is required to demonstrate that the proposals will not increase the risk of surface water flooding either on site or in the wider area. It was shown that proposed surface water storage of 122 m³ would achieve attenuation for the 1 in 100 year rainfall event with a 40% allowance for climate change to greenfield run-off rates, with an exceedance discharge to the public sewer (at a controlled rate of 1.5 l/s to be agreed to by the Local Authority and Thames Water). The proposed options for SuDS features on the Site are green roofs (covering 240m²) and permeable paving (covering 1000m²). These factors are considered to be policy compliant, a condition requiring further details of actual implementation and design methods for both elements is recommended.

8. SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS.

8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly there is no requirement for an EIA submission.

- 8.2 In order to ensure that the development is policy compliant a condition to that effect requiring CO2 reductions of not less than a 35% improvement on Part L regulations 2013, and internal water usage rates of not more than 105 litres per person per day is recommended in addition to the carbon offset payment that would be included within the s106 agreement.

9. CONCLUSION

- 9.1 The proposed development will provide six new family homes, four small family homes and four new affordable shared ownership flats for which there is an identified need in the Borough. The existing use of the land for car repair facilities and storage, whilst historic, would not be a use that would now be considered acceptable in such close proximity to residential properties and the details set out in the section 106 agreement will require the best endeavours of the applicant to find more suitable alternative site for the businesses on the site. The proposals are considered to have been well designed to provide each unit with a car parking space and generous amounts of internal living space for the future occupants without having an impact on neighbours that would warrant a refusal of planning permission. Therefore, subject to the completion of a section 106 agreement and the imposition of suitable planning conditions, the proposal is considered to be acceptable and in compliance with relevant planning policy and is therefore recommended for approval.

10. RECOMMENDATION

GRANT PERMISSION SUBJECT TO SECT 106 AGREEMENT FOR, CARBON OFFSET, AFFORDABLE HOUSING AND PERMIT FREE DEVELOPMENT AND CONDITIONS

Heads of terms

- i) That the developer makes a contribution of £25,884 towards carbon offsetting
- ii) Affordable housing- provision of four shared ownership flats with a review mechanism in line with the Mayor's Affordable Homes Programme 2016-2022
- iii) Permit free development
- iv) The developer agreeing to meet the Council's costs of preparing, drafting and monitoring the Section 106 Obligations.

Conditions

- 1 Commencement of works

- 2 In accordance with plans; Site location plan and drawings P_001 Rev P03, P_101 Rev P10, P_102 P06, P_103 P06, P_104 P06, P_121 P07, P_131 P07, P_201 P06, P_202 P07, P_203 P07, P_204 P08, P_205 P05, P_206 P03, P_211 P08, P_212 P08, P_213 P06, P_214 P06, P_221 P07, P_222 P07 & P_231 P09
- 3 B1 External materials to be approved; No construction shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors, windows and tiles (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 2015 and policies DM D2 and D3 of Merton's Sites and Polices Plan 2014
- 4 B5 Boundary treatments to be approved; No development shall take place until details of all boundary walls or fences including methods for the temporary security of the site during construction are 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 details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details are approved and works to which this condition relates have been carried out in accordance with the approved details. The walls and fencing shall be permanently retained thereafter. Reason; To ensure a satisfactory and safe development in accordance with the following Development Plan policies for Merton: policies 7.5 and 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Polices Plan 2014.
- 5 D11 Construction Times 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 Polices Plan 2014.
- 6 H9 Construction Vehicles The development shall not commence until details of the provision to accommodate all site workers', visitors' and construction

vehicles, loading /unloading and storage arrangements of construction plant and materials during the construction process have been submitted to and approved in writing by the Local Planning Authority. The approved details must be implemented and complied with for the duration of the construction process.

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.

7. F1 Landscaping
8. Prior to the commencement of construction, details for the provision of a fire hydrant system for the development shall be submitted and approved in writing by the Local Planning Authority and retained and maintained thereafter. Reason, to ensure the safety of occupiers and neighbours in accordance with policy DM D2 of the Adopted Merton Sites and Policies Plan 2014.
9. No permitted development (extensions) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no extension, enlargement or other alteration of the dwellinghouse other than that expressly 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 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.
10. 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 ensure compliance with the following Development Plan policies for Merton: policies DM D2 and DM EP4 of Merton's Sites and Policies Plan 2014.
11. C9 Balcony/terrace screening details to be approved..

12. Provision of vehicle parking; The vehicle parking area (including any garages hereby approved) shown on the approved plans shall be provided before the commencement of the buildings or use hereby permitted and shall be retained for parking purposes for occupiers and users of the development and for no other purpose. 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 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Polices Plan 2014.
13. H6 Cycle storage
14. H12 Delivery and servicing plan including refuse management
15. M1 Contaminated land, site investigation
16. M2 Contaminated land, remedial measures
17. M3 contaminated land, validation report to include confirmation that the recommendations for further investigation and remediation contained within AA Environmental report ref 163449/ERA/001 March 2017 have been adhered to the end user being Residential without Home grown produce and that Potable water service pipes have been protected according to the same report due to elevations of TPH.
18. **Non-standard condition [Details of drainage]:** Prior to the commencement of the development hereby permitted, 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 (no less than 122m³) and control the rate of surface water discharged from the site to no more than 1.5l/s;
 - 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 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. 'No part of the development hereby approved shall be occupied until evidence has been submitted to, and approved in writing by, the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 35% improvement on Part L regulations 2013, and internal water usage rates 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 2015 and Policy CS15 of Merton's Core Planning Strategy 2011

20. **Green roof Condition:** Before development commences, the detailed design, specification and planting scheme for a 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, retained and maintained 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.

Informatives:

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

Water efficiency evidence requirements for post construction stage assessments must provide:

- Documentary evidence representing the dwellings 'As Built'; detailing:
- the type of appliances/ fittings that use water in the dwelling (including any specific water reduction equipment with the capacity / flow rate of equipment);
- the size and details of any rainwater and grey-water collection systems provided for use in the dwelling; AND:
- Water Efficiency Calculator for New Dwellings; 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'

Informative:

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).

NPPF informative.

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

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