

**PLANNING APPLICATIONS COMMITTEE
26 APRIL 2018**

APPLICATION NO. DATE VALID

18/P1052 05/03/2018

Address/Site 8 Lake Road, Wimbledon SW19 7EL

Ward **Hillside**

Proposal: Demolition of the existing three blocks of flats and ancillary garages and redevelopment of the site by the erection of a four storey block of 19 apartments with basement level parking and erection of 2 x semi-detached and 2 x detached houses at the rear of the site with associated access, parking and landscaping works.

Drawing Nos 616 X01.VWX, 616/P01, P02, P03, P04, P05, P06, P09, P10, P11, P12, 616/SK02 and Design and Access Statement, Arbouricultural Report, Arbouricultural Method Statement, Townscape and Visual Appraisal and Transport Statement

Contact Officer: Richard Allen (8545 3621)

RECOMMENDATION

GRANT Planning Permission subject to S106 Agreement and conditions, and that consideration of any further representations received prior to the 3 May 2018 do not raise any additional material considerations

CHECKLIST INFORMATION

- Heads of agreement: Yes
- Is a screening opinion required: No
- Is an Environmental impact statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice- Yes
- Site notice-Yes
- Design Review Panel consulted-No
- Number neighbours consulted – 8
- External consultants: None
- Density: n/a
- Number of jobs created: n/a
- Archaeology Priority Zone: No

1. **INTRODUCTION**

- 1.1 This application has been brought to the Planning Applications Committee as it is a major application and the requirement for a S.106 Agreement.

2. **SITE AND SURROUNDINGS**

- 2.1 The application site comprises 0.32ha of land currently accommodation 14 maisonettes arranged in three separate blocks known as 1 -14 Wood Lodge. The existing buildings are two storeys in height, with two blocks fronting Lake Road and a third block towards the centre of the site. At the rear of the site are two blocks of garages. Between the existing buildings there are areas of grass and planting. There are a group of mature trees on the site frontage. The application site is adjacent to the boundary of the Merton (Wimbledon Hill Road) Conservation Area. To the south west of the application site are numbers 6 and 7 Lake Road which are semi-detached Victoria properties that are locally listed along with number 10 Lake Road to the north east of the application site. The site has a natural sloping gradient falling from northwest to southeast. The application site is within a Controlled Parking Zone (CPZ P2 Se) and is adjacent to the boundary with the Merton (Wimbledon Hill Road Conservation Area).

3. **CURRENT PROPOSAL**

- 3.1 The current proposal involves the demolition of the existing buildings and the erection of a four storey block (with undercroft parking) containing 19 apartments and 2 x semi-detached house and 2 x detached houses, together with associated access road parking and landscaping.

3.2 Apartment block

The proposed apartment block would be situated on the Lake Road frontage of the site and would be set back from the frontage by between 8.5 and 16 metres. The building would be 31 metres in width at it widest point and have a maximum depth of 22 metres. The proposed building would have an eaves height of 9 metres and would have a pitched roof with a ridge height of 12.5 metres when measured from the front elevation. The proposed building would be sited 5.3 metres away from the boundary with Helme Close and 6.1 metres away from the boundary with 7 Lake Road.

- 3.3 Internally, the apartment block would comprise 19 x two bedroom flats arranged over basement (undercroft level), ground, first, second and third floor levels. A traditional design approach has been adopted for the proposed building which would be constructed in facing brickwork with a tiled pitched roof with feature gables, dormer windows, traditional windows and detailing.

3.4 Houses

At the rear of the site it is proposed to construct four houses; a pair of semi-detached house and two detached houses. House 1 (a four bedroom dwelling) would be sited adjacent to the boundary with 1 Helme Close and would be sited 4 metres away from the boundary and would be 8 metres in

width and between 8 and 10 metres in length plus a three metre single storey rear projection. House 4 would be sited between 14 and 18 metres away from the rear boundary of the site and 4.5 metres from the boundary with 7 Lake Road. House 4 would be a mirror image of house 1. Houses 2 and 3 would be a pair of semi-detached dwellings and would be sited 4.3 metres back from the frontage of house 1 and would comprise pair of four bedroom dwellings. A traditional design has been adopted for the proposed houses and each house would have its own rear garden.

- 3.5 Access to the site would be from Lake Road via the existing access in the north west corner and underground parking for 19 cars would be provided beneath the apartment block, Electric vehicle charging points would be provided by parking bays beneath Block 'A'. Secure cycle parking would be provided for 38 cycles beneath the apartment block.
- 3.6 A traditional design approach has been adopted for the proposed development, with the buildings constructed of facing brickwork with traditional roof tiles.

4. **PLANNING HISTORY**

- 4.1 In July 2015 a pre-application meeting was held to discuss the redevelopment of the site for residential purposes (LBM Ref.15/P2191/NEW).
- 4.2 In March 2017 planning permission was refused by the Planning Applications Committee for the redevelopment of the site by the erection of two blocks of flats containing 29 apartments (LBM Ref.16/P0965). Planning permission was refused on the grounds that:-

'The design of the proposed buildings is considered to inappropriate for the site which is adjacent to the Merton (Wimbledon Hill Road) Conservation Area and situated between two locally listed buildings. The proposed development would therefore fail to preserve or enhance the adjacent conservation area of the setting of the locally listed buildings contrary to policy CS14 (Design) of the Adopted Merton Core Planning Strategy (2011) and policies DM D2 (Design Considerations in all Developments) and DM D4 (Managing Heritage Assets) of the Adopted Merton Sites and Policies Plan (2014)'.

- 4.3 The applicant appealed against the Council's refusal of planning permission and the subsequent appeal was dismissed on 10 January 2018 (Appeal Ref.APP/T5720/W/17/3181730). The Inspector considered that the presence of a long 2/3 storey elevation close to the garden boundary of 7 Lake Road would have a significant effect on the outlook and enjoyment of the garden area for the neighbouring residents. The Inspector also considered that the kitchen window within the flank elevation of the rear block of flats facing 1 Helme Close could give rise to unreasonable overlooking. The Inspector noted the benefits of the provision of additional homes in an accessible location, however the impact upon the amenities of occupiers of 7 lake road and 1 Helme Close outweigh the benefits of the scheme.

- 4.4 The Inspector also dismissed the appeal on the grounds that the proposal would have harmed the streetscene due to its relationship with the locally listed buildings at 6 and 7 Lake Road and the adjacent Conservation Area.
- 4.5 Following the refusal of planning permission and the subsequent appeal decision, a further pre-application meeting was in held to discuss a more traditional scheme comprising apartments on the site frontage and the provision of housing at the rear of the site (LBM Ref.17/P4086).

5. **CONSULTATION**

- 5.1 The application has been advertised by site and press notice procedure and letters of notification to occupiers of neighbouring properties. In response two letters of objections have been received from the Wimbledon Society and the Merton Green Party.

5.2 Wimbledon Society

The Wimbledon Society state that the Council's Core Planning Strategy stipulates a target of 40% affordable housing for all developments of 10 or more housing units. However, the applicants planning statement stipulates that no affordable housing will be provided on site or off site and that no financial contribution will be made because this would render the development unviable. We submit that the 40% target is crucially important for the long term stability of the borough and its housing stock and that the Council should insist on adherence to the target unless there are very sound reasons for not doing so.

5.3 Merton Green Party

Policy CS8 in the council's core planning strategy sets a borough-wide affordable housing target of 40%. Paragraph 7.4 of the applicant's planning statement states that there will be no affordable housing because it would make the development unviable. Merton Green Party would ask the Council to insist that the 40% target be met and ask that the applicant's viability assessment and the assessment commissioned by the Council be made public, so that others with an interest can see the evidence on this vital issue. The Council has itself released a viability assessment for another application (the Volante site in Summerstown, 15/P4798). The Merton Green Party also draw attention to the fact that their colleagues in Islington, Southwark and Greenwich now require viability assessments to be made public. There is widespread concern about the use of viability assessments by developers to avoid meeting their obligations to provide much-needed affordable housing.

5.4 Crime Prevention Officer

The Crime Prevention officer has no objections to the proposal subject to the development incorporating security measures to minimise the risk of crime and to meet the specific security needs of the development in accordance with the principles of Secured by Design.

5.5 Tree Officer

It is proposed to remove 10 individual trees, of which only 1 is classified as a 'B' category tree (T15 a Crab Apple). The rest are 'C' category trees. There is a small group of Lawson Cypress trees also to be removed. No arbouricultural objection is raised to these removals as the applicant has provided a landscaping masterplan which makes provision for new trees. The most visually important trees are located adjacent to the front boundary line, and these are to be retained. There is an existing early mature Acacia towards the rear of the property and whilst this is proposed for removal, the landscape plans do include a replacement tree. The proposed landscaping is appropriate for this application and will serve to enhance the overall landscape quality of the new development. Details of the proposed trees and plants should be sought by condition.

5.6 Transport Planning

The application site is within PTAL 5 and therefore has good access to public transport. The application site is also within a controlled parking zone with restricted parking on Monday to Saturday 08.30-18.30. The site lies in an area within PTAL 5 which is very good. Lake Road is a two way carriageway with a varying carriageway width between 7.2m and 7.6m with a footway width between 3.8m to 4.5m footways on both sides. Lake Road is subject to a 20mph speed limit being located within a school zone area. Lake Road is illuminated with a 6.5m width restriction for vehicles. The existing site is located via two separate vehicular accesses off Lake Road. As part of the proposals the southern access will be removed and the northern vehicular accesses retained and upgraded to form an internal access road along the northern side of the site before turning right across the site allowing access to all the properties.

5.7 Currently the site contains 14 apartments across three separate residential blocks with separate rear garages at 8 Lake Road in Wimbledon. The proposal comprises, a residential block with a total of 19 apartments, 2 semidetached houses and 2 detached houses. The residential block is located near the front of the site close to Lake Road and contains 19 apartments across five floors with a basement car park. The rear of the development contains houses with drives. The site lies within a Controlled Parking Zone between Monday and Friday between the times of 11am and 3pm. Lake Road is subject to a 20mph speed limit being located within a school zone area. Lake Road is illuminated with a 6.5m width restriction for vehicles.

5.8 Car Parking: The apartment block will contain a basement car park comprising 17 standard spaces and 2 disabled spaces. 5 standard car parking spaces are located outside of the houses at ground floor level. The London Plan standards outline the maximum residential parking per residential unit as follows:

- 1-2 bedrooms (<1 space per unit)
- 3 bed units should have max. 1.5 spaces per unit.

The site is proposed to contain 22 standard car spaces and 2 disabled spaces. The number of car parking spaces provided satisfies 'The London Plan' parking standards.

Electric vehicle charging points: In line with TfL requirements a total of 20% of parking spaces should have charging points, with further 20% of spaces to have passive provision for vehicles in future. The proposal would require 5 spaces to have charging points and further 5 spaces to have passive provision for vehicles in future.

Cycle Parking: The London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space for cycles at the following level:

- 1 per studio and one bed dwellings; and
- 2 per all other dwellings

The proposal provides 38 cycle spaces within the basement and further 8 cycle spaces in the rear gardens of the houses.

The provision of cycle spaces for the proposal is satisfactory.

Refuse and Recycling: Refuse collection will not service the proposed units as existing arrangement. Waste collection points should be located within 30 metres of residential units and within 20 metres of collection vehicles from Lake Road.

The proposal involves the reinstatement of the existing southern vehicular cross over: It is Council's policy for the Council's contractor to construct new vehicular access and the applicant should contact Council's Highway Team on prior to any work starting to arrange for this works to be done.

5.9 The proposal is unlikely to have a significant impact on the adjoining highway network and there are no Transport Planning objections subject to conditions being imposed on any grant of planning permission in respect of: Car and cycle parking maintained, provision of electric vehicle charging points, details of refuse and recycling storage provision (within 20m of Lake Road) and submission of a Demolition / 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 be required.

5.10 Flood Risk Officer
No objection, subject to conditions

6. **POLICY CONTEXT**

6.1 Adopted Merton Core Strategy (July 2011)
CS6 (Wimbledon Town Centre), CS8 (Housing Choice), CS9 (Housing Provision), CS11 (Infrastructure), CS13 (Open Space), CS14 (Design), CS15 (Climate Change), CS16 (Flood Risk Management), CS20 (Parking, Servicing and Delivery).

- 6.2 Sites and Policies Plan (July 2014)
DM H2 (Housing Mix), DM H3 (Affordable Housing), DM O2 (Nature Conservation, Trees, Hedges and Landscape Features), DM D2 (Design Considerations in all Developments), DM D4 (Managing Heritage Assets), DM F1 (Support for Flood Risk Management), DM F2 (Sustainable Urban Drainage Systems (SUDS)), DM T1 (Support for Sustainable Transport and Active Travel), DM T2 (Transport Impacts for all Development), DM T3 (Car Parking and Servicing Standards),
- 6.3 The London Plan (2016)
The relevant policies within the London Plan are 3.3 (Increasing London's Housing Supply), 3.4 (Optimising Sites Potential), 3.5 (Quality and Design of Housing), 3.8 (Housing Choice), 3.12 (Negotiating Affordable Housing), 3.14 (Existing Housing), 5.2 (Minimising Carbon Dioxide Emissions), 5.3 (Sustainable Design and Construction), 6.9 (Cycling), 6.13 (Parking), 7.4 (Local Character), 7.6 (Architecture), 7.8 (Heritage Assets and Architecture), 7.21 (Trees and Woodlands) and 8.2 (Planning Obligations).
- 6.4 Supplementary Planning Guidance
New residential Development (1999), Design (2004), Planning Obligations (2006) and the Wimbledon Hill Road Conservation Area Character Assessment.

7. **PLANNING CONSIDERATIONS**

- 7.1 The main planning considerations concern demolition of existing buildings, design and impact on character of area and adjacent conservation area and locally listed buildings, standard of residential accommodation, neighbour amenity, parking, trees, sustainability trees, developer contributions and the previously dismissed scheme (LBM Ref.16/P0965).
- 7.2 Demolition of Existing Buildings
The existing buildings are of little architectural merit and there are no objections to the demolition of the existing buildings on the site. The application site is not within a conservation area so there is no requirement to justify demolition in terms of policy DM D4.
- 7.3 Design, Character of Area and Conservation Area/Locally Listed Buildings
A traditional design approach has been adopted for the proposed development. The apartment block on the Lake road frontage would be constructed of facing brickwork with a tiled pitched roof with feature gables and traditional window proportions. The proposed houses at the rear of the site would also be of traditional appearance constructed in facing brickwork with tiled hipped roofs incorporating feature dormer windows to front and rear roof elevations.

The design of the previous scheme took a contemporary approach. The previous scheme was objected to by the Council and the Inspector in terms of its design and impact on the streetscene. Specifically, the Inspector noted the adjacent properties had pitched roofs whereas the appeal scheme had large

amounts of flat roof. The current proposal would have similar bulk and mass to that of the appeal scheme, however, it would have a pitched roof with a flat roof hidden behind. This results in a traditional building which would be more in keeping in the streetscene. The massing of the side elevations has been broken up with the use of gable ends and break in roof line, which assists with the buildings appearance in the streetscene.

The proposed buildings at the rear of the site would be broken up into 4 houses. This is a significant change to that proposed under the appeal scheme. The overall scale, form and design of the dwellings would be visually acceptable in the backland location. The more traditional design approach adopted for both the frontage flats and the 4 houses would result in a development that now respects the setting of the adjacent locally listed buildings.

Overall the proposal is considered to result in a development which would not cause harm to the streetscene, Conservation Area and setting of the locally listed buildings. The design of the proposed buildings are considered to be acceptable in terms of policies CS14, DM D2 and DM D4.

7.4 Standard of Residential Accommodation

The proposal involves the provision of 19 flats and four houses. The mix of units and room sizes is set out below:-

Basement/Undercroft	GIF Area	London Plan
Flat 1: 2 bed/4 person	88m ²	70m ²
Ground Floor		
Flat 1: 2 bed/4 person	86m ²	70m ²
Flat 2: 2 bed/4 person	89m ²	70m ²
Flat 3: 2 bed/4 person	94m ²	70m ²
Flat 4: 2 bed/4 person	98m ²	70m ²
Flat 5: 2 bed/4 person	94m ²	
First Floor		
Flat 1: 2 bed/4 person	93m ²	70m ²
Flat 2: 2 bed/4 person	95m ²	70m ²
Flat 3: 2 bed/4 person	94m ²	70m ²
Flat 4: 2 bed/4 person	98m ²	70m ²
Flat 5: 2 bed/4 person	95m ²	70m ²
Second Floor		
Flat 1: 2 bed/4 person	87m ²	70m ²
Flat 2: 2 bed/4 person	90m ²	70m ²
Flat 3: 2 bed/4 person	94m ²	70m ²
Flat 4: 2 bed/4 person	98m ²	70m ²
Flat 5: 2 bed/4 person	94m ²	70m ²
Third Floor		
Flat 1: 3 bed/5 person	142m ²	86m ²
Flat 2: 3 bed/5 person	118m ²	86m ²
Flat 3: 3 bed/5 person	123m ²	86m ²

Houses	GIF Area	London Plan
House 1: 4 bed	175m ²	113m ²
House 2: 4 bed	168m ²	113m ²
House 3: 4 bed	168m ²	113m ²
House 4: 4 bed	175m ²	113m ²

The room sizes of the proposed flats and house all exceed the minimum requirements of the London Plan and the internal layout of the units is also considered to be acceptable.

7.5 Neighbour Amenity

The design and layout of the development has been designed to have regard for the amenities of occupiers of neighbouring residential properties. The four storey (plus basement/undercroft parking) apartment block on the site frontage would be sited 5.3 metres away from the boundary with the access road to Helme Close and would be 6.1 metres away from the boundary with 7 Lake Road. Windows within the south-west elevation of the apartment block at first and second floor level immediately adjacent to the side elevation of 7 Lake Road would be glazed with obscure glass in order to protect privacy to 7 Lake Road. Windows within the north-east elevation of the apartment block would face across the access road to Helme Close and would not result in any overlooking and/or loss of privacy to occupiers of properties in Helme Close. The proposed houses at the rear of the site have been designed to protect the amenities of both 1 Helme Close and the garden of 7 Lake Road. The flank wall of house 1 would be sited 4 metres from the boundary with 1 Helme Close and the flank wall of house 4 would be 4.5 metres away from the boundary with the garden of 7 Lake Road. The only window within the side elevation of house 4 would be a ground floor utility room window and the only window in the side elevation of house 1 would also be a ground floor utility room. The rear elevations of each of the four houses would be more than 10 metres from the rear boundary of the site (which abuts garages accessed from Glendale Drive).

The Inspector objected to overlooking from the rear block of flats to 7 Lake Road and 1 Helme Close. The current proposal has no windows in the side elevations of houses 1 and 4 and therefore has overcome the previous objection. Further, the flank wall to house 4 is reduced in depth when compared to the previous block of flats and thereby would not be overbearing to 7 Lake Road. The position of house 1 would be set away from the boundary with Helme Close and would not cause intensively overbearing impact or loss of sunlight and daylight. Therefore the proposed development would not have any adverse impact upon neighbour amenity and would comply with policy DM D2.

7.6 Parking

The proposal would provide 22 standard parking space and two disabled spaces. The parking provision is considered to be acceptable and satisfies the London Plan parking standards for new development. Secure cycle parking would also be provided for 38 cycles within the basement/undercroft of the apartment block and 8 cycle spaces provided on the four house. The

application site is however within a Controlled parking Zone (CPZ P2 Se) and a 'permit free' development secured through a S.106 Agreement would be appropriate in this instance.

7.7 Trees

The council's tree officer has examined the proposal and has no objections to the proposed development subject to tree protection and landscaping conditions being imposed on any grant of planning permission. In terms of landscape, the current proposal includes front soft landscaping, which would be an enhancement over the appeal scheme. The proposal is therefore acceptable in terms of policy DM O2.

7.8 Sustainability Issues

In terms of sustainability, the development there is scope to incorporate photo voltaic panels on the roofs of buildings and incorporate a rainwater harvesting scheme. Permeable paving and surface water attenuation tank will also contribute to sustainable drainage. Electric car charging points are also provided within the underground car park. The Council's Climate change officer has reviewed the applicants Energy Statement and notes that the development is targeting a 35.1% improvement on Part L of the Building Regulations (2013) and the developer is proposing a £44,622 carbon offset payment to comply with the zero carbon target. The Council's Climate Change officer has advised that pre-commencement conditions should be imposed on any grant of planning permission to ensure that the energy efficiency strategy is sufficiently robust to meet the required on-site emissions reductions. It is considered that these measures are acceptable and that the proposal complies with the requirements of policies CS15 and DM F2.

7.9 Developer Contributions

The proposal involves the redevelopment of the site by the erection of a block of 19 apartments and four houses. An on-site contribution towards affordable housing in the borough would therefore be required. Policy CS8 of the Adopted Merton Core Planning Strategy requires that for a development of 23 dwellings a 40% affordable housing provision is required and the policy stipulates that only in exceptional circumstances will the Council consider off-site provision or financial contributions. Where a developer contests that it is not viable to provide affordable housing, the onus is on the applicant to demonstrate the maximum amount of affordable housing that could be viably achieved. This should be achieved through an open book approach, and the applicants are required to submit all inputs and assumptions used to assess the viability of the proposed scheme. In this instance the developer contests that there is a viability issue with providing either affordable housing on-site or off-site as part of this development. A viability report in line with the requirements of policy CS8 and the provisions of the national planning policy Framework and Nation Planning Policy Guidance has been submitted with the application. The viability report concludes that the scheme is not viable under any scenario to provide affordable housing either on site or through a contribution. A financial contribution was proposed and accepted under the previous appeal scheme.

7.10 The applicants Financial Appraisal is currently being independently audited by the consultant appointed by the Local Planning Authority. At the time of writing the committee report officers have not received the formal appraisal of the applicant's viability assessment. The recommendation will therefore reflect this and an update will be given at the committee meeting. Should off-site contributions be accepted this would be secured through a S.106 Agreement. The applicant would also be subject to both the Merton CIL and the Mayor of London's CIL.

8. **SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS**

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

9. **CONCLUSION**

9.1 The proposed development would result in the provision of 19 apartments and four houses in an area with good public transport accessibility. The design of the proposed buildings is considered to be acceptable and the proposal would not harm neighbour amenity, the character of the area, adjacent Conservation area and setting of the Locally Listed Buildings. Accordingly it is recommended that planning permission be granted.

RECOMMENDATION

GRANT PLANNING PERMISSION

Subject to completion of a S.106 Agreement covering the following heads of terms:-

1. The developer making a financial contribution towards affordable housing in the borough (Subject to confirmation from the Councils viability assessor).
2. The development being designated 'permit free'.
3. The developer making a £44,622 carbon offset payment.
4. The developer paying the Council's legal and professional costs in drafting completing and monitoring the legal agreement.

and subject to the following conditions:-

1. A.1 (Commencement of Development)
2. A.7 (Approved Drawings)
3. B.1 (Approval of Facing Materials)
4. B.4 (Details of Surface Treatment)

5. B.5 (Details of Boundary Treatment)
6. C.1 (Removal of Permitted Development -Extensions) (Houses 1-4)
7. C.2 (No Permitted Development -Doors and Windows) (Houses 1-4)
8. C.4 (Obscure Glazing – Windows Within South-West Elevation of Apartment Block (as shown on drawing number 616/P10))
9. C.6 (Refuse and Recycling (Details to be Submitted))
10. C.8 (No Use of Flat Roofs-Houses)
11. C.9 (Balcony Screening-Apartment Block)
12. D.9 (External Lighting)
13. D.11 (Construction Times)
14. F.1 (Landscaping Scheme)
15. F.2 (Landscaping Implementation)
16. F.3 (Tree Survey Required)
17. F.5 (Tree Protection)
18. F.8 (Site Supervision –Trees)
19. The details of measures for the protection of the existing trees as specified in the approved document 'Arbouricultural Report to BS5873:2012' reference AWA1429 dated September 2015 and the 'Arbouricultural Method Statement' reference No297(100)03 B and dated 25/02/2016 including the drawing titled: 'Tree Protection Drawing' numbered (03)013 Rev.B shall be fully complied with. The methods for the protection of the exiting trees shall follow the sequence of events as set out in the document.

Reason for condition: To protect and safeguard the existing trees in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and polices DM D2 and 02 of Merton's Sites and Polices Plan 2014'.
20. H.4 (Provision of Parking (including provision of electric vehicle charging Points)))
21. H.6 (Cycle Parking – Details to be Submitted)
22. H.9 (Construction Vehicles)

23. H.10 (Washdown Facilities)

24. Prior to commencement of development a Basement Construction Method Statement shall be submitted to and be approved in writing by the Local planning Authority. The basement shall be constructed in accordance with the approved details.

Reason for condition: In the interest of neighbour amenity and to comply with policy DM D2 of the Adopted Merton Sites and Policies Plan (July 2014).

25. No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy 5.13 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, the method employed to delay (attenuation provision of no less than 15m³ of storage) and control the rate of surface water discharged from the site to no greater than 5l/s and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - ii. include a timetable for its implementation;
 - iii. include a CCTV survey of the existing surface water outfall and site wide drainage network to establish its condition is appropriate.

Reason: To ensure satisfactory means of surface water drainage, to reduce the risk of flooding and to comply with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F2 of Merton's Sites and Polices Plan 2014.

26. No development approved by this permission shall be commenced until a scheme to reduce the potential impact of water ingress both to and from the proposed development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall address the risks both during and post construction, as highlighted in the submitted Basement Impact Assessment and Construction Method Statement. This will be informed by site specific ground investigation, baseline and ongoing monitoring of ground water levels after completion of works, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the risk of ground water ingress to and from the development is managed appropriately and to reduce the risk of flooding in compliance with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2011, policy CS16 of Merton's Core Planning

Strategy 2011 and policies DM D2 and DM F2 Of Merton's Sites and Policies Plan 2014.

27. No part of the development hereby approved shall commence until evidence has been submitted to and approved in writing by the Local Planning Authority confirming that the development will achieve a CO2 reduction of not less than a 19% improvement on Part L Regulations 2013, and internal water usage rates of no greater than 105 litres per person per day.

Carbon emissions evidence requirements for design stage assessments must provide:

-Detailed documentary evidence outlining the Target Emission Rate (TER), Dwelling Emission Rate (DER) and percentage improvement of DER over TER based on 'As Designed' SAP outputs (i.e. dated outputs with accredited energy assessor name and registration number, assessment status, plot number and development address).

-Water efficiency evidence requirements for Design Stage assessments must provide:

-Detailed documentary evidence representing the dwellings 'As Designed'; and Water Efficiency Calculator results to demonstrate that the dwelling will achieve no for greater than 105 litres per person per day.

Reason for condition: To demonstrate that the development achieves a high standard of sustainability and makes efficient use of resources prior to implementation, 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

28. No part of the development hereby approved shall be occupied until evidence has been submitted to, and approved in writing by, the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 19% improvement on Part L regulations 2013, and internal water usage rates of not more than 105 litres per person per day.'

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

-Detailed documentary evidence confirming the Target Emission Rate (TER), Dwelling Emission Rate (DER) and percentage improvement of DER over TER based on 'As Built' SAP outputs (i.e. dated outputs with accredited energy assessor name and registration number, assessment status, plot number and development address); OR, where applicable:

-A copy of revised/final calculations as detailed in the assessment methodology based on 'As Built' SAP outputs; AND

-Confirmation of Fabric Energy Efficiency (FEE) performance where SAP section 16 allowances (i.e. CO2 emissions associated with appliances and cooking, and site-wide electricity generation technologies) have been included in the calculation

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

- Documentary evidence representing the dwellings 'As Built'; detailing:
- the type of appliances/ fittings that use water in the dwelling (including any specific water reduction equipment with the capacity / flow rate of equipment);
- the size and details of any rainwater and grey-water collection systems provided for use in the dwelling; AND:
- Water Efficiency Calculator for New Dwellings; OR
- Where different from design stage, provide revised Water Efficiency Calculator for New Dwellings and detailed documentary evidence (as listed above) representing the dwellings 'As Built'

Reason for condition: 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

28. Informative

It is the responsibility of the developer to make proper provision for drainage to ground, watercourses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. 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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