

PLANNING APPLICATIONS COMMITTEE

7 June 2018

APPLICATION NO.

17/P4225

DATE VALID

04/01/2018

Address/Site: 219 Manor Way
Mitcham
Surrey
CR4 1EN

Ward: Longthornton

Proposal: Erection of a part single, part two-storey end of terrace dwelling and extension of garage to rear of 219 Manor Way to front on to Rowan Road.

Drawing No.'s: Site Location Plan & drawings D17/MAN219A/200C; 201B; 202B; 203B, 204 & 205.

Contact Officer: Tony Smith (020 8545 3144)

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: 13
- External consultations: 0
- Conservation area: No
- Listed building: No
- Archaeological priority zone: No
- Tree protection orders: No
- Controlled Parking Zone: No
- Flood risk zone: No
- Open Space: No

1. INTRODUCTION

1.1 This application is being brought to the Planning Applications Committee for

determination at the request of Councillor Brenda Fraser.

2. SITE AND SURROUNDINGS

- 2.1 The application site encompasses an end of terrace plot which is located on the north-western side of Manor Way and on the junction with Rowan Road. The property comprises a two storey end of terrace dwellinghouse with a front, side and rear garden area. The property has previously been extended by way of a single storey rear extension and a garage is situated to the rear of the rear garden, fronting a shared accessway which has access from Rowan Road. The application site has an approximate area of 352sq.m and slopes downward slightly towards the rear.
- 2.2 Manor Way is residential in character and features a distinctive pattern of development whereby the majority of the dwellings are two storey terraced properties with hipped roofs with small front gable projections and two storey front bay windows. The properties facing the application site on Rowan Road are similar in architectural style.
- 2.3 The site has a public transport accessibility level (PTAL) of 2 which is poor (with 1a being the lowest and 6b being the highest). The site is not located within a conservation area.

3. CURRENT PROPOSAL

- 3.1 This application seeks planning permission for the erection of part single, part two storey end of terrace dwelling, providing a 2 bedroom, 3 person unit with front and rear gardens. It is also proposed to extend the existing garage at the rear of the site to front on to Rowan Road. The proposed dwelling would have an internal floor area of 75.sq.m. while the site would have a total area of 175.sq.m. This application seeks to overcome previously refused planning proposals.
- 3.2 The proposed dwelling would be erected to the north east elevation of 219 Manor Way. The dwelling would be of an integrated design, running flush with the front and rear façades of the existing dwellinghouse and would terminate in a hipped roof. A single storey, pitched roof side element would extend toward the eastern boundary which would wrap around the rear. The dwelling would continue features of the terrace row by the inclusion of a two storey bay window to the front and a pitched roof single storey front addition and the use of matching materials. The proposed dwelling would have a regular footprint and would have the following dimensions: 4.7 width at ground floor, 4m width at 1st floor, 12m depth at ground floor, 9m depth at first floor, 6.1m eaves height, 8.6m ridge height. The proposal would have a separation distance from the north-eastern boundary with Rowan Road of 0.3m at ground floor and 1m at first floor.
- 3.4 The front courtyard area would remain paved and would be split with a 1m high fenced boundary. The plans show a small car can utilise the existing highway crossover for off street parking within the courtyard. The existing garden to the rear would be split with a close boarded timber fenced boundary and a bicycle storage shed would be erected in the north western corner. A full width patio would extend rearward of the dwelling by 5.3m at a height of 0.3m.
- 3.5 The existing gable ended garage owned by 219 Manor Way would be extended at the same heights and depth along the rear of the site to meet Rowan Road. The proposed garage would have the following dimensions: 4.9m width, 5m depth, 3.8m ridge height, 3.1m eaves height.
- 3.6 Following the initial submission of the application, officers raised concerns regarding

inadequate living space and confusion from the public regarding the extension to the garage at the rear. Revised drawings were subsequently submitted with the following adjustments:

- increased width at ground floor level to increase internal floor space to meet minimum standards
- Front door moved from side to front elevation to match style of terrace row and alleviated concerns over narrow alley width.
- Car parking space indicated to front
- New block plan and garage plan provided to show extent of new double garage and position in relation to shared accessway.

4. PLANNING HISTORY

4.1 MER440/84- ERECTION OF TWO STOREY SIDE EXTENSION. Granted 09/07/1984.

4.2 14/P1219 - ERECTION OF A PART ONE AND PART TWO STOREY WRAPAROUND EXTENSION WITH 2X JULIETTE BALCONIES. Refused 29/05/2014.

Reason: The proposed extension, by reason of its size, bulk, siting and design, would appear as a visually prominent and overly dominant addition to the host property, resulting in a harmful visual impact on the streetscene and loss of openness at the junction with Rowan Road.

4.3 14/P2762 - ERECTION OF A TWO STOREY SIDE EXTENSION AND A SINGLE STOREY REAR EXTENSION. Refused 11/09/2014.

Reason: The proposed extension, by reason of its size, bulk, siting and design, would appear as a visually prominent and overly dominant addition to the host property, resulting in a harmful visual impact on the streetscene and loss of openness at the junction with Rowan Road.

4.4 15/P0311 - ERECTION OF A PART TWO STOREY, PART SINGLE STOREY SIDE EXTENSION AND A SINGLE STOREY REAR EXTENSION. Granted 17/03/2015.

5. CONSULTATION

5.1 Public consultation was undertaken by way of a site notice and post sent to 11 neighbouring properties initially. In addition, re-consultation was undertaken for a 14 day period due to the aforementioned amendments being received, whereby an additional 2 recipients who had initially objected were included. Re-consultation was undertaken again due to an amendment to the application whereby the garage extension was added to the description and an additional two neighbouring properties near this element of the proposal were included. The outcome of the combined consultation periods are summarised as follows:

5.2 Representations were received from 2 individual persons, the objections are summarised as follows:

- Proposal fails to meet internal space standards
- Side door with only 800mm access path
- Garden has already been cleared in preparation
- Juliette balconies out of keeping with terrace
- Not accessible for wheelchair users
- Concern over amount of natural light to front room
- Garden area fails to meet minimum standards
- Garage development would block rear access road
- Movement of cycles would have to go through dwelling to rear storage shed

- Car parking space at front is too small
- Concerns over crossover for new double garage due to safety

5.3 LBM Climate Change Officer: No objection. Advised that the proposal would need to achieve relevant sustainability requirements, being a 19% improvement on Part L of the Building Regulations 2013 and an internal water usage not exceeding 105 litres per person per day; these requirements should be secured by condition and informative.

5.4 LBM Transport and Highways Officers: No objection. The proposed vehicle parking provisions are acceptable. Standard retention of car parking condition to be attached. Cycle parking details are adequate and the standard pre-occupation condition should be included to implement this. The crossover shown on the plans will require separate arrangement with LBM Highways Team and this information is to be included as an informative.

6. **POLICY CONTEXT**

6.1 National Planning Policy Framework (2012)

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

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

Other NPPF sections of relevance:

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

6.2 London Plan (2016)

Relevant policies include:

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

- 5.1 Climate change mitigation
 - 5.2 Minimising carbon dioxide emissions
 - 5.3 Sustainable design and construction
 - 5.10 Urban greening
 - 5.11 Green roofs
 - 5.17 Waste capacity
 - 6.5 Funding Crossrail and other strategically important transport infrastructure
 - 6.9 Cycling
 - 6.10 Walking
 - 6.12 Road network capacity
 - 6.13 Parking
 - 7.1 Lifetime neighbourhoods
 - 7.2 An Inclusive environment
 - 7.3 Designing out crime
 - 7.4 Local character
 - 7.5 Public realm
 - 7.6 Architecture
 - 7.14 Improving air quality
 - 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
 - 7.19 Biodiversity and access to nature
 - 7.21 Trees and woodlands
 - 8.2 Planning obligations
 - 8.3 CIL
- 6.3 Merton Local Development Framework Core Strategy – 2011 (Core Strategy)
 Relevant policies include:
 CS 8 Housing choice
 CS 9 Housing provision
 CS 14 Design
 CS 15 Climate change
 CS 17 Waste management
 CS 18 Transport
 CS 19 Public transport
 CS 20 Parking servicing and delivery
- 6.4 Merton Sites and Policies Plan – 2014 (SPP)
 Relevant policies include:
 DM O1 Open Space
 DM O2 Nature conservation, Trees, hedges and landscape features
 DM D1 Urban Design
 DM D2 Design considerations
 DM D3 Alterations and extensions to existing buildings
 DM EP2 Reducing and mitigating noise
 DM T1 Support for sustainable transport
 DM T2 Transport impacts of development
 DM T3 Car parking and servicing standards
 DM T4 Transport infrastructure
- 6.5 Supplementary planning considerations
 London Housing SPG – 2016
 DCLG - Technical Housing Standards 2015
- 7. PLANNING CONSIDERATIONS**
- 7.1 Material Considerations

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

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

Principle of development

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

7.3 The existing use of the site is residential, the site is within a residential area and has a public transport accessibility level (PTAL) of 2 (0 is the worst and 6b being excellent). The proposals would result in an additional 3 person dwelling, thereby meeting NPPF and London Plan objectives by contributing towards London Plan housing targets and the redevelopment of sites at higher densities.

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

Design and impact upon the character and appearance of the area

7.5 Section 12 of the NPPF, London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DM D2 and DM D3 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 The proposed dwelling would utilise an integrated approach, maintaining the same architectural style and features of the existing terrace row in the form of a ground floor front projection, first floor bay windows and a hipped roof. The dwelling would continue the existing building line to the front and rear and would utilise matching materials; this would be confirmed by way of condition to ensure the visual style of the terrace is preserved. The single storey side element would be modest in size and would have a sloped roof which is considered to be sympathetic to the character of the terrace row. The single storey rear extension would be of a suitable scale and design and would continue a similar pattern of rear extensions within the adjacent dwellings.

7.7 Lastly, the extension of the garage to the rear would be built to the same design as the existing, with a dual pitched roof and garage door. It is considered the garage would reflect the pattern of development at the rear of the site whereby a number of similar style, albeit smaller, garages are present with access to the shared accessway.

It is noted that similar schemes at the site have previously been refused due to harmful visual impact on the street scene and loss of openness at the junction with Rowan Road. It is considered this proposal, reducing the two storey element to no further than the rear wall of the dwellinghouse and being a separate dwelling rather than an extension would overcome previous reasons for refusal.

- 7.8 As a whole, whilst being in a prominent siting, it is considered the proposal would be in keeping with the character of the surrounding area, would be moderate in scale and bulk and would incorporate appropriate set-ins from the side boundary with Rowan Road. It is therefore not considered the proposal as to not result in a significant impact to the street scene o.

Impact upon neighbouring amenity

- 7.9 London Plan policies 7.6 and 7.15 along with SPP policies DM D2 and DM EP2 state that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of light spill/pollution, loss of light (sunlight and daylight), quality of living conditions, privacy, visual intrusion and noise.
- 7.10 Due to the positioning and orientation of the proposal, the only occupiers to be considered in terms of amenity impact is no. 217 Manor Way to the west and the occupiers of the host dwelling, no. 219.
- 7.11 The part single, part two storey side element would be positioned away from both occupiers and would not extend rearwards of the front or rear building line; it is therefore not considered to impact the amenity of either property.
- 7.12 The single storey rear element would have a modest height and depth, extending to a similar depth and height as the adjacent 3 properties in the terrace row. It is therefore not considered the rear extension would result in an undue impact to neighbouring amenity.
- 7.13 The extension to the garage in the rear garden is positioned 14m from the rear of the terrace row and is of a gabled form with the eaves facing into the garden. Due to the separation distance, the form and scale of the extension it is not considered the development would result in an impact to neighbouring amenity.
- 7.14 The primary outlook from the proposed dwellings would be directed toward the front (to the public highway) and rear (into their own amenity space), which would not be considered to unduly impact upon neighbouring privacy.

Standard of accommodation

- 7.15 Policies 3.5 and 3.8 of the London Plan 2016 state that housing developments are to be suitably accessible and should be of the highest quality internally and externally and should ensure that new development reflects the minimum internal space standards (specified as Gross Internal Areas) as set out in table 3.3 of the London Plan (amended March 2016) and the DCGL – Technical Housing Standards 2015. Policy DM D2 of the Adopted Sites and Policies Plan (2014) states that developments should provide for suitable levels of privacy, sunlight and daylight and quality of living conditions for future occupants.
- 7.16 The London Plan and DCLG - Technical Housing Standards require that a 2 bed, 3 person, 2 storey dwelling have a gross internal floor area of 70sq.m. The proposed dwelling would have a gross internal floor area of 75.32sq.m which would exceed the minimum standards. The dwelling would be dual aspect and all habitable rooms are

served by windows which are considered to offer suitable natural light, ventilation and outlook to prospective occupants.

- 7.17 SPP policy DMD2 requires that for all new houses, the Council will seek a minimum of 50sq.m as a single, usable, regular amenity space. The proposed block plan has indicated a garden with 66.5sq.m of useable space which is in excess of this and would therefore be acceptable. The resultant garden area left for the occupants of 219 Manor Way would also be generous with 80.sq.m excluding the footprint of the garage.
- 7.18 As outlined above, the scheme is considered to offer a high standard of living for prospective occupants.

Transport, highway network, parking and sustainable travel

- 7.19 London Plan policies 6.3 and 6.12, CS policies CS18 and CS20 and SPP policy DM T2 seek to reduce congestion of road networks, reduce conflict between walking and cycling, and other modes of transport, to increase safety and to not adversely effect on street parking or traffic management. London Plan policies 6.9, 6.10, 6.13, CS policy CS20 and SPP policies DM T1 and DM T3 seek to promote sustainable modes of transport including walking, cycling, electric charging points and to provide parking spaces on a restraint basis (maximum standards).
- 7.20 The LBM Transport Planner has reviewed this application and their comments are integrated into the assessment below.
- 7.21 The site is not within a controlled parking zone and has a PTAL of 2 which is poor, as such, vehicle parking would be required. The scheme proposes 1 parking space to the front, which appears to be substandard in size, however, would be able to accommodate a small car and therefore satisfies minimum requirements whilst not exceeding maximum standards; maximum standards are in place to ensure vehicle parking provisions do not undermine sustainable travel objectives.
- 7.23 In accordance with London Plan policy 6.9 and table 6.3, 2 cycle storage spaces would be required for the development; cycle storage for residential units should be secure, sheltered and adequately lit, with convenient access to the street. It is noted that the plans indicates a proposed cycle shed with four spaces in the rear garden. It is considered that this arrangement would be acceptable and in line with policy. LBM Transport Officers request a condition regarding the proposed cycle shed to be implemented before occupation and to be retained thereafter.

Refuse storage

- 7.25 Appropriate refuse storage must be provided for developments in accordance with policy 5.17 of the London Plan and policy CS 17 of the Core Strategy.
- 7.26 A storage area for bins has been indicated on the plans to the front of the dwelling. It is considered the siting for the refuse is acceptable and would be in line with existing arrangements at the neighbouring dwellings.

Sustainable design and construction

- 7.27 London Plan policy 5.3 and CS policy CS15 seek to ensure the highest standards of sustainability are achieved for developments which includes minimising carbon dioxide emissions, maximising recycling, sourcing materials with a low carbon footprint, ensuring urban greening and minimising the usage of resources such as water.

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

8. CONCLUSION

- 8.1 The proposal is considered to be acceptable in principle, providing a residential development at an increased density, in line with planning policy. The proposal is considered to be well designed, appropriately responding to the surrounding context in terms of massing, heights, layout and materials. The proposal is not considered to unduly impact upon neighboring amenity. The proposal would offer living standards for prospective occupants that exceed adopted standards. The proposal would not unduly impact upon the highway network, including parking provisions. The proposal would achieve suitable refuse provisions. It is considered that the proposal would achieve appropriate sustainable design and construction standards.
- 8.2 The proposal is considered to accord with the relevant National, Strategic and Local Planning policies and guidance and approval could reasonably be granted in this case. It is not considered that there are any other material considerations which would warrant a refusal of the application.

RECOMMENDATION

Grant planning permission subject to the following conditions.

Conditions:

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

Reason: To comply with Section 91 (as amended) of the Town & Country Planning Act 1990.
- 2) Standard condition [Approved plans]: The development hereby permitted shall be carried out in accordance with the following approved plans: [Refer to the schedule on page 1 of this report].

Reason: For the avoidance of doubt and in the interests of proper planning.
- 3) Amended standard condition [Materials]: The facing materials used in the development hereby permitted shall match those of the existing building in materials, style, colour, texture and, in the case of brickwork, bonding, coursing and pointing.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DMO1 DMD2 and DMD3 of Merton's Sites and Policies Plan 2014.
- 4) Amended standard condition [Parking]: The development hereby permitted shall not be occupied until the vehicle parking provisions shown on the approved plan D17/MAN219A/200C have been provided and made available for use. These facilities shall be retained for the occupants of, and visitors to, the development at all times thereafter.

Reason: To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2016, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Policies Plan 2014.

- 5) Standard condition [Cycle storage]: The development hereby permitted shall not be occupied until the cycle parking shown on the plans hereby approved has been provided and made available for use. These facilities shall be retained for the occupants of and visitors to the development 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.

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

Reason: 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.

- 7) 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.

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

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

Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties or to the character of the area and for this reason would wish to control any future Development plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

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

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

Informatives:

- a) In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, The London Borough of Merton takes a positive and proactive approach to development proposals focused on solutions. The London Borough of Merton works with applicants or agents in a positive and proactive manner by suggesting solutions to secure a successful outcome; and updating applicants or agents of any issues that may arise in the processing of their application. In this instance the Planning Committee considered the application where the applicant or agent had the opportunity to speak to the committee and promote the application.
- b) 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
- c) Water efficiency evidence requirements for Post Construction Stage assessments must provide:
- Detailed documentary evidence representing the dwellings 'As Built'; showing:
 - the location, details and type of appliances/ fittings that use water in the dwelling (including any specific water reduction equipment with the capacity / flow rate of equipment); and
 - the location, size and details of any rainwater and grey-water collection systems provided for use in the dwelling; along with one of the following:
 - Water Efficiency Calculator for New Dwellings; **or**
 - Written confirmation from the developer that the appliances/fittings have been installed, as specified in the design stage detailed documentary evidence; **or**

- Where different from design stage, provide revised Water Efficiency Calculator for New Dwellings and detailed documentary evidence (as listed above) representing the dwellings 'As Built'
- d) You are advised to contact the Council's Highways team on 020 8545 3700 before undertaking any works within the Public Highway to obtain the necessary approvals and/or licenses. Please be advised that there is a further charge for this work.
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[Click here](#) for full plans and documents related to this application.

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