

**PLANNING APPLICATIONS COMMITTEE
22 MARCH 2018**

<u>APPLICATION NO.</u>	<u>DATE VALID</u>
17/P3255	30/08/2017
Address/Site	The Dog & Fox Public House, 24 High Street, Wimbledon Village, SW19 5DX
Ward	Village
Proposal:	Extensions and alterations to the Dog & Fox Public House including for the amalgamation and change of use of Bayee Village to create additional dining space for the Public House; and extensions at first and second floor level to create 12 additional hotel rooms
Drawing Nos	3380/307/ (Site Location Plan), 3380/1200/H (Proposed Ground Floor), 3380/1201/F (Proposed First Floor), 3380/1202/E (Proposed Second Floor Plan), 3380/1203/D (Proposed Roof Layout Plan), 3380/1204/H (Proposed Site Layout Plan), 3380/1205/E (Proposed Elevations and Sections One), 3380/1206/G (Proposed Elevations and Sections Two), 3380/1207/C (Proposed Elevations and Sections Three), 3380/1208/ (Proposed Site Rear Extents Plan), MJK.M-02 Rev A, MJK.M-03, MJK.M-04, MJK.M05 Rev A, and MJK.M-06 Rev B.
Contact Officer:	Tim Lipscomb (0208 545 3496)

RECOMMENDATION

Grant planning permission subject to s.106 agreement and conditions

CHECKLIST INFORMATION

- S106: Yes – Travel Plan.
- Is a Screening Opinion required: No
- Is an Environmental Statement required: No

- Has an Environmental Statement been submitted: No
- Press notice: Yes
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 111
- External consultations: Yes (Historic England - archaeology)
- Controlled Parking Zone: Yes – Zone VC
- PTAL: 6a (very good)
- Flood Zone: Flood Zone 1 (low probability)
- Conservation Area: Yes – Wimbledon Village
- Listed Building: Yes – locally listed
- Protected trees: No

1. **INTRODUCTION**

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

2. **SITE AND SURROUNDINGS**

- 2.1 The Dog and Fox Pub/Hotel is a part three storey, part single storey locally listed building located to the southern side of the High Street in the heart of Wimbledon Village. The existing hotel provides 17 rooms, with a pub and restaurant at ground floor level. The site also accommodates a Chinese restaurant at ground floor level ('The Bayee'), adjacent to the pub/hotel.
- 2.2 The existing building is referred to in the Wimbledon Village Conservation Area Design Guide 1996 and described as holding a prominent key location in the streetscape. Its corner oriel tower topped by a tented copper spire and finial provides a pivotal feature to counterbalance the belvedere opposite. The Design Guide concludes that it is an excellent, well maintained, element in the streetscape and of strong architectural character the Dog and Fox is well worth its local listing.
- 2.3 There is a large area of flat roof at first floor level, adjacent to the oriel tower.
- 2.4 To the immediate south of the site are The Wimbledon Villages Stables (accessed via an access road to the immediate west of the site). To the south and southeast of the site are residential dwellings along Homefield Road. To the east, along the High Street, are commercial units with residential accommodation above. To the immediate west is an office building with an Estate Agents at ground floor level.

2.5 The site is subject to the following planning constraints:

- Archaeological Priority Zone
- Conservation Area
- Primary Shopping Area
- Town Centre

3. **CURRENT PROPOSAL**

3.1 The proposal is for extensions to the building to provide 12 additional hotel rooms. Also proposed are internal alterations to facilitate the conversion of the neighbouring restaurant into additional floorspace for the pub restaurant.

3.2 Specifically, the proposal is as follows:

- A first and second floor extension above the existing single storey element to provide 12 additional hotel rooms, along with a plant room and servicing area (for condensers and filter), following demolition of the small element of built form at first floor level, above the existing Chinese restaurant.
- A three storey extension to the rear elevation of the building, with a pitched roof to provide for plant accommodation. This part of the extension would be apparent when viewed from the west side elevation.
- Also proposed is the erection of a single storey extension to the rear elevation (adjacent to the neighbouring stables). This extension would have a flat sedum roof and would accommodate a laundry room.
- A Victorian style canopy structure would be installed to the front elevation of the restaurant area, following removal of the existing glass roof structure and pergolas (associated with the Chinese restaurant).

3.3 The extensions would have a part crown flat roof, part flat, sedum roof and part hipped roof. Solar panels would be provided to the roof.

3.4 The first and second floor extension above the flat roof of the building would have a glazed link leading to the existing main building.

3.5 The extension to provide 12 rooms would be set back from the front building line, behind the parapet wall of the existing single storey Chinese restaurant. A roof terrace would be provided between the parapet wall and the proposed extension at first floor level. The units to the rear, at first floor level, would have angled bay windows which would be partly obscured. The units to the rear at second floor level

- would have flat roof dormer windows to provide outlook to the rear. An internal lift would be provided to serve the new rooms.
- 3.6 External fire escape steps would be positioned to the east boundary of the site, giving access out on to the High Street.
 - 3.7 The existing Chinese restaurant would be removed and the space occupied by the Pub/Hotel dining area.
 - 3.8 Cycle parking would be provided to the rear of the site (6 spaces for staff cycle parking) and to the frontage of the site for customers.
 - 3.9 External construction materials would be rendered walls, brickwork, tile and slate roof coverings.
 - 3.10 To the rear elevation would be a louvred wall, intended to screen the plant machinery.
 - 3.11 The boundary wall to the frontage of the site would be painted pale aqua.

4. **RELEVANT PLANNING HISTORY**

- 4.1 06/P0593 - DEMOLITION AND RECONSTRUCTION OF A SINGLE STOREY EXTENSION, ERECTION OF 2ND STAIRCASE ENCLOSURES TO THE REAR AND INTERNAL ALTERATIONS TO GROUND AND FIRST FLOORS. Grant Permission subject to Conditions 11-05-2006.
- 4.2 06/P3033 - CHANGE OF USE OF EXISTING RESTAURANT TO PUBLIC HOUSE USE AND EXISTING BAR TO RESTAURANT USE. DEMOLITION OF REAR EXTENSION TO FORM BIN COMPOUNDS AND OPEN YARD WITH STEEL FIRE ESCAPE. CONSTRUCTION OF FIRE ESCAPE ENCLOSURE TO LEFT SIDE AT FIRST FLOOR LEVEL. Grant Permission subject to Conditions 28-02-2007.
- 4.3 13/P1943 - APPLICATION FOR CHANGE OF USE OF 1ST & 2ND FLOORS OF PUBLIC HOUSE (CLASS A4 USE) TO HOTEL ROOMS (CLASS C1 USE). Grant Permission subject to Conditions 08-08-2013.

(N.B. There is extensive planning history. However, it is not directly relevant to the current proposal).

5. **CONSULTATION**

- 5.1 Site Notice, Press Notice and individual letters to 111 neighbouring occupiers. 21 letters of objection have been received, including one from Wimbledon Village Stable and one from Haygarth Place Residents' Association, objecting on the following grounds:

Visual impact:

- Extensions are not subordinate to the original character of the Public House and would detract from one of the most iconic and attractive buildings in the Conservation Area.
- The 3 storey extension would dominate the Victorian façade and the oriel tower, particularly when viewed from Church Road.
- The juxtaposition of the glazed element would detract from the ornate design of the Victorian tower.
- Concerns that glazed link would not be successful as the sub floor structure is clearly visible as well as the roof.
- Concern over appearance of first floor doors to the front elevation.
- Incoherent and piecemeal approach to the design.
- 3 storey wall to the rear would dominate and enclose the more domestically scaled architecture of the stables.
- The two-storey metal louvres would dominate views from the stables and properties on Homefield Road.
- The proposal does not preserve or enhance and has no public benefits.

Parking and Highway considerations:

- Concern over increased parking in neighbouring residential streets (outside of restricted parking hours).
- Concerns over guests arriving by car and associated congestion with drop offs and pick-ups. Any application should be accompanied by a Transport Statement.
- No drop off area for taxis or service vehicles creates congestion.
- Concerns that the access to the Stables would be blocked by cars dropping off customers and associated danger to horses.
- Suggestion that existing outside seating area be converted into a parking bay to serve the hotel.
- Parking survey is not fit for purpose as it does not include Courthope Road and was carried out in the daytime and not the evening.
- The site has a PTAL of 6a but is immediately adjacent to a PTAL area of 2, which suggests that the actual public transport accessibility of the site is lower than the modelling would suggest.
- The travel survey of the existing hotel found that 86% of guests arrived by car or taxi, which would suggest that the majority of additional trips would be carried out by car or taxi. This is not fairly represented in the

Travel Plan which makes an assumption that travelling by sustainable modes would form the principal mode of travel to and from the site.

- Concerns over blocking of access road as the larger ground floor area will allow for functions, such as weddings, which would require extra setting up of materials.
- It is unrealistic to expect guests to walk or cycle and there will be a lot of private vehicle traffic movements as a result.
- Concerns over detail of submitted Construction Management Plan as it is not carried out by an equine expert and does not fully take into account the impact on horses. Additionally, the measures are not enforceable and would be very difficult to comply with.

Neighbouring amenity:

- Noise and pollution from increased deliveries.
- Noise disturbance from guests.
- Height of parapet wall to rear would be overbearing to neighbouring residential properties.
- Concerns that the restaurant area would result in increased noise disturbance.
- Overlooking to properties on Homefield Road, noise disturbance, disturbance from cooking smells and smoking.
- Overlooking from proposed roof terrace.
- General disturbance throughout construction process and on-going use.
- Loss of outlook and light to neighbouring properties.
- Concern that roof area would be used as an informal; recreation area by staff, resulting in disturbance and overlooking to residents.
- Overlooking to stable yard.
- Additional air conditioning units will create more noise.
- Conflict between horses and construction process. Suggestion that temporary sound proof screen be put in place throughout construction works if permission is granted.
- Wimbledon Village is a Cumulative Impact Zone and there are already many licensed properties in the area. To approve this would fly in the face of this obligation.
- Amendments to scheme do not overcome the concerns identified.

Other matters:

- The proposed bin store is smaller than the existing bin store but would have to accommodate more waste.
- Cannot see how the proposal benefits the people of Wimbledon Village.
- The Dog and Fox is not a failing business and the proposal is purely

profit-minded.

- This proposal could set a precedent and more rooms could be applied for in the future.
- The increased floor space would facilitate banquets and weddings, with a much greater impact on Wimbledon Village.

5.2 Three letters of representation has been received expressing support for the following reasons:

- The scheme would be an enhancement to the Village streetscene.
- The proposed development is a significant investment in a much-loved and treasured Wimbledon Village venue.
- Positive improvement to the visual appearance of a locally listed heritage asset.
- More rooms will bring more visitors, supporting the local economy and community.
- Would introduce much needed extra life, vitality and custom for retail accommodation in the area.
- The installation of a lift would make the hotel rooms more accessible.
- We assume full care and consideration has been given to the stables.
- Issues of disturbance would be addressed through the Licensing process.

5.2 The Wimbledon Society:

The following comments on the above application are submitted on behalf of The Wimbledon Society.

The Dog and Fox Public House is a Listed Building which occupies a prominent position in the centre of Wimbledon Village, facing the junction with Church Road. This is within the Village Conservation Area. To the rear, it closely adjoins the Village Stables and residential properties which are accessed principally from Homefield Road. It is a part single, part three storey building plus pitched roof.

The application seeks to extend the single storey elements on the front and rear elevations in order to provide more space for dining and function rooms and 12 additional hotel rooms at first and second floor levels. To the front, the extension would be set back from the existing boundary line and a flat-roofed three-story glazed link would connect the hotel area with the existing building. The proposals also include construction of new, separate entrances to the front elevation for hotel and bar/dining areas.

Access and exit for riders from the stables onto the High Street is to the side of the building beside the bar outdoor seating area.

The Society is concerned how this major construction is to be undertaken without severe disruption to Village traffic and business and the ongoing disturbance to the management and harmony of the stables. The Society wishes to make the following suggestions:

- To the rear, the proposed building would be too high and would dominate and overlook the stables and residential properties and it is suggested that the extension to the rear should be limited to two stories plus roof to match the height of the corner building beside the High Street.
- It is proposed that the developer should provide to Merton Council a clear plan setting out the exact proposed area to be used for assembly of materials, machinery, access for vehicles and construction work to be conducted which would allow the business of the Village, the stables and the pub to continue and the safety of the public secured. This should demonstrate demarcation and separation of this area which secures the safety of all other road users.
- Construction of a high, impermeable barrier/screen along the boundary between the pub and the stables which would protect the stables and the public from noise and dust during the construction work.

5.3 Designing Out Crime Officer:

I have not had any contact with the developer or architect prior to this request for comments. I have passed this application onto the local Police licensing officer for his notification.

The crime trends in the location of the proposed development for the past year August 2016 - August 2017 are detailed in the table below. The figures are the number of crimes (count) and the crime rate to give an easy comparison between areas that have different population densities. The ward has a lower crime rate than the borough and London rates.

AREA	COUNT	RATE
London	800,757	2.15
Merton Borough	13,390	1.52
Village Ward	598	1.39

(Figures obtained from www.met.police.uk/stats-and-data/crime-data-dashboard/ on 28th September 2017)

Having given due consideration to the details of the security and safety features, I have a few comments and recommendations.

- Having separate entrances for the Hotel and Bar is a good security measure.
- The ground floor area appears to promote an active frontage and the proposed landscaping to the outdoor seating area should enhance this by providing a vision channel to ensure there is a clear view to and from the building.
- The landscaping would provide a barrier to show clear demarcation of external seating areas and also stop potential offenders being able to ride or walk past and easily access customer's bags or belongings.
- The design of the canopy and any single storey roofs should eliminate any chance of climbing.
- The hotels' access control should be a secure system with encrypted technology integrated for the entire building providing an audit trail of data. The management of guest cards, and staff cards, and use of back of house doors should be on a single system with real time monitoring. The cards should be programmed to control and manage guests and staff movement throughout the building as the card should be customized to suit each individual's need. The system should be suitable for use with any kind of door including lifts, and emergency exits. Pub clientele should not be able to access the hotel floors.
- The CCTV system should be extended throughout the hotel.
- Any fire escapes should be CCTV monitored and alarmed to activate if misused or abused.
- There should be a comprehensive management plan including training in conflict management, and partnership with local agencies and businesses to address crime reduction at the venue and in the local area.

The appropriate Secured by Design (SBD) requirements can be found in the design guides on the SBD web site (www.SecuredbyDesign.com)

If the architects would like to discuss the drawings in relation to Secured by Design, please pass on my contact details.

We strongly advise that independent third party certification is obtained from a manufacturer to ensure the fire performance of any of their doorsets in relation to the required needs and to ensure compliance with both current Building Regulations and the advice issued by the Department for Communities and Local Government on 22nd June 2017 following the Grenfell Tower Fire.

5.4 Environmental Health Officer:

Should you be minded to approve the application then I would recommend the following planning conditions:-

- 1) Noise levels, (expressed as the equivalent continuous sound level) LAeq (10 minutes), from the new mechanical plant shall not exceed LA90-10dB at the boundary with the closest residential property.

Reason: To protect the amenities of the occupiers in the local vicinity.

The noise consultant has made some slight amendments to the acoustic report, which only clarify a time period and measurement weighting in section 4.2.

5.5 Transport Planning:

The existing site comprises a public house, restaurant and 17 guest bedrooms. The site does not provide any private off-street car parking.

The development proposals are for the creation of 12 additional bedrooms along with internal alterations to provide function / dining space. The function rooms would be contained to the west of the existing public house, replacing the existing Chinese restaurant. Under the proposals the site would remain car-free and the delivery and servicing arrangements would remain unchanged.

The site lies within an area of PTAL 2, however within a minute walk the PTAL figure raises to 5 which indicates an excellent level of accessibility to public transport.

Therefore it is acceptable for the site to remain car-free and the delivery and servicing arrangements to remain as existing.

Cycle Parking

Under the proposals 6 stacked cycle racks would be provided for staff use, located under cover and accessible via the service entrance. A further 3 cycle stands (each capable of accommodating 2 bicycles) would be provided at the site's northern frontage (externally) for customer use. The site would therefore have capacity to securely store 12 bicycles.

The cycle provision as proposed is satisfactory.

Overnight Parking Surveys

Overnight parking surveys recorded indicate parking stress level as being 44% on two nights and confirm there is sufficient capacity available to cater for the small increase in overnight demand.

Delivery and Servicing

Deliveries to the site are currently accommodated to the west of the site, with vehicles unloading from the side road off Wimbledon High Street. Under the proposals deliveries would continue to be managed as existing.

Double yellow lines with kerbside loading restrictions are in place on High Street Wimbledon in the vicinity of the site. To the east and west of the site single kerb-side markings stipulate 'no loading Monday-Saturday 7am to 10am and 4pm to 7pm.

The modest increase in bedrooms is not anticipated to generate additional delivery vehicle movements.

Trip Generation

The Transport Statement determines the number of additional trips that would arise as a result of the additional bedrooms and I would concur with its conclusions that the increase will be insignificant.

Travel Plan

The application includes a draft travel plan and this is broadly welcomed. The details of the travel plan should be subject to detailed agreement and monitoring over a five year period. A sum of £2,000 (two thousand pounds) is sought to meet the costs of monitoring the travel plan over five years, secured via the Section 106 process.

Recommendation: The proposal is unlikely to have a significant impact on the surrounding highway network.

Raise no objection subject to:

- Providing cycle store (secure & undercover)
- Construction Logistic Plan (including a Construction Management Plan compliant with Chapter 8 of the Road Signs Manual for temporary Works) sent LPA before commencement of work is required.
- Travel Plan secured via Sec.106 agreement.

5.6 Highways:

Highways comments are

H9, H12, INF9 and INF12

5.7 Sustainability:

I am satisfied that the scheme is policy compliant and the amended plans that meet the 35% target are acceptable.

CONDITION:

'Unless otherwise agreed in writing by the Local Planning Authority, no 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 not less than a 35% improvement in CO2 emissions reduction compared to Part L 2013 regulations, has been submitted to and acknowledged in writing by the Local Planning Authority.'

INFORMATIVE:

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

- Detailed documentary evidence confirming the Target Emission Rate (TER), Building Emission Rate (BER) and percentage improvement of BER over TER based on 'As Built' BRUKL model outputs; **AND**
- A copy of the Building Regulations Output Document from the approved software. The output documents must be based on the 'as built' stage of analysis and must account for any changes to the specification during construction.

REASON:

To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply 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.

5.8 Historic England - Archaeology:

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

No further assessment or conditions are therefore necessary.

5.9 Drainage:

I have reviewed the application and submitted Flood Risk Assessment produced by Alan Baxter Associates (dated July 2017 ref: 1773/90/DB).

The Flood Risk Assessment states that green roofs, planted containers and water butts will be incorporated into the proposed scheme to reduce the surface water discharge rate from the site. An area of permeable

paving may also be introduced in the rear courtyard if ground conditions are suitable, although no ground investigation has been undertaken at this stage.

Calculations indicate that the proposed arrangement will reduce the surface water runoff from the site by between around 8% compared to the existing site conditions. While this is seen as an overall benefit, the London Plan Policy 5.13 and supporting Design and Construction SPG requires that developments reduce runoff by at least 50%. The calculations do not currently measure the benefits of the additional measures.

Planters could be connected to downpipes and guttering from roof drainage and provide additional benefits. We would seek that the drainage design also incorporates the permeable paving option, this can be lined or unlined (subject to ground conditions) but the storage in the sub-base should further reduce the runoff rates in accordance with the London Plan requirements. Detail of the green roof system should also be provided and we would recommend that the drainage medium is maximised, to increase attenuation potential. Sedum mat roofs do not offer a significant benefit in terms of runoff reduction.

6. **POLICY CONTEXT**

6.1 The following policies are relevant to this proposal:

Sites and Policies Plan and Policies Map (July 2014)

DM R1	Location and scale of development in Merton's town centre and neighbourhood parades
DM R5	Food and drink/leisure and entertainment uses
DM R6	Culture, arts and tourism development
DM C1	Community facilities
DM D1	Urban design and the public realm
DM D2	Design considerations in all developments
DM D3	Alterations and extensions to existing buildings
DM D4	Managing heritage assets
DM F2	Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure
DM T1	Support for sustainable transport and active travel
DM T2	Transport impacts of development
DM T3	Car parking and servicing standards
DM T5	Access to the Road Network

LDF Core Planning Strategy (July 2011)

CS7	Centres
CS11	Infrastructure

CS12	Economic Development
CS13	Open space, nature conservation, leisure and culture.
CS14	Design
CS15	Climate Change
CS18	Active Transport
CS19	Public Transport
CS20	Parking, Servicing and Delivery

London Plan (2016):

3.16	Protection and enhancement of social infrastructure
4.1	Developing London's economy
4.5	London's visitor infrastructure
4.7	Retail and town centre development
5.1	Climate change mitigation
5.2	Minimising carbon dioxide emissions
5.3	Sustainable design and construction
5.7	Renewable energy
5.13	Sustainable drainage
6.3	Assessing effects of development on transport capacity
6.9	Cycling
6.10	Walking
6.13	Parking
7.2	An inclusive environment
7.3	Designing out crime
7.4	Local character
7.5	Public realm
7.6	Architecture
7.8	Heritage assets and archaeology

Other guidance:

National Planning Policy Framework (2012)
National Planning Policy Guidance (2014)
Noise Policy Statement for England - DEFRA 2010
The Wimbledon Village Design Guide

7. PLANNING CONSIDERATIONS

7.1 Principle of the Proposed Development

- 7.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise.

- 7.1.2 The site is a brownfield site within a defined local centre and as such the principle of extending the hotel and pub in this location is acceptable in land use terms, subject to the policies of the Development Plan and in particular, the impact on the Conservation Area and residential amenity.

7.2 Town Centre Issues

- 7.2.1 The site is within a Local Centre, as set out in Policy DM R1. This policy seeks to protect the viability and character of Merton's town centres and neighbourhood parades whilst ensuring that there are a wide range of town centre type uses to meet the everyday needs of Merton's residents. In general, the Council will support new development in Merton's local centres commensurate with their scale and function, providing it respects or improves the character and local environment of the area.
- 7.2.2 Policy CS7 of the Core Planning Strategy 2011 advises that a mix of appropriate uses will be encouraged to locate in the centres, including shopping, restaurants, leisure, recreation, entertainment, cultural, community, offices and other uses which contribute to the vitality and viability of centres, in accordance with the sub-area policies set out in the Core Strategy. The policy also advises that the Council will protect and support the development of suitable tourist attractions, accommodation and facilities in accessible locations where they are not detrimental to the character and amenity of the area.
- 7.2.3 Policy CS13 seeks to safeguard existing leisure and culture facilities and support proposals for new and improved facilities.
- 7.2.4 The expansion of the pub and hotel would be suitable in this local centre location. The increase in scale would be commensurate with the scale and function of Wimbledon Village.
- 7.2.5 The proposal would involve the loss of the existing restaurant on site. However, this would be replaced by the restaurant dining area of the pub and therefore there is no objection to the loss of the existing restaurant.
- 7.2.6 The proposal is therefore considered to be acceptable in principle.
- ## 7.3 Impact on the character and appearance of the Wimbledon Village Conservation Area and Locally Listed Building
- 7.3.1 The National Planning Policy Framework (NPPF) states that planning should always seek to secure high quality design and a good standard of

amenity for all existing and future occupants of land and buildings. The regional planning policy advice in relation to design is found in the London Plan (2015), in Policy 7.4 - Local Character and 7.6 - Architecture. These policies state that Local Authorities should seek to ensure that developments promote high quality inclusive design, enhance the public realm, and seek to ensure that development promotes world class architecture and design.

- 7.3.2 Policies DMD2 and DMD3 seek to ensure a high quality of design in all development, which relates positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area. Core Planning Policy CS14 supports these SPP Policies.
- 7.3.3 Policy DMD4 seeks to ensure that development within Conservation Areas respects or enhances the character and appearance of the Conservation Area and that heritage assets are properly protected.
- 7.3.4 The NPPF advises local authorities to take into account the following points when drawing up strategies for the conservation and enjoyment of the historic environment. The following considerations should be taken into account when determining planning applications.
- The desirability of sustaining and enhancing the significance of heritage assets and preserving them in a viable use consistent with their conservation; The wider social, cultural, economic and environmental benefits that the conservation of the historic environment can bring;
 - The desirability of new development in making a positive contribution to local character and distinctiveness;
 - Opportunities to draw on the contribution made by the historic environment to the character of a place.
- 7.3.5 According to Paragraph 129, LPAs should also identify and assess the significance of a heritage asset that may be affected by a proposal and should take this assessment into account when considering the impact upon the heritage asset.
- 7.3.6 Sites and policies plan policy DM.D4 requires that:
- b) All development proposals associated with the borough's heritage assets or their setting will be expected to demonstrate, within a Heritage Statement, how the proposal conserves and where appropriate enhances the significance of the asset in terms of its individual architectural or historic interest and its setting.

- 7.3.7 The site is within the Wimbledon Village Conservation Area and is locally listed. The Wimbledon Village Design Guide describes the Dog & Fox as follows:

“The Dog & Fox public house holds a prominent key location in the streetscape. Its corner oriel tower topped by a tented copper spire and finial provides a pivotal feature to counterbalance the belvedere opposite...

...Angled on the corner as the high street chicanes towards the Common, the Dog and Fox both closes the view from the Common, and with the bank and belvedere tower opposite, provides the major central feature and focal point of the High Street.

An excellent, well maintained, element in the streetscape and of strong architectural character the Dog and Fox is well worth its local listing.”

- 7.3.8 The single storey element comprising the restaurant is not so attractive and has a less positive impact on the streetscene.
- 7.3.9 The proposed extension to the flat roof element is well set back from the frontage of the building, minimising its impact in the streetscene and allowing the existing turret feature of the building to remain as the core element of built form on site. It is noted that the elevation drawings do not reflect the actual appearance of the proposed extension as it does not take into account perspective; from eye level, the extensions would appear much lower due to the setback from the front building line, as shown in the artist’s illustrations submitted.
- 7.3.10 The glazed link is considered to be a suitable approach to joining the extension to the existing built form and whilst there are some reservations over the visual weight of the addition, it is considered that the link would successfully integrate the new extension and not overly dominant.
- 7.3.11 From the rear, the visual impact is not considered to be materially worse than the existing, as the existing first floor element, above the Chinese restaurant, would be removed, thereby reducing the bulk and massing in close proximity to neighbouring properties. The additional built form would be set in from the rear boundary. Whilst there would be a change to the outlook of residents to the rear, the resultant visual impact is not considered to be harmful to the character of the area.
- 7.3.12 The louvred wall to the rear elevation is considered to blend into the proposed built form and would not appear as an overly intrusive element.

It is noted that the majority of potential views of this louvred wall would be obscured by other elements of the proposal.

- 7.3.13 There is some limited concern regarding the bulky appearance of the east facing flank elevation of the proposed two-storey rooftop extension but it is noted that views of this would not be visually prominent from public vantage points, as they would be obscured by the neighbouring building.
- 7.3.14 The three storey extension to the west side elevation would continue the style and form of the existing built form but with a lower ridge height, which would allow for a subordinate appearance, which would not detract from the existing building.
- 7.3.15 To the frontage of the site there would be a more unified appearance to the building with the removal of the Chinese restaurant, with external décor and pergolas removed as part of the proposals. The proposed scheme would ensure that the frontage boundary screening is consistent across the site frontage and the proposed Victorian style canopy would improve the appearance of the building from the street.
- 7.3.16 The proposed use of materials is considered to be acceptable and would complement the existing built form. However, samples of materials are required by condition to ensure an acceptable visual impact.
- 7.3.17 The proposed extensions are considered to be of a reasonable scale and proportionate design solution to increase the floor space of the hotel and pub.
- 7.3.18 Extensions to the rear and east side of the building would not have any significant impact on the setting of the nearest neighbouring Listed Building, known as No.70 High Street, to the north of the application site.
- 7.3.19 The proposed extensions are considered to enhance the character and appearance of the Wimbledon Village Conservation Area and would not result in harm to the historic character of the Locally Listed Building. The proposal is considered to comply with Policy CS14 of the Core Planning Strategy 2011 and Policies DMD2, DMD3 and DMD4 of the Sites and Policies Plan 2014.

7.4 Archaeological considerations

- 7.4.1 The site is within an Archaeological Priority Zone and the proposal involves ground disturbance. Historic England have considered the proposals from an archaeological viewpoint and raise no objection or

requirements and the proposal is considered to be acceptable in this regard.

7.5 Neighbouring Amenity

7.5.1 Policy DM D2 seeks to ensure that development does not adversely impact on the amenity of nearby residential properties.

7.5.2 Bulk and massing

7.5.3 The proposed two-storey extension on the existing flat roof would be separated from the rear boundary of the site, at its closest point, by 3.3m. To the rear of the flat roof area is an existing first floor extension, serving the Chinese restaurant, which stands directly adjacent to the rear site boundary, with a height between 5.5m (directly on the rear boundary) and 7.3m (higher section which is 5.3m from the boundary).

7.5.4 The originally proposed screening to the rear of the building has been removed as part of the amendments and therefore in terms of bulk and massing, the boundary arrangements would not be more harmful than the existing. In addition, it is noted that the first floor element above the existing Chinese restaurant, referred to above, would be removed, which would be a benefit to the outlook of neighbouring properties.

7.5.5 Whilst the proposed extensions would involve the addition of two storeys to the existing flat roof, the additions would be set back from the perimeter of the building, which minimises the impact on neighbouring amenity. Therefore, whilst there would be a change to outlook, it is not considered to be materially harmful to residential amenity.

7.5.6 The proposed three storey and single storey extensions to the west side elevation would stand adjacent to the Stables to the rear of the site. The part of the extensions that would be adjacent to the Stables would be single storey only and it is considered that this element of the proposals would not result in material harm to the amenities of the Stables due to the limited height. The two and three storey parts of this extension would be separated from the boundary with the Stables, and whilst there would be a change to the outlook from the Stables, it is concluded that the impact would not be materially harmful due to the separation distances involved.

7.5.7 The proposed extension to the west side elevation would stand opposite the flank wall of the adjacent office block (to the west of the

application site to the other side of the access road leading to Wimbledon Village Stables). There would be some marginal impact on light to the side facing windows of this office building. However a 45 degree line could still be taken from these windows, at first floor level and above, and would not be interrupted by the proposed extension. It is considered that the marginal reduction in light to these windows would not result in material harm to the amenities of the office block.

- 7.5.8 To the immediate east of the site is residential accommodation. However, the impact of the proposed extensions is considered to be no worse than the existing built form, as the height of the boundary wall would not be raised.

7.5.9 Overlooking

- 7.5.10 There is potential for the proposed rooftop extension to overlook properties to the rear on Homefield Road. The rooms have been designed to have a limited outlook with obscurely glazed windows facing towards the neighbouring properties and clear glazed windows which are angled away from neighbouring properties. Therefore, whilst there would be some minor increase in terms of a perception of overlooking, the window arrangements would not result in a material loss of privacy.

- 7.5.11 There would be some marginal overlooking to the side facing windows of the adjacent office block. However, this is not a residential use and this limited overlooking would not result in a material loss of privacy.

7.5.12 Impact on operation of the Stables throughout construction period

- 7.5.13 The site is adjacent to Wimbledon Village Stables, a well-established equestrian centre, which utilises the access road to the immediate west of the site. As horses use this access road to exit the Stables it is important that the construction process does not negatively impact on the operation of the Stables. A suitable access route must, therefore, be retained, with adequate measures put in place to reduce noise and visual disturbance to horses.

- 7.5.14 The applicant has submitted a Construction Management Plan (CMP) which seeks to minimise the impact on surrounding uses, including the stables. The CMP includes the following measures:

- A restriction on the hours of deliveries has been recommended to minimise conflict with horses and riders entering and leaving the stables.

- A Waste Management Plan is recommended to minimise waste and therefore vehicle movements.
- A noise survey is recommended to minimise the impact on neighbouring uses.
- Noisy activities, which may frighten horses, are not to be carried out when riders are mounting.
- The stable will be informed in advance of any particularly noisy works.
- Hand demolition would be utilised for much of the demolition work to minimise noise.
- Mains electricity would be used where possible to avoid use of generators.
- Measures to minimise air pollution are also proposed.
- The Principal Contractor will be registered to the Considerate Constructors Scheme.

7.5.15 Some degree of disturbance throughout the construction process is inevitable. However, it is considered that the submission has sought to minimise these impacts as far as reasonably possible. Subject to conditions relating to the measures put forward in the Construction Management Plan, it is considered that the impact of the construction phase on the Stables would be adequately controlled.

7.5.16 Noise impact

7.5.17 Noise pollution is identified in paragraph 109 of the NPPF as an environmental risk factor to both new and existing development. Paragraph 123 states that:

“Planning policies and decisions should aim to:

- *avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;*
- *mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;*
- *recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and*
- *identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.”*

7.5.18 The proposal involves the addition of plant machinery. To the rooftop

area and also concealed behind the louvred wall. The Council's Environmental Health Officer has considered the proposals and raises no objection subject to a condition to limit noise output. Subject to this condition, it is considered that the new plant would not result in material harm to the amenities of neighbouring occupiers.

7.5.19 The applicant has submitted a Construction Management Plan which seeks to minimise noise throughout the construction phase and these measures will be controlled by condition in the event of an approval.

7.5.20 A number of representations have raised concern with noise levels from the additional guests. However, there is no indication that noise levels would be so high as to result in harm to amenity and it is considered that a reason for refusal could not be reasonably substantiated on this basis.

7.6 Air quality

7.6.1 The NPFF recognises reducing pollution as being one of its core planning principles. It further indicates that LPA's should focus on whether the development is an acceptable use of land, and the impact of the use.

7.6.2 London Plan Policy 7.14 provides strategic guidance specific to air quality. It seeks to minimise exposure to existing poor air quality and make provision to address local problems. This is reflected by local policy, whereby the Core Strategy identifies the strategy to reduce air pollution through Policies CS18-20. The entire borough has been declared as an Air Quality Management Area.

7.6.3 Whilst the construction process would have some impact on air quality, the operation of the development would not have a significant impact on air quality. Conditions are recommended to minimise the impact on air quality throughout the construction process in any event.

7.6.4 Subject to conditions, the impact on air quality is considered to be acceptable.

7.7 Access

7.7.1 London Plan policy 4.3 sets out that 10% of the proposed hotel rooms should be wheelchair accessible. This was not achieved in the conversion of staff accommodation to hotel rooms due to the potential impact on the locally listed building (13/P1943). However, this proposal involves elements of new build, including an internal lift.

7.7.2 The existing pub currently has a level access but the adjacent restaurant does not. The proposal would secure a level access across the entirety of the ground floor and all the proposed hotel rooms would be accessible.

7.7.3 Therefore, the scheme would improve accessibility to the building and meet the relevant London Plan requirements in this regard.

7.8 Flooding and Runoff

7.8.1 Policies DM F1 and DM F2 of Merton's Sites and Policies Plan and policy CS.16 of the Core Strategy seeks to ensure that development will not have an adverse impact on flooding and that there would be no adverse impacts on essential community infrastructure. The site is located within Flood Zone 1 and is not located within a critical drainage area.

7.8.2 The existing site is 100% impermeable. In the post development scenario, the site will remain 100% hardstanding. However, there will be some areas of sedum roof covering which would reduce run-off rates slightly.

7.8.3 The applicant has demonstrated that a 12% reduction in run-off is achievable, however, London Plan policies aim for a 50% reduction. Further information on this is awaited and will be addressed in the modifications sheet.

7.9 Parking/Highways

7.9.1 London Plan policy 6.3 requires that development proposals ensure that impacts on transport capacity and the transport network at both corridor and local level are fully assessed. Development should not adversely affect safety on the transport network. Similarly Core Strategy policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, on street parking or traffic management.

7.9.2 London Plan policies 6.9 and 6.10 seek to secure to ensure that developments provide integrated and accessible cycle facilities and high quality pedestrian environments while policy 6.13 sets out maximum parking standards. The policies provide an overarching framework for decision making.

7.9.3 Core Strategy Policy CS 18 promotes active means of transport and the gardens of the houses provide sufficient space for the storage of

- cycles without the need to clutter up the front of the development with further cycle stores.
- 7.9.4 The site lies on the boundary of PTAL 2 and PTAL 6a (the majority of the site is within 6a), which indicates an excellent level of accessibility to public transport. Therefore it is acceptable for the site to not provide customer parking.
- 7.9.5 Under the proposals 6 stacked cycle racks would be provided for staff use, located under cover and accessible via the service entrance. A further 3 cycle stands (each capable of accommodating 2 bicycles) would be provided at the site's northern frontage (externally) for customer use. The site would therefore have capacity to securely store 12 bicycles. The cycle provision as proposed is satisfactory.
- 7.9.6 Overnight parking surveys recorded indicate parking stress level as being 44% on two nights and confirm there is sufficient capacity available to cater for the small increase in overnight demand.
- 7.9.7 Deliveries to the site are currently accommodated to the west of the site, with vehicles unloading from the side road off Wimbledon High Street. Under the proposals deliveries would continue to be managed as existing.
- 7.9.8 Double yellow lines with kerbside loading restrictions are in place on High Street Wimbledon in the vicinity of the site. To the east and west of the site single kerb-side markings stipulate 'no loading Monday-Saturday 7am to 10am and 4pm to 7pm'.
- 7.9.9 The modest increase in bedrooms is not anticipated to generate additional delivery vehicle movements. It is noted that the ground floor space of the pub would be much larger than existing as it would take up the floor space of the Chinese restaurant. However, the restaurant has deliveries currently in addition to the pub and the amalgamation of the two uses would not result in a significant increase in deliveries. The submission identifies that the amalgamation would result in a reduction in deliveries by 8 per week.
- 7.9.10 The Transport Statement determines the number of additional trips that would arise as a result of the additional bedrooms and officers concur with its conclusions that the increase would be insignificant.
- 7.9.11 The application includes a draft travel plan and this is broadly welcomed. The details of the travel plan should be subject to detailed agreement and monitoring over a five year period. A sum of £2,000 (two thousand pounds) is sought to meet the costs of monitoring the

travel plan over five years, secured via the Section 106 process.

7.9.12 In conclusion, the proposal is unlikely to have a significant impact on the surrounding highway network and is considered to be acceptable in terms of highway impacts.

7.9.13 A number of conditions to secure cycle parking and a Construction Logistic Plan (including a Construction Management Plan) are recommended. The Travel Plan should be controlled by way of a s.106 legal agreement.

7.10 Sustainability

7.10.1 Policy 5.2 Minimising Carbon Dioxide Emissions of London Plan requires that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor's energy hierarchy. Merton's Core Planning Strategy Policy CS15 Climate Change (parts a-d) requires new developments to make effective use of resources and materials, minimise water use and CO2 emissions.

7.10.2 The application is accompanied by an Energy Statement which demonstrates that the development would achieve a BREEAM rating of not less than the standards equivalent to 'Very Good' and that the development has achieved not less than a 35% improvement in CO2 emissions reduction compared to Part L 2013 regulations. Therefore, subject to conditions, to secure the necessary measures, it is considered that the proposal is acceptable in terms of sustainability considerations.

7.11 Biodiversity

7.11.1 There is no indication that the existing site has a significant biodiversity value and as such no objection is raised on this basis.

7.12 Other matters

7.12.1 The majority of issues raised by objectors is addressed in the body of this report. However, in addition, the following response is provided:

- Whilst in this case it is considered that the proposal would be acceptable in terms of its visual impact and, as such, would not require further justification in this regard, it should be noted that the proposal does have public benefits in that it would contribute to the viability and vitality of the Town Centre.

- The roof terraces are located in a position whereby they would not result in a material loss of privacy to neighbouring residential properties. The use of the roof for maintenance purposes would be as per the existing arrangements and would not result in additional overlooking. In any event any use of the roof for maintenance would be of a transient nature.
- Issues of licensing would be considered under a separate process to the planning process.
- If further rooms are proposed in the future planning permission would be required and any application would be assessed on its merits.
- Any overlooking to the Stables would be limited and would not adversely affect the operation of the Stables.
- There is no requirement for a business to be failing in order to justify an enhancement of the services offered.
- Further details of the operation of the site are intended to be secured by way of condition (Construction Management Plan) in the event of an approval, which may, if appropriate, include screening to the rear elevation to minimise the impact on the Stables.

8.0 ENVIRONMENTAL IMPACT ASSESSMENT

- 8.1 The application site is less than 0.5 hectares and therefore does not require consideration under Schedule 2 development under the The Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

9.0 LOCAL FINANCIAL CONSIDERATIONS

Mayor of London Community Infrastructure Levy

- 9.1 The proposed development is liable to pay the Mayoral Community Infrastructure Levy [CIL], the funds for which will be used by the Mayor of London towards the 'CrossRail' project.
- 9.2 The CIL amount is non-negotiable and planning permission cannot be refused for failure to pay the CIL. It is likely that the development will be liable for the Mayoral Community Infrastructure Levy.

London Borough of Merton Community Infrastructure Levy

- 9.3 After approval by the Council and independent examination by a Secretary of State appointed planning inspector, in addition to the Mayor of London Levy the Council's Community Infrastructure Levy commenced on the 1 April 2014. The liability for this levy arises upon

grant of planning permission with the charge becoming payable when construction work commences.

- 9.4 The Merton Community Infrastructure Levy will allow the Council to raise, and pool, contributions from developers to help fund local infrastructure that is necessary to support new development including transport, decentralised energy, healthcare, schools, leisure and public open spaces. The provision of financial contributions towards affordable housing and site specific obligations will continue to be sought through planning obligations a separate S106 legal agreement.
- 9.5 The London Borough of Merton Community Infrastructure Levy applies to buildings that provide new retail warehouses or superstores. This levy is calculated on the basis of £220 per square metre of new floor space.

10.0 Conclusion

- 10.1 The proposed expansion of the hotel use is acceptable in principle.
- 10.2 The proposed development would enhance an existing suitable town centre use, which has benefits for the local economy, tourism and visitor accommodation in the borough.
- 10.3 Officers conclude that the impact on the character and appearance of the Conservation Area and the setting of Listed Buildings would be acceptable, as set out in this report.
- 10.4 Impacts on neighbouring amenity have been sufficiently mitigated to the extent that the proposal would not be materially harmful. Disturbance throughout the construction phase would also be minimised as far as reasonably practicable.
- 10.5 The amalgamation of the restaurant and the pub and the additional rooms would not result in a significant increase in deliveries and as there would be just one operator there is a likelihood that deliveries would be consolidated. This impact on the local highway network is considered to be acceptable as set out in the report.
- 10.6 The proposal is considered to be acceptable subject to additional comments from the Council's Flood Engineer, planning conditions and a legal agreement to secure the implementation of a Travel Plan.

RECOMMENDATION

Grant Permission Subject to Section 106 legal agreement with the following

heads of terms:

- Travel Plan
- The developer agreeing to meet the Council's costs of preparing, drafting and monitoring the Section 106 Obligations.

Conditions

1. A1 Commencement of development (full application)
2. A7 Approved Plans
3. B1 External Materials to be Approved
4. B4 Details of Sites/Surface Treatment
5. C08 No Use of Flat Roof (Other than areas shown to be terraces and for maintenance)
6. D11 Construction Times
7. H07 Cycle Parking to be implemented
8. H12 Delivery and Servicing Plan to be Submitted
9. Non-standard condition
Noise levels, (expressed as the equivalent continuous sound level) LAeq (10 minutes), from the new mechanical plant shall not exceed LA90-10dB at the boundary with the closest residential property.

Reason: To protect the amenities of the occupiers in the local vicinity and to accord with Policy DM D2 of the Sites and Policies Plan 2014.

10. Non-standard condition
Prior to the commencement of the development hereby permitted, a Construction Logistics Plan, to include a Construction Management Plan compliant with Chapter 8 of the Road Signs Manual for temporary Works, 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.

11. H09 Construction Vehicles
12. H12 Delivery and Servicing Plan to be Submitted
13. Non-standard condition
Unless otherwise agreed in writing by the Local Planning Authority, no 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 not less than a 35% improvement in CO2 emissions reduction compared to Part L 2013 regulations, has been submitted to and acknowledged in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply 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.

14. Non-standard condition
Notwithstanding the submitted Construction Management Plan, no development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - the parking of vehicles of site operatives and visitors
 - loading and unloading of plant and materials
 - storage of plant and materials used in constructing the development
 - the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - wheel washing facilities
 - measures to control the emission of noise during construction
 - measures to control the emission of dust and dirt during construction
 - a scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason: To protect the amenities of future occupiers and those in the local vicinity, in accordance with Policy DM D2 of the Sites and Policies Plan 2014.

15. C3 Obscured glazing and non-opening.
16. Non-standard condition
No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority and in consultation with Thames Water. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards. Where a sustainable drainage scheme is to be provided, the submitted details shall:
 - i. Provide information about the design storm period and intensity and the method employed to attenuate flows to sewer or main river. Appropriate measures must be taken to prevent pollution of the receiving groundwater and/or surface waters;
 - ii. Include a timetable for its implementation;
 - iii. Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime;

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.

17. C7 Refuse and Recycling (Implementation).
18. Non standard condition. Construction details of glazed link to be submitted.

Informatives

1. This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of

- any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice.
2. The applicant is advised that independent third party certification should be obtained from a manufacturer to ensure the fire performance of any of their doorsets in relation to the required needs and to ensure compliance with both current Building Regulations and the advice issued by the Department for Communities and Local Government on 22nd June 2017 following the Grenfell Tower Fire.
 3. INF9 Works on the Public Highway
 4. INF12 Works affecting the Public Highway
 5. Carbon emissions evidence requirements for Post Construction stage assessments must provide:
 - Detailed documentary evidence confirming the Target Emission Rate (TER), Building Emission Rate (BER) and percentage improvement of BER over TER based on 'As Built' BRUKL model outputs; **AND**
 - A copy of the Building Regulations Output Document from the approved software. The output documents must be based on the 'as built' stage of analysis and must account for any changes to the specification during construction.
 6. 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).
 7. INFORMATIVE
The Construction Method Statement to be submitted under Condition 14 should be informed by a qualified equestrian expert to ensure that the impact on the adjoining stables can be reasonably mitigated against.
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[Click here](#) for full plans and documents related to this application.
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