

PLANNING APPLICATIONS COMMITTEE

21 March 2019

APPLICATION NO.

18/P3386

DATE VALID

05/09/2018

Address/Site: Land adjacent to 65 Sherwood Park Road, Mitcham
CR4 1NB

Ward: Pollards Hill

Proposal: Erection of a two storey (with basement level) end-of-terrace property comprising 2 x self-contained flats.

Drawing No.'s: 18-458-EX01; 18-458-A-PR01A; 18-458-A-PR02; 18-458-A-PR03A; 18-458-A-PR04; 18-458-A-PR05 & 18-458-A-PR06A.

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: 8
- 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
- Designated Open Space: No

1. INTRODUCTION

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

2. SITE AND SURROUNDINGS

2.1 The application site comprises approximately 132.sq.m of garden land to the

side and rear of 56 Sherwood Park Road, Mitcham. The land appears to have originally been part of the garden to 65 Sherwood Park Road, but upon inspection has been subdivided with 1.5m high timber fencing. A brick boundary wall currently encloses the boundary along the edge of the pavement on Franklin Crescent reducing from around 1.8 m to 0.9 m towards the corner with Sherwood Park Road. Another parcel of land exists to the north east of the site, between the flank boundary of an end-of-terrace dwelling at no. 28 Franklin Crescent and the northern end of the application site. The plot is unkempt and a single storey garage is located towards the rear.

- 2.2 The abovementioned dwellings are both two storey in height, with two storey front bay projections and hipped roofs; a specific character of this part of Sherwood Park Road and Franklin Crescent as a whole. No.28 Franklin Crescent has been extended by way of a single storey side extension and no. 65 Sherwood Park road has not been previously extended.
- 2.3 The site has a public transport accessibility level (PTAL) of 1b which is considered poor (with 0 being the lowest and 6b being the highest).

3. CURRENT PROPOSAL

- 3.1 This application seeks planning permission for the erection of a new two storey, end of terrace building which would accommodate two self-contained flats over basement, ground and first floor levels, with associated hard and soft landscaping to the front side and rear.
- 3.2 The proposal would adjoin the eastern flank of 65 Sherwood Park Rd, with the new end of terrace property extending the roofline, culminating in a hipped roof similar to No 65. The property would continue the front building line and would incorporate a part single part two storey rear and side projection with a crown roof.
- 3.3 The proposed building would have the following dimensions: 4.6m – 5.6m, 9.7m depth at ground floor, 9m depth at first floor, 5.7m eaves height, 7.8m ridge height and 6.5m height to crown roof. The proposal would have a separation distance from the eastern boundary with highway ranging from 0.6m to 1.7m.
- 3.4 The building would feature a two storey front bay projection and single storey porch to match properties within the terrace and would include window openings in the front side and rear elevations, consistent with the terrace. Internally, the property would be split into a 2 bed, 3 person flat over ground and basement levels with a 1 bed, 1 person flat on the first floor. Garden spaces (Flat 1 - 18.7 sq.m, Flat 2 - 24.1 sq.m) with cycle storage for each unit would be provided to the rear each with their own independent access with a refuse storage area, and secure cycle store located against the northern boundary. A mixture of soft and hard landscaping would be implemented to the front and side. A lightwell (7.4 sq.m) is proposed adjacent to the front bay window. A 1.1m high glass balustrade would enclose the edge of the light well. Boundary treatment would be re-modelled with part of the higher brick boundary wall alongside the flank boundary reduced in height to the equivalent of the lower part of the boundary wall.

3.5 The proposal would utilise brickwork, pebbledash render, roof tiles and UPVC windows to match that of the original dwelling.

3.6 It should be noted that the application has been amended to increase the size of the front lightwell and an internal daylight report has been submitted to confirm the basement level would receive adequate light for future occupiers.

4. PLANNING HISTORY

4.1 MER822/75 - ERECTION OF A GARAGE. Permitted Development 31/12/1975.

4.2 19/P0116 - APPLICATION FOR A LAWFUL DEVELOPMENT CERTIFICATE FOR THE PROPOSED ERECTION OF A HIP TO GABLE AND REAR ROOF EXTENSION AND A SINGLE STOREY REAR EXTENSION. Certificate Issued 08/02/2019.

5. CONSULTATION

5.1 Public consultation was undertaken by way of post sent to neighbouring properties. The outcome of the consultation is summarised as follows:

5.2 Representations were received from 8 individuals who raised the following concerns:

- Bulk and massing too large.
- Loss of daylight.
- Eyesore to surrounding houses.
- House was not built to have flats next to it.
- Privacy concerns.
- Development would look out of place.
- Population density too great for site.
- Long established mature garden will be removed.
- Car parking on street is limited and construction vehicles and new residents will further worsen this.
- Disruption from construction.
- Dust & debris from construction.
- Sewer system capacity concerns.
- Original house was split into 3 separate plots by developers.
- Devaluation of property prices.

5.3 LBM Climate Change Officer: No objection. The development would need achieve the 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 an informative should be included detailing this.

5.4 LBM Transport and Highways Officers: No objection. The site is not within a CPZ and has a low PTAL rating (1b) with no off-street car parking. The moderate occupancy would not unduly impact car parking pressure in the area. The site provides adequate cycle and refuse storage, and a condition is requested for further details of cycle storage. A detailed Construction & Traffic

Management Plan is required and should be secured by way of a pre-commencement condition.

- 5.5 LBM Structural Engineer: No objection. The supplied basement construction method statements demonstrate that the works can be undertaken safely without adversely affecting the surrounding natural and built environment and a pre-commencement condition is requested requiring further details to ensure this is achieved.

6. POLICY CONTEXT

6.1 National Planning Policy Framework (2018)

- 5. Delivering a sufficient supply of homes
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change

6.2 London Plan (2016)

Relevant policies include:

- 3.3 Increasing housing supply
- 3.5 Quality and design of housing developments
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.13 Sustainable drainage
- 5.17 Waste Capacity
- 6.9 Cycling
- 6.13 Parking
- 7.4 Local character
- 7.6 Architecture
- 8.3 Community Infrastructure Levy

6.3 Merton Local Development Framework Core Strategy – 2011 (Core Strategy)

Relevant policies include:

- CS 8 Housing choice
- CS 9 Housing provision
- CS11 Infrastructure
- CS 14 Design
- CS 15 Climate change
- CS 17 Waste management
- CS 18 Active Transport
- CS 20 Parking servicing and delivery

6.4 Merton Sites and Policies Plan – 2014 (SPP)

Relevant policies include:

- DM D2 Design considerations
- DM D3 Alterations and extensions to existing buildings
- DMEP2
- DM T1 Support for sustainable transport
- DM T2 Transport impacts of development
- DM T3 Car parking and servicing standards

- 6.5 Supplementary planning considerations
London Housing SPG – 2016
London Character and Context SPG -2014
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
- Need for additional housing
- 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
- Basement construction
- Sustainable design and construction
- Community Infrastructure Levy
- Response to objections

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 2018 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 1b (with 0 the worst and 6b being excellent). The proposals would result in two additional units for 4 people, 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 as detailed in the relevant sections below.

Need for additional housing

- 7.5 The National Planning Policy Framework (March 2018) requires Councils to identify a supply of specific 'deliverable' sites sufficient to provide five years' worth of housing with an additional buffer of 5% to provide choice and competition.
- 7.6 Policy 3.3 of the London Plan states that the Council will work with housing providers to provide a minimum of 4,107 additional homes in the borough between 2015 and 2025. Within this figure of 4,107 new homes, the policy states that a minimum of 411 new dwellings should be provided annually. This is an increase from the 320 dwellings annually that was set out in the earlier London Plan and in Policy CS9 of the Core Strategy. The policy also 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.
- 7.7 The Council's planning policies commit to working with housing providers to provide a minimum of 4,107 additional homes in the borough between 2015 and 2025 (a minimum of 411 new dwellings to be provided annually). This is an increase from the 320 dwellings annually that was set out in the earlier London Plan and in Policy CS9 of the Core Strategy. The emerging London Plan is likely to increase this annual target, however, only limited weight can be attributed at this stage.
- 7.8 Merton's overall housing target between 2011 and 2026 is 5,801 dwellings (Authority's Monitoring Report Draft 2017/19, p12). The latest (draft) Monitoring report confirms:
- All the main housing targets have been met for 2017/18.
 - 665 additional new homes were built during the monitoring period, 254 above Merton's target of 411 new homes per year (London Plan 2015).
 - 2013-18 provision: 2,686 net units (813 homes above target)
 - For all the home completions between 2004 and 2017, Merton always met the London Plan target apart from 2009/10. In total Merton has exceeded the target by over 2,000 homes since 2004.
- 7.9 The current housing target for the London Borough of Merton is 411 annually. Last year's published AMR figures are: "688 additional new homes were built during the monitoring period, 277 above Merton's target of 411 new homes per year (in London Plan 2015)."
- 7.10 Against this background officers consider that while new dwellings are welcomed, the delivery of new housing does not override the need for comprehensive scrutiny of the proposals to ensure 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

- 7.11 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.

- 7.12 The proposal 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 building would incorporate fenestration consistent with the terrace and would utilise matching materials. The part single part two storey rear and side element would be appropriate in size and would utilise a crown roof which is considered to be sympathetic to the character of adjacent dwelling. It is considered the proposal would incorporate appropriate set-backs from the highway.
- 7.13 While lightwells are not characteristic of the area, the front boundary wall would be retained and would mask longer range views of the plot, thereby maintaining the semblance of a more conventional end of terrace property. Conversely, while the lightwell and associated balustrade would be more prominent when viewed from close quarters as a matter of judgement officers consider that it would be unreasonable to assert that this was harmful to the visual amenities or character of the wider area.
- 7.14 As a whole, whilst being in a prominent siting, officers consider the proposal would be broadly in keeping with the character of the surrounding area, would be appropriate in scale and bulk and would incorporate appropriate set-ins from the side boundary with Franklin Crescent. It is therefore considered that the proposal would not result in a harmful impact to the street scene.
- 7.15 The proposal is considered to be acceptable in terms of the impact on the character of the area, in compliance with London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DMD2 and DMD3 in this regard.

Impact upon neighbouring amenity

- 7.16 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.
- 7.17 Given the siting of the proposal on a corner plot against a highway, the main neighbours to be considered in this case would be the adjoining dwelling at no.65 Sherwood Park Road and the dwelling to the rear at no.28 Franklin Crescent.
- 7.18 The proposal would continue the rear building line with a part single, part two storey rear/side addition. The single storey element would be sited against the shared boundary with no.65, effectively stepping the two storey element away from this neighbour by 1.m. Given the set back from the shared boundary and modest depth of 1.75m, it is not considered that this would result in a materially

harmful impact to this neighbour's amenity in terms of visual intrusion, loss of light, loss of outlook or sense of overbearing.

- 7.19 With regard to No.28 Franklin Crescent, this neighbour's orientation is such that the proposal's rear elevation faces its flank wall and would have a separation distance of 17m. Given the separation and orientation of the properties, it is not considered this neighbour would be significantly impacted.
- 7.20 The primary outlook from the proposed units would be directed toward the front & side into the public highway and towards the rear into their own amenity space. As such, it is not considered there would be a materially harmful impact to the privacy of neighbouring amenities.
- 7.21 The proposal is considered to be acceptable in terms of the impact on residential amenity, in compliance with London Plan policies 7.6 and 7.15 and SPP Policy DMD2 and DMEP2 in this regard.

Standard of accommodation

- 7.22 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.

Flat No.	No. of beds	No. of persons	No. of storey's	Required GIA	Proposed GIA	Compliant
F1	2	3	2	70.sq.m	70 sq.m	Yes
F2	1	1	1	37.sq.m	39 sq.m	Yes

- 7.23 As shown by the table above, each unit would satisfy the minimum internal space standards. It is noted that single bedrooms would require 7.5sqm and double bedrooms would require 11.5sqm; the proposed bedrooms would meet these minimum requirements.
- 7.24 Policy DM D2 of the Council's 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. It is considered the enlarged lightwell, use of a glass balustrade and use of white painted walls would allow for sufficient light, outlook and ventilation to the basement bedroom. An assessment of daylight has been submitted by the applicant. The applicant's study uses the methodology prescribed by the Building Research establishment and assess the average daylight factor (ADF) or the natural internal luminance (daylight) in particular rooms. The study calculates that the average daylight for the basement bedroom would exceed the BRE's minimum requirements. The basement bedroom, with an outlook into the lightwell, is the smaller (single bed) of the two bedrooms for the flat and having regard to the

evidence submitted to the Council, officers consider it would be unreasonable to resist the proposals on the basis of light and outlook.

- 7.25 In accordance with the London Housing SPG, policy DMD2 of the Council's Sites and Policies Plan states that there should be 5sq.m of external space provided for 1 and 2 person flats with an extra square metre provided for each additional occupant.

The lower floor (3 person) flat would be provided with 24 sq.m of private outdoor amenity space to the rear and the first floor unit would have 18.7sq.m. The provision of private amenity would therefore far exceed minimum standards.

- 7.26 As outlined above, the scheme as a whole is considered to offer an acceptable standard of living for prospective occupants. And the proposal is considered to comply with London Plan policies 3.5 and 3.8 and SPP policy DMD2.

Transport, highway network, parking and sustainable travel

- 7.27 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).

- 7.28 The LBM Transport Planner has reviewed this application and their comments are integrated into the assessment below.

- 7.29 The site is not within a controlled parking zone and has a PTAL of 1b which is considered poor. The proposal would not provide off-street car parking. The London Plan Standard 3.3.1 (amended March 2016) sets out maximum parking standards for residential development. This specifies that a 1 bedroom dwelling should provide less than 1 parking space per unit and a 2 bedroom dwelling should provide less than 1.5 spaces - the standards do not set out minimum car parking standards. As such, given the proposal is not within a CPZ, it is not considered the proposed occupancy would significantly impact parking pressure in the local area and lack of off-street parking would not warrant a reason for refusal.

- 7.30 Given the location of the site, Transport Officers recommend a pre-commencement condition is included requiring the applicant to provide a construction and traffic management plan to ensure the safety of pedestrians and vehicles and the amenities of the surrounding area during construction.

- 7.31 In accordance with London Plan policy 6.9 and table 6.3, 3 cycle storage space 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 indicate a cycle storage shed for each unit within their respective amenity spaces which can be accessed from the street. This provision is considered to be acceptable and LBM Transport Officers

recommend a condition requiring further details of the cycle storage prior to occupation and for this to be retained thereafter.

Refuse storage

- 7.32 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.
- 7.33 A communal storage area for bins is shown on the plans to the rear. This location and size is considered to be appropriate and the applicant has shown there would be enough space to accommodate the new bin sizes for both units as of the Council's standards adopted in August 2018.

Basement Construction

- 7.34 Policy DMD2 of the Merton Sites and Policies Plan seek to ensure basement constructions are suitable in terms structural impacts to the highway and the host or neighbouring properties.
- 7.35 LBM Structural Engineers have reviewed this application and their comments are integrated into the assessment below.
- 7.36 Given the proposals proximity to the highway, careful attention must be given to the construction of the basement not only in relation to the property and neighbouring dwellings, but to the highway. The applicant has provided a Subterranean Construction Method Statement to demonstrate how the proposed basement would be safely and effectively excavated and constructed without a significant impact upon the public highway or neighbouring properties. LBM Structural Engineers have reviewed the proposal and related documents and are satisfied that the development can be delivered in respect of the above. Officers have requested a pre-commencement condition requiring further, specific details and calculations to ensure the integrity of the highway and neighbouring properties is maintained.
- 7.37 The site is not within Flood Zones 2 or 3 and there is no indication that the site has critical drainage issues. However, as a precautionary approach, officers recommend two pre-commencement conditions, one for a detailed drainage strategy to be submitted and implemented and one for further details regarding the permeable paving serving the off-street car parking. The proposed basement would also require the necessary Building Control approval prior to commencement to further ensure the works would not result in a harmful impact to the surrounding area.

Sustainable design and construction

- 7.38 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.
- 7.39 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 per person per 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.

Community Infrastructure Levy

- 7.40 The proposed development would be subject to the Community Infrastructure Levy (CIL). This would require a contribution of £220 per additional square metre of floorspace to be paid to Merton Council and an additional £35 per additional square meter to be paid to the Mayor. Further information on this can be found at:

<http://www.merton.gov.uk/environment/planning/cil.htm>

7.41 Responses to objections

The majority of the issues raised by objectors are addressed in the body of the report but in addition the following response is provided:

- The impact on the character of the area is a material planning consideration but the impact on property prices is not.
- Any increased impact on local infrastructure is intended to be addressed by CIL contributions and it would not be reasonable to refuse on this basis.
- A Construction & Traffic Management plan is to be provided by the applicant prior to any works starting and working hours will be restricted to minimise impacts upon neighbours during construction.

8. CONCLUSION

- 8.1 Officers consider the proposal is 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 and would not have a harmful impact on the visual amenities of the area. The proposal would not unduly impact upon neighboring amenity. The proposal would not unduly impact upon the highway network, including parking provisions. The proposal would achieve suitable refuse and cycle storage provisions.

- 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 to be used for the development hereby permitted shall be those specified in the application form and approved drawings unless otherwise agreed in writing by the Local Planning Authority.

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 DM D2 and D3 of Merton's Sites and Policies Plan 2014.

- 4) Standard condition (site and surface treatment) No development shall take place until details of the surfacing of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, footpaths, hard and soft have been submitted in writing for approval by the Local Planning Authority. No works that are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details have been approved and works to which this condition relates have been carried out in accordance with the approved details.

Reason: To ensure a satisfactory standard of development in accordance with the following Development Plan policies for Merton: policies 7.5 and 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.

- 5) The flats shall not be occupied until all boundary walls or fences as shown on the approved plans have been carried out. The walls and fencing shall be permanently retained thereafter.

Reason: To ensure a satisfactory and safe development, and to ensure adequate garden space is provided for the flats, in accordance with the following Development Plan policies for Merton: policies 7.5 and 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.

- 6) Standard condition [Refuse storage] 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: 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 2016, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

- 7) Amended standard condition [Cycle storage]: The development hereby permitted shall not be occupied until further details of the proposed cycle parking have been submitted to and approved by the Local Authority. The approved cycle parking must be provided and made available for use prior to occupation and 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 2016, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 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) Non-standard condition [Basement Construction Method Statement]: Development shall not commence on site until the below documents have been submitted to and approved in writing by the planning authority:
- a) Geotechnical Investigation Report with site specific borehole information and the Allowable Bearing Capacity of soil at basement floor level and other soil parameters used in the design of the basement retaining walls.
 - b) Ground Movement Analysis (Vertical and Horizontal) including any heave or settlement analysis, and Damage Category Assessment with detailed calculations in relation to the highway and adjacent buildings.
 - c) Detailed Construction Method Statement produced by the respective Contractor/s responsible for underpinning, piling, excavation and construction of the basement. This shall be reviewed and agreed by the Structural Engineer designing the basement.
 - d) Design calculations of the piled retaining wall supporting the highway and adjoining properties and any temporary works to facilitate excavation. The calculations shall be carried out in accordance with Eurocodes. We recommend assuming full hydrostatic pressure to ground level and using a highway surcharge of 10 KN/m² for the design of the retaining wall supporting the highway.
 - e) Plan, Section, Sequence drawings of the piling and underpinning works.

- f) Temporary works drawings.
- g) Movement monitoring report produced by specialist surveyors appointed to install monitoring gauges to detect any movement of the highway/neighbouring properties from start to completion of the project works. The report should include the proposed locations of the horizontal and vertical movement monitoring, frequency of monitoring, trigger levels, and the actions required for different trigger alarms

Reason: To ensure that the structural stability of the surrounding built environment is safeguarded and neighbour amenity is not harmed and to comply with policy DM D2 of Merton's Sites and Policies Plan 2014.

- 10) Amended standard condition [Construction vehicles/storage]: Development shall not commence until a Construction Traffic Management Plan has been submitted to and is approved in writing by the Local Planning Authority to accommodate:
- 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 runoff.

The approved details must be implemented and complied with for the duration of the construction process.

Reasons: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2016, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

- 11) 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 2016 and policy DM EP2 of Merton's Sites and Policies Plan 2014.

- 12) No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority and in consultation with Thames Water. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) at the agreed restricted rate of no more than 2l/s in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

Informatives:

1) **INFORMATIVE**

In accordance with paragraphs 38 and 39 of the National Planning Policy Framework 2018, 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.

2) **INFORMATIVE**

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

3) **INFORMATIVE**

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'

4) INFORMATIVE

No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

5) INFORMATIVE

No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.

6) INFORMATIVE

This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at the London Borough of Merton

Street Naming and Numbering (Business Improvement Division)
Corporate Services
7th Floor, Merton Civic Centre
London Road
Morden
SM4 5DX
Email: street.naming@merton.gov.uk

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

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