

PLANNING APPLICATIONS COMMITTEE 22 MARCH 2018

APPLICATION NO.

17/P3991

DATE VALID

30/11/2017

Address/Site:

Garages rear of 49-55 Barnes End
New Malden
KT3 6PB

Ward:

West Barnes

Proposal:

DEMOLITION OF 9 GARAGES AND CONSTRUCTION 1
x NEW 2 BEDROOM DWELLINGS WITH ASSOCIATED
PARKING AND LANDSCAPING.

Drawing No.'s:

E-02 Rev.E, E-03 Rev.D, E-04 Rev.D and E-05 Rev.D

And supporting documents: 'Bat Roost & Barn Owl
Potential Building Assessment Report' Dated 12 October
2017, 'Daylight & Sunlight Report' Dated 6 November
2017, 'Design And Access Statement' Dated 31 October
2017, 'Flood Risk Assessment' Dated November 2017,
'Phase I Desk Study' Dated 01 November 2017,
'Transport Statement' October 2017 And 'Planning
Statement' Dated November 2017.

Contact Officer:

Cameron Brooks (020 8545 3297)

RECOMMENDATION

Grant planning permission subject to conditions.

CHECKLIST INFORMATION

- S106: No
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 55
- External consultations: 2
- Conservation area: No
- Listed building: No
- Tree protection orders: No
- Controlled Parking Zone: No

- Flood zone: Yes – zone 2 (in the area of proposed development)
- Archaeological priority zone: No

1. INTRODUCTION

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

2. SITE AND SURROUNDINGS

- 2.1 The application site is a broadly triangular parcel of land (approximately 335sq.m) located to the rear of nos. 49 & 55 Barnes End and is bounded on all sides by the rear gardens of adjacent properties. Access is via a turning head at the end of Barnes End, a cul-de-sac which is separated from the adjacent road, Cobham Avenue by a 2.1m high brick wall.
- 2.2 The site is entirely surfaced with concrete with no soft landscaping. The existing garages form part of the boundaries of the site. Surrounding properties are generally large two-storey semi-detached dwellings with walls of red brick or render with some tile-hanging and predominately hipped tiled roofs. The site cannot be seen directly from any of the surrounding public roads.
- 2.3 The site has a PTAL (public transport accessibility level) of 2 which is considered to be poor (1 being very poor and 6 being excellent).

3. CURRENT PROPOSAL

- 3.1 This application seeks planning permission for the demolition of 9 garages and the construction of 1 single storey detached residential dwelling, access from Barnes End, and extensive landscaping to the remainder of the site. The proposed building would have a footprint of approximately 118sq.m and a total GIA of 100.7m.
- 3.2 Following initial concerns regarding the proposal for a two storey dwelling, the applicant has amended the proposal to a single storey, 2 bedroom, 2 person residential dwelling.
- 3.3 The site would retain vehicle access from Barnes End with 1 parking space being provided for each dwelling onsite. The footprint of the building would be irregular in shape and would be set in from all the site boundaries except the north-eastern boundary. Landscaping has been proposed within the private rear garden areas. All public hard and soft landscaping will be maintained and a management strategy will be put in place to continue maintenance in perpetuity.
- 3.4 The proposal will consist of two connected rectangles. Rectangle 1 will be located along the north-eastern boundary and will have a maximum height of 3.725m (includes a parapet of 0.4m), a width of 5.09m and a length of 13m.
- 3.5 Rectangle 2 will be located to the south-west of rectangle 1 and will have a maximum height of 3.5m (includes a parapet of 0.25m), a width of 5.7m and a length of 8.9m.

- 3.6 The proposed dwelling would be located approximately 4.2m at its closest point from the north-western boundary, increasing to approximately 7m; the north-eastern face of the proposed; the proposed dwelling would be located approximately 5m at its closest point from the south-eastern boundary, increasing to approximately 6.1m; The proposed dwelling would be located approximately 1.2m at its closest point from the south-western boundary, increasing to approximately 7m.
- 3.7 Following the initial submission of the drawings, safety and traffic concerns were raised by residents and the Metropolitan police regarding the proposed Barnes End and Cobham Avenue pedestrian/cycle connection. In light of the concerns raised, the applicant has removed the above mentioned connection.

4. PLANNING HISTORY

- 4.1 Relevant planning history is summarised as follows:
- 4.2 17/P2185: PRE APPLICATION ADVICE FOR THE PROPOSED CONSTRUCTION 3 X NEW DWELLINGS WITH ASSOCIATED PARKING AND LANDSCAPING.
- 4.3 17/P3991: DEMOLITION OF 24 GARAGES AND CONSTRUCTION 2 x NEW 3 BEDROOM DWELLINGS WITH ASSOCIATED PARKING AND LANDSCAPING. – Pending.

5. CONSULTATION

- 5.1 Public consultation was undertaken by way of site notice along with letters sent to 57 neighbouring properties. The outcome of the consultation process is summarised as follows:
- 5.2 34 letters of objection which are summarised as follows:
- Adverse flooding impacts;
 - Reduced access to sunlight/daylight on adjacent properties;
 - Adverse impacts on outlook, loss of existing views and loss of privacy of adjacent properties;
 - Security, traffic and parking issues associated with the opening of the party wall between Barnes End and Cobham Avenue;
 - The loss of the garage/storage space will have adverse traffic and parking issues on the local area;
 - Trees or large shrubs will not be practical between buildings due to shrinkable clay soils;
 - The proposal may damage the existing historic wall;
 - The materials and modern design proposed is not consistent with the area and are inappropriate;
 - Health and safety, noise and dust pollution effects due to construction of the development close to adjacent properties and gardens;
 - The proposal will have a significant visual impact and the bulk and mass will dominant the area;
 - The proposal will erode the existing character of the area;
 - Increased vehicle and pedestrian movements will have an adverse impact

on the existing character of the area and the noise associated will impact the amenity and privacy of adjacent properties;

- Emergency service vehicles and waste/refuse collection could be difficult given the narrow accessway;
- The narrow streets combined with on street parking will restrict access for construction vehicles and plant required for development;
- The proposal will devalue adjacent properties;
- The proposal will destroy the sense of community in the area;
- Part of the proposed access runs across privately owned land, the owner of which has not provided their consent;
- The proposed density is not suitable for the subject site;
- The subject site should be developed into a carpark for the local residents use;
- Residents will no longer be able to store their possessions in the garages;
- The proposed development may damage fences, gardens and structures of adjacent properties.

Internal:

5.3 Environmental Health Officer: No objection subject to conditions. Conditions are recommended relating to noise mitigation and the potential for contamination to be found on-site.

5.4 Flood Risk Engineer: No objection subject to conditions. The site is in flood zone 2 and within a Critical Drainage Area (CDA 001). The application is supported by a detailed Flood Risk Assessment (FRA), the FRA state the proposed finished floor level of the dwellings are to be sited below the flood level (1 in 100 year +35% climate change event) however, the a FRA proposes flood risk resistance and resilience measures to mitigate the risk.

In terms of surface water drainage, the proposed scheme will reduce runoff rates to lowest practical levels at 2l/s and therefore requires 33m³ of attenuation to accommodate all events up to and including 1 in 100 year+ 40% climate change. This is proposed to be contained within the permeable paving sub-base. Green roofs are proposed to cover some part of the dwellings. Conditions are recommended relating to drainage scheme details and detailed design of green roofs.

5.5 Transport/Highways Officer: No objection subject to conditions. The proposed parking provisions are in line with London Plan standards. Proposed cycle storage in is in line with London Plan standards. Conditions are recommended relating to a construction logistics plan, details of refuse and vehicle access.

External:

5.6 Environment Agency: No objection

5.7 Metropolitan Police – Designing out Crime Officer: Objection to the proposed removal of the wall separating Barnes End and Cobham Avenue. Metropolitan Police have advised that they believe the proposed link would make the area more susceptible to crime and anti-social behaviour.

6. POLICY CONTEXT

6.1 National Planning Policy Framework (2012)

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

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

Other NPPF sections of relevance:

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

6.2 London Plan (2016)

Relevant policies include:

- 2.6 Outer London: Vision and strategy
- 2.8 Outer London: Transport
- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation

- 5.2 Minimising carbon dioxide emissions
 - 5.3 Sustainable design and construction
 - 5.17 Waste capacity
 - 5.21 Contaminated land
 - 6.3 Assessing the effects of development on transport capacity
 - 6.9 Cycling
 - 6.11 Smoothing traffic flow and easing congestion
 - 6.12 Road network capacity
 - 6.13 Parking
 - 7.1 Lifetime neighbourhoods
 - 7.2 An Inclusive environment
 - 7.3 Designing out crime
 - 7.4 Local character
 - 7.5 Public realm
 - 7.6 Architecture
 - 7.14 Improving air quality
 - 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
 - 8.2 Planning obligations
 - 8.3 CIL
- 6.3 Merton Local Development Framework Core Strategy – 2011 (Core Strategy)
 Relevant policies include:
 CS 8 Housing choice
 CS 9 Housing provision
 CS 14 Design
 CS 15 Climate change
 CS 17 Waste management
 CS 18 Transport
 CS 19 Public transport
 CS 20 Parking servicing and delivery
- 6.4 Merton Sites and Policies Plan – 2014 (SPP)
 Relevant policies include:
 DM H2 Housing mix
 DM D1 Urban Design
 DM D2 Design considerations
 DM EP2 Reducing and mitigating noise
 DM EP3 Allowable solutions
 DM EP4 Pollutants
 DM T2 Transport impacts of development
 DM T3 Car parking and servicing standards
 DM T4 Transport infrastructure
- 6.5 Supplementary planning considerations
 London Housing SPG – 2016
 Merton Design SPG – 2004
 Technical Housing Standards – Nationally described space standard 2015

7. PLANNING CONSIDERATIONS

7.1 Material Considerations

The key issues in the assessment of this planning application are:

- Principle of development.
- Design and impact upon the character and appearance of the area.
- Impact upon neighbouring amenity.
- Standard of accommodation.
- Transport, highway network and parking.
- Refuse storage and collection.
- Sustainable design and construction.
- Flooding and sustainable urban drainage.
- Contamination
- Developer contributions

Principle of development

7.2 Policy 3.3 of the London Plan 2016 states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher densities. Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space. The National Planning Policy Framework 2012 and London Plan policies 3.3 & 3.5 promote sustainable development that encourages the development of additional dwellings at locations with good public transport accessibility.

7.3 The site is within a residential area and is considered to be an underutilised brownfield site which is considered to present opportunities for a more intensive residential development. The proposals would meet NPPF and London Plan objectives by contributing towards London Plan housing targets and the redevelopment of brownfield sites.

7.4 Given the above, it is considered the proposal is acceptable in principle; subject to compliance with the relevant London Plan policies, Merton Local Development Framework Core Strategy, Merton Sites and Policies Plan and supplementary planning documents.

Design and impact upon the character and appearance of the area

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

7.6 Paragraph 1.3.60 of the London Plan Housing SPG 2016 states that while Policy 3.4 resonates with section 7 of the NPPF, it does not seek to *'impose architectural styles or particular tastes and should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or style'*. The proposed detached dwelling will be

located at the end of a cul-de-sac and down a driveway (approximately 26m). The backland nature of the site, along with the distance from the street and the screening provided by the surrounding dwellings will obstruct the vast majority of the proposed dwelling from the public when viewed from the street. Furthermore, the proposed dwelling will be single storey with a maximum height of 3.725m. While parts of the proposal may be visible when viewed from the gaps between the dwellings along Barnes End, it is considered that such vantage points will be limited and confined to the end of a cul-de-sac with minimal public movement and no through traffic. In light of the above, it is considered that a more contemporary approach to design and materials used can be afforded for the subject site. Therefore, while the materials proposed (stock brick and cooper cladding) will not be consistent with the surrounding dwellings, in this situation, the proposal is considered acceptable in terms of design and materials.

7.7 The building is considered to fit comfortably within the existing site. Considering the existing built environment, the proposed single storey building, is considered to be acceptable in terms of bulk and height and that it would sit comfortably within its context. Given the above, the footprint and layout of the building is considered to be well thought out and appropriate for the site.

7.8 As viewed holistically, it is considered that the proposal would constitute a high quality scheme, responding appropriately to the surrounding context in terms of massing, heights, layout, architectural cues and materials.

Impact upon neighbouring amenity

7.9 London Plan policies 7.14 and 7.15 along with SPP policy DM D2 state that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of light spill/pollution, loss of light, quality of living conditions, privacy, visual intrusion and noise.

Light spill:

7.10 Light spill from the proposal is not expected to be significant given the scheme is entirely residential.

Privacy:

7.11 The primary outlook would be provided to the front (north-west) and rear (south-east) of the subject site.

7.13 With regards to potential overlooking impacts on adjacent properties at 90 to 106 Barnes End (dwellings to the north-east) the applicant has proposed a 2.4m brick wall along the northern and north-eastern shared boundary and no windows are proposed along this boundary. The remaining boundaries will have a 1.8m high timber fence. It is noted that the proposal is only a single storey residential dwelling. While the proposal may increase the level of potential overlooking on adjacent rear gardens and buildings, given the

separation distances from the shared boundaries and the existing level of overlooking from adjacent properties, the increase in overlooking/loss of privacy caused by one additional dwelling, is not considered to be of a level that is inconsistent with an urban area or would be of a level that would warrant refusal.

Visual intrusion:

- 7.13 With regard to 90 to 106 Barnes End (dwellings to the north-east): the primary outlook is directed toward the street front and the rear of the property. The rear outlook of these dwelling will face a 2.4m high brick wall along the shared boundary. In addition to this wall, the proposed building will be a 3.725m high, therefore there a section of the wall (approximately 13m in length) will appear as 3.725m. It is noted that the existing garages were built along this shared boundary and had a maximum height of approximately 3m. Furthermore, the adjacent dwellings will be located approximately 13.7m from the proposed boundary at its closest point.
- 7.14 With regard to 45-55 Barnes End (dwellings to the south-east and south-west): the primary outlook for is directed toward the street front and the rear of the property. The rear outlook will be orientated towards the proposed rear garden and south-western face of the proposed dwelling. The proposed building is setback from the adjacent buildings by approximately 6.5m at its closest point with 49 and 51 Barnes End; 11.5m from 53 and 55 Barnes End and 8.4m from 45 and 47 Barnes End.
- 7.15 With regard to 85 Cobham Avenue (dwelling to the west): the primary outlook for is directed toward the street front and the rear of the property. The rear outlook is not orientated towards the subject site and the proposed building will be located approximately 8m from the adjacent building at its closest point.
- 7.16 To further mitigate the impact of visual intrusion, the proposed building would utilise a flat roof, thus reducing the overall height and trees would be planted in the southern and western corners of the site to help obscure the proposal.

Loss of daylight and sunlight:

- 7.17 The developer has provided a detailed daylight and sunlight assessment in support of the proposal which has been undertaken in accordance with BRE guidelines; the methodology used is the vertical sky component (VSC), daylight distribution and average daylight factor (ADF) for daylight and annual probable sunlight hours (APSH) for sunlight. Habitable rooms from all immediately surrounding dwellings have been assessed. As confirmed by the developer's submitted daylight and sunlight assessment, the properties tested demonstrate that all the windows and rooms fully satisfy the BRE guidelines for daylight and sunlight, showing no noticeable reduction in light. The neighbouring properties will also maintain good levels of daylight and sunlight after the proposed development is completed.

- 7.18 It is noted that the above study was based on the original design, which included a two storey dwelling with a maximum height of 6.2m. Given the proposed dwelling will have a maximum height of 3.725m, the conclusion is still considered relevant as the proposal will have significantly reduced impact with regards to loss of daylight and sunlight.

Standard of accommodation

- 7.19 Policies 3.5 and 3.8 of the London Plan 2015 state that housing developments are to be suitably accessible and should be of the highest quality internally and externally and should ensure that new development reflects the minimum internal space standards (specified as Gross Internal Areas) as set out in table 3.3 of the London Plan (amended March 2016). Policy DM D2 of the Adopted Sites and Policies Plan (2014) states that developments should provide for suitable levels of privacy, sunlight and daylight and quality of living conditions for future occupants.

Unit No.	Unit Size/ Type	Required Area	Proposed Area	Compliant
1	2b2p	70	100.7	Yes

Where b = beds (no. of bedrooms) and p = persons (maximum occupancy)

- 7.20 As demonstrated by the table above, the dwelling will exceed London Plan standards. All habitable rooms are serviced by windows which are considered to offer suitable natural light, ventilation and outlook to prospective occupants
- 7.21 In accordance with the London Housing SPG, policy DMD2 of the SPP states that for all new houses, the council will seek a minimum garden area of 50sqm as a single usable regular shaped amenity space. The proposed dwelling will provide at approximately 67sq.m to the rear of the site which would be supplemented by at least 20sq.m of garden to the front. Given the proposal will provide well in excess of the minimum private amenity space, it is considered that the level of amenity space proposed would be acceptable.

Transport, highway network, parking and sustainable travel

- 7.22 London Plan policies 6.3 and 6.12, CS policies CS20 and CS18 and SPP policy DM T2 seek to reduce congestion of road networks, reduce conflict between walking and cycling, and other modes of transport, to increase safety and to not adversely effect on street parking or traffic management. London Plan policies 6.9, 6.10 6.13, CS policy CS20 and SPP policies DM T1 and DM T3 seek to promote sustainable modes of transport including walking, cycling, electric charging points and to provide parking spaces on a restraint basis (maximum standards).
- 7.23 Transport for London along with the London Borough of Merton Transport Planner and Highways Officer have reviewed this application; their comments are integrated into the assessment below.
- 7.24 The site has a PTAL of 2 which is considered to be poor, thus onsite parking is considered necessary. The proposal would provide 1 parking space which

is considered to be adequate and in line with London Plan standards. The submitted Transport Statement advises that the development would not have a severe impact on the local highway network, including on-street parking. The findings of the Transport Statement are considered to be fair and reasonable; it is not considered that the proposal would have an undue impact upon the highway network in terms of parking, performance or safety.

Refuse storage

- 7.25 Appropriate refuse storage must be provided for developments in accordance with policy 5.17 of the London Plan and policy CS 17 of the CS.
- 7.26 The proposed refuse storage provisions are in line with Merton requirements and the collection location is considered to be appropriate.

Sustainability

- 7.27 London Plan policy 5.3 and CS policy CS15 seek to ensure the highest standards of sustainability are achieved for developments which includes minimising carbon dioxide emissions, maximising recycling, sourcing materials with a low carbon footprint, ensuring urban greening and minimising the usage of resources such as water.
- 7.28 As per CS policy CS15, minor residential developments are required to achieve a 19% improvement on Part L of the Building Regulations 2013 and water consumption should not exceed 105 litres/person/day. The submitted energy statement indicates that the proposed development could achieve a 42% improvement on Part L which far exceeds the minimum policy requirements. It is recommended to include a condition which will require evidence to be submitted that a policy compliant scheme has been delivered prior to occupation.

Site contamination

- 7.29 London Plan Policy 5.21 and SPP policy DM EP4 state that developments should seek to minimise pollutants, reduce concentrations to levels that have minimal adverse effects on human or environment health and to ensure contamination is not spread.
- 7.30 Due to the potential for ground contamination on site, planning conditions are recommended that seek further site investigation work and if contamination is found as a result of this investigation, the submission of details of measures to deal with this contamination.

Developer contributions

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

8. CONCLUSION

- 8.1 The proposal is considered to be acceptable in principle, increasing residential density in line with planning policy. The proposal is considered to

be well designed, appropriately responding to the surrounding context in terms of massing, heights, layout, architectural cues and materials.

- 8.2 The proposal is not considered to unduly impact upon neighbouring amenity in terms of visual intrusion or loss of privacy. The proposal would offer a high standard of living for prospective occupants. The proposal would not unduly impact upon the highway network or surrounding parking provisions. The proposal would achieve suitable refuse provisions. It is considered that the proposal would achieve appropriate levels of sustainability.
- 8.3 The application is therefore recommended for approval on balance, subject to appropriate conditions.

RECOMMENDATION

Grant planning permission subject to the following conditions.

Conditions:

1. Standard condition [Commencement of development]: The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

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

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

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

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

4. Standard condition [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.

5. Standard condition [Timing of construction]: No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2015 and policy DM EP2 of Merton's Sites and Policies Plan 2014.

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

Reason: It is necessary for the condition to be discharged prior to the commencement of development ensure vehicle and pedestrian safety and to protect the amenities of neighbouring occupiers and to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan.

7. Standard condition [Refuse]: The development hereby approved shall not be occupied until the refuse and recycling storage facilities shown on the approved plan E-02 Rev.E have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

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

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

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

9. Amended standard condition [Use of flat roof]: Access to the flat roof of the development hereby permitted, shall be for maintenance or emergency purposes only, and these areas shall not be used as a roof garden, terrace, patio or similar amenity area.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

10. Amended standard condition [Hardstandings]: Notwithstanding the approved plans, the hardstandings hereby permitted shall be made of porous materials, or provision made to direct surface water run-off to a permeable or porous area or surface within the application site before the development hereby permitted is first occupied or brought into use.

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

11. Non-standard condition [Contamination investigation]: Prior to the commencement of development, An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.
12. Non-standard condition [Contamination remediation]: Subject to the site investigation for contaminated land, if necessary, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under

Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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

13. Non-standard condition [Contamination remediation] Any approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, unless otherwise agreed in writing by the Local Planning Authority.

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

14. Non-standard condition [Contamination remediation]: Following the completion of any measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

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

15. Non-standard condition [Unexpected contamination]: In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority

16. Non-standard condition [Construction Method Statement] 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.

17. Standard condition [Landscaping]: Prior to the use or occupation of the development hereby approved, full details of a landscaping and planting scheme has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved before the commencement of the use or the occupation of any building hereby approved, unless otherwise agreed in writing by the Local Planning Authority. The details shall include on a plan, full details of the size, species, spacing, quantities and location of proposed plants, together with any hard surfacing, means of enclosure, and indications of all existing trees, hedges and any other features to be retained, and measures for their protection during the course of development.

Reason: To enhance the appearance of the development in the interest of the amenities of the area, to ensure the provision sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policies 5.1, 7.5 and 7.21 of the London Plan 2015, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, F2 and O2 of Merton's Sites and Policies Plan 2014.

18. Amended Standard condition [Cycle storage]: The development hereby permitted shall not be used or occupied until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.

Reason: To ensure satisfactory facilities for cycle parking are provided and to comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2015, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Policies Plan 2014.

Informative

1. Demolition of buildings and tree felling should avoid the bird nesting and bat roosting seasons. Anyone who takes, damages or destroys the nest of any wild bird whilst that nest is in use, or who kills, injures or disturbs bats,

obstructs access to bat roosts or damages or disturbs bat roosts, even when unoccupied by bats, is guilty of an offence under the Wildlife and Countryside Act 1981. Buildings and trees should be inspected for bird nests and bat roosts prior to demolition or felling by an appropriately qualified person. If bats are found, Natural England should be contacted for advice.

2. 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).

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

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