

PLANNING APPLICATIONS COMMITTEE 19 JUNE 2019

APPLICATION NO. **DATE VALID**
18/P4483 30.11.2018

Address/Site 36 Grenfell Road, Mitcham, CR4 2BY

Ward: Graveney

Proposal DEMOLITION OF RESIDENTIAL BLOCK AND ERECTION OF
A REPLACEMENT BUILDING COMPRISING 3 x SELF-
CONTAINED FLATS ACROSS TWO FLOORS, ROOFSPACE
AND BASEMENT LEVEL.

Drawing Nos: Site location plan and drawings 104 A & 106 A

Contact Officer: Leigh Harrington (020 8545 3836)

RECOMMENDATION

Grant planning permission subject to relevant conditions and legal agreement.

CHECKLIST INFORMATION.

- Heads of agreement: No. Yes
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Design Review Panel consulted: No
- Number of neighbours consulted: 31
- Press notice: No
- Site notice: Yes
- External consultations: No
- Archaeological Priority Zone: No
- Flood risk zone: No
- Controlled Parking Zone: Yes, Zone GC
- Number of jobs created: N/A
- Density: 288 Dwellings per hectare
- PTAL 4 at site to PTAL 5 at Tooting train station

1 INTRODUCTION

- 1.1 The application has been brought before the Committee due to the level of public interest and at the request of Councillor Kirby.

2. SITE AND SURROUNDINGS

- 2.1 The existing building is a currently a vacant two bedroom house with undercroft access located on the south side of Grenfell Road in Mitcham. The property is located at the end of a terrace of Edwardian properties with the side of the property abutting the rear gardens of houses along Bruce Road and the rear of the site backing onto the new development of 10 houses and four flats currently under construction on a former garage site at the rear accessed via Inglemere Road.

3. CURRENT PROPOSAL

- 3.1 This application involves demolishing the existing building and replacing it with a new three storey property designed to replicate the existing terrace but which would feature a basement and a full floor of development where the undercroft is currently located.
- 3.2 This proposal has been amended since its initial submission in response to the concerns of neighbours and officers. Access to the building is at ground floor level with refuse facilities being located in the front of the site. The communal cycle store would be located by the front door with stairs leading down to the basement unit. This unit would be a 2 bedroom, three-person unit. The bedrooms would be located towards the front of the site with light provided by a lightwell. The bathroom would be centrally located with a combined living dining kitchen area to the rear with bifold doors opening out to a large lightwell amenity space.
- 3.3 The ground floor would be utilised by a studio unit which would have the kitchen dining area to the front with the living space to the rear with the rear elevation being predominantly bi-fold glazing.
- 3.4 The third unit, a two bedroom four-person unit would be located over the first floor and roof space with its dormer on the rear roof slope. The smaller bedroom and the bathroom would be located to the front of the building on the first floor with the combined living/dining/kitchen space at the rear on this level opening out onto an amenity terrace. The master bedroom would be located within the roof space.

4. NO RELEVANT PLANNING HISTORY

5. CONSULTATION

- 5.1 The application was advertised by means of a site notice and letters to 31 neighbouring occupiers. As a result, objections were received from 6 neighbours which raised concerns relating to:
- Concerned about 'average risk' of internal cracking/damage to neighbours' property and 'low' risk of significant structural damage.

- The dwelling density would be 3 units on 104sqm which is 288 Dwellings per hectare which exceeds the London Plan 45-170 for a site such as this.
- Daylight report confirms it will have a detrimental impact on daylight to the rear facing elevation of their property.
- First floor rear balcony will overlook 34 Grenfell Road windows and gardens. An opaque screen will not provide sufficient privacy.
- Increased noise.
- Prolonged noise and disturbance from the basement excavation process.
- Massive over development to create a further basement level.

The applicant submitted clarification drawings to more clearly demonstrate the extent of the works along the boundary with the houses on Bruce Road.; The neighbours were re-consulted and no further responses were received.

5.2 Thames Water:

No objection: Advise that with regard to waste water network and waste water process infrastructure capacity, they would not have any objection to the above planning application, based on the information provided raised no objections to the proposals but requested various informatives be added in relation to sewers, pumping methods, disposal of surface water and flow rates.

5.3 LBM Environmental Health Officer:

No objection subject to a condition relating to land contamination.

5.4 LBM Flood Risk Engineer:

No objection: The scheme should be compliant with policy DM D2 and Merton's basement SPD and it appears that the proposal is for 100% basement footprint, which does not strictly comply with the policy requirements.

There is minimal detailed information proposed in terms of drainage and no consideration of pipe layouts or construction level detail has been given. Furthermore, limited mitigation in terms of SuDS is proposed and a number of reasons are specified within the Pringuer-James SuDS report for not implementing SuDS. For example:

Green/Brown Roof have been considered and implemented on small flat area of the development. Total green roof area is 16m². The green roof would be "brown roof" type which requires little to no maintenance over lifetime due to selection of native British plant species.

The basement occupies the entire envelope of the building and only limited space is available for any permeable pavements.

Rainwater Harvesting is not practical for control of peak run-off and is more useful in reducing overall volume of runoff. Features such as water butts could be considered for the development, however there is no garden within the development, therefore water butts are unlikely to be used. Rainwater harvesting can be considered post-planning if features such as planters are introduced where appropriate.

The calculations state that Green roof implementation, peak run-off will reduce to 1.75l/s and with addition of climate change will increase to 2.45l/s which is still significantly below 5.0l/s. It is therefore proposed that no flow-control devices, or attenuation is proposed only a 16m² Brown Roof, Planters and Water Butts.

With regards to the basement, no mitigation is proposed for groundwater and further detail is required to mitigate against the risk of groundwater both during (dewatering measures or temp pumping) and post construction through passive drainage around the structure itself.

Notwithstanding the above information and lack of information on drainage, if members are minded to approve, please include relevant conditions that require this additional information prior to commencement. (conditions recommended)

5.5 LBM Structural Engineer:

No objection : . I have now reviewed the revised BIA, CMS, calculations and the supplementary drawings. These documents demonstrate that the proposed basement can be built safely without adversely affecting the surrounding natural and built environment. Conditions recommended.

5.6 LBM Transport Planning Officer

Raise no objection subject to:

- The applicant entering into a Unilateral Undertaking which would restrict future occupiers of the units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.
- Reinstate the existing dropped kerb to bring back to kerb height.
- Cycle parking maintained.
- Standard condition (Refuse storage).
- Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.

5.7 LBM Parking Services:

Confirm that there was not a high demand for resident permits within this CPZ. (Officer comment: this does not necessarily reflect the actual parking situation on the ground which has been confirmed as being under pressure)

5.8 LBM Waste Services:

The proposed 3 x self-contained flats, assuming an average of 2x adults per property, would require the following bin capacity to avoid overflowing bins and residents leaving items on the floor by the bins:

- 1x 240L + 1x 180L wheelie bins for refuse
- 1x 240L wheelie bins for paper and card
- Individual recycling boxes per flats
- Individual kitchen caddies per flat

6 POLICY CONTEXT

6.1 National Planning Policy Framework (2019).

5. Delivering a sufficient supply of homes
6. Building a strong, competitive economy
7. Ensuring the vitality of town centres
8. Promoting healthy and safe communities
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:

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.11 Green roofs and development site environs
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.17 Waste capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.4 Local character
- 7.6 Architecture
- 7.21 Trees and woodlands
- 8.2 Planning obligations
- 8.3 Community Infrastructure Levy

6.5 Core Planning Strategy 2011:

- CS8 Housing Choice
- CS9 Housing Provision
- CS11 Infrastructure

CS13 Open Space, Nature Conservation, Leisure and Culture
CS14 Design
CS15 Climate Change
CS16 Flood Risk Management
CS17 Waste Management
CS18 Active Transport
CS19 Public Transport
CS20 Parking, Servicing and Delivery

6.6 Sites and Policies Plan 2014:

DM D2 Design considerations in all developments
DM D3 Alterations and extensions to existing buildings
DM EP2 Reducing and mitigating noise
DM EP4 Pollutants
DM F2 SuDS
DM H2 Housing mix
DM O2 Trees, hedges and landscape features
DM T1 Support for sustainable transport and active travel
DM T2 Transport impacts of development
DM T3 Car parking and servicing standards

Other guidance:

London Housing Supplementary Planning Guidance 2016
DCLG Technical standards 2015

7. **PLANNING CONSIDERATIONS**

7.1 The main planning considerations in this case relate to the principle of the use of the site for the provision of flatted dwellings and the impact on the character of the area and the impact on neighbouring amenity.

7.2 **Need for additional housing**

7.2.1 The National Planning Policy Framework (2019) 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.

7.2.2 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.

7.2.3 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.

7.2.4 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 2016)."

7.2.5 The draft London Plan includes a significantly higher figure of 1328 new homes annually. However, this is at draft stage and in addition the London Borough of Merton is disputing the small sites methodology. Therefore, only limited weight should be attached to this figure.

7.2.6 The proposals would provide two additional units for which there is an identified need. As the existing property is only a two bedroom unit, as confirmed on a site visit, there is no requirement to retain a three bedroom unit, as per the requirements of Policy CS14.

7.3 **Density**

7.3.1 Table 3.2 of the London Plan identifies appropriate density ranges based on a site's setting and PTAL rating.

7.3.2 The site with its location within an area of predominantly dense development such as terraced housing, mansion blocks and within close proximity of a main arterial route means that it would be classified as Urban. With a PTAL of 4 and smaller sized units the density of 288 u/ha is only marginally above the London Plan policy 3.4 recommendation of 70-260 u/ha which would not be considered to warrant a refusal of consent.

7.3.3 However, notwithstanding this numerical density calculation, it is considered that the overall quantum of development appears appropriate for the context of the site, which is discussed in more detail later in this report.

7.4 **Design/Bulk and massing/Appearance/Layout.**

7.4.1 The National Planning Policy Framework (NPPF) states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. London-wide planning policy advice in relation to design is found in the London Plan (2016), in Policy 7.4 - Local Character and 7.6 - Architecture. These policies state that Local Authorities should seek to ensure that developments promote high quality inclusive design, enhance the public realm, and seek to ensure that development promotes world class architecture and design.

7.4.2 Policy DM D2 seeks to ensure a high quality of design in all development, which relates positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area. Core Planning Policy CS14 supports this SPP Policy.

7.4.3 **Bulk and massing**

7.4.4 The proposals are designed to reflect the appearance of the existing terrace and therefore will maintain the same ridge height and building line as the existing situation. To the rear the first floor depth will be marginally less than the existing outrigger although it will be full width of the new building and a rear roof dormer will be provided. The provision of a flat roof at ridge height is not ideal but it is considered that it would not be visually prominent from the street. The proposed works are considered to respect the form of the original building and would therefore accord with relevant policies.

7.4.5 **Appearance and layout**

7.4.6 The proposals will involve the loss of the existing undercroft feature which means the site will have a more traditional residential appearance than it does currently. Whilst a front light well is not a feature common to this locality it is not considered, as part of a wider scheme to reflect the other design features of the existing terrace, to be sufficiently out of keeping to warrant a refusal of consent. It would not be visually prominent, being at a low level and behind the boundary screening to the frontage.

7.4.7 The high privacy screens to the rear are not particularly characteristic of the area but the visual impact would be limited as it is to the rear of the building. Following the revisions to the proposed layout, officers conclude that the proposal would be acceptable in terms of its visual impact on the character of the area given the screens are set slightly in from the roof at the rear and side.

7.7 **Basement considerations**

7.7.1 SPP policy DM D2 requires basement development to meet a number of criteria although in this instance criteria relating to trees (there are none), gardens (there is only a very small front garden space, the rear being a former commercial yard) and heritage asset impacts (this is not a listed building or located in a CA).

7.7.2 The Council's Flood Risk engineer noted that despite limited information being submitted with the application, the use of pre commencement conditions requiring the necessary information to be submitted and approved would address flood risk matters associated with the proposals.

7.7.3 The Council's Structural engineer has assessed the submitted Basement Impact Assessment and has provided details to the applicant for what will be required for a Construction Method Statement to ensure the works have no

impact on neighbouring properties. This matter can adequately be controlled by way of condition.

7.8 Impact on Neighbouring Amenity

7.8.1 London Plan policies 7.4 and 7.6 and SPP Policy DM D2 seeks to ensure that development does not adversely impact on the amenity of nearby residential properties.

7.8.2 Objections were received in relation to the original design of the rear balconies and the potential overlooking of neighbouring homes and gardens. As a result, the proposals were amended such that the first floor terrace would be set within obscured glazed privacy panels, to all three sides; measures which are considered to adequately ensure the privacy of neighbouring occupiers. The terrace is not large, so will not allow people to congregation in numbers.

7.8.3 Objections were received raising concerns that the proposals would result in a loss of light to neighbouring properties. The applicants have submitted a Daylight and Sunlight report which analyses the impact of the proposals on neighbouring properties. The report finds that 'Daylighting will not be significantly affected' and in relation to the objecting neighbour it should be noted that light to that property is already restricted by the existing rear outrigger which is 1.2m deeper than the proposed first floor. The applicant has provided an east elevation with the existing and proposed extent of building overlaid. It is considered that the 1m increase in rearward building length on this boundary will not significantly harm neighbouring residential amenity on Bruce Road. In view of these factors officers consider that the proposals would not materially harm the amenity of neighbours.

7.9 Standard of accommodation and the amenity of future occupiers

7.9.1 SPP Policy DM D2, Core Strategy 2011 policies CS 9 Housing Provision and CS 14 Design and London Plan policies 3.3 Increasing Housing Supply, 3.4 Optimising Housing Potential, 3.5 Quality and Design of Housing Developments are all policies that seek to provide additional good quality residential accommodation.

7.9.2 Schedule of accommodation

Unit	Type/storeys	Proposed GIA	Minimum req'd GIA	Proposed Amenity	Min Req'd amenity
1	Studio	37.4m ²	37m ²	5.7m ²	5m ²
2	2B/3P/2	81.1m ²	70m ²	7m ²	6m ²
3	2B/3P/1	67.8m ²	61m ²	6.9m ²	6m ²

7.9.3 The table demonstrates that all the units meet or exceed the minimum internal space GIA requirements and all the flats exceed the amenity space requirements.

7.9.4 Officers are satisfied that proposals will provide a suitable standard of accommodation for future occupiers.

7.10 Parking, servicing and deliveries

7.10.1 Core Strategy Policy CS 20 requires proposals to have regard to pedestrian movement, safety, serving and loading facilities for local businesses and manoeuvring for emergency vehicles as well as refuse storage and collection. Cycle storage provision is considered acceptable and this can be controlled by way of condition. The proposed refuse facilities are well located and accessible but the Waste services officer has raised concern that more bins for paper and card must be provided, which can be controlled by way of condition.

7.10.2 The site is located within a Controlled Parking Zone. The Council's Transport Officer has indicated that the scheme should be controlled to be permit free. The Council's Parking Services have confirmed that there is not a high demand for permits within the CPZ, however, this could be for a number of other reasons and highways officers have confirmed there is parking pressure in the area. As such it is considered necessary to ensure that the development is parking permit free.

7.10.2 The proposal is considered to be acceptable in terms of parking, servicing and deliveries.

7.11 Sustainability

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

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 site is currently vacant and the existing layout fails to maximise the site's potential and would not readily lend itself to modernisation. The proposal would provide three new, size compliant, residential units for which there is an identified need within a building that has been designed to reflect the bulk, scale, massing and design of the existing terrace, utilising a design that would protect the amenity of neighbouring occupiers.

9.2 Therefore, subject to the imposition of suitable planning conditions, the proposal is considered to be acceptable and in compliance with relevant planning policy and is therefore recommended for approval.

10. RECOMMENDATION

GRANT: Subject to completion of a legal agreement covering the following heads of terms:

1. Restriction of the issuing of parking permits to future occupiers.
2. The developer paying the Council's legal costs in drafting and completing the legal agreement.

and subject to the following conditions:-

1. Commencement of works
2. In accordance with plans; Site location plan, drawings 104 A & 106 A and Phase II Contaminated land report by AP Geotechnics, Report No.4933.2v2 dated 21st November 2018.
- 3 B1 External materials to be approved; No construction shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors, windows and tiles (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details.

Reason; To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Polices Plan 2014
- 4 B5 Boundary treatments to be approved; The residential use hereby approved shall not commence until details of all boundary walls or fences including methods for the temporary security of the site during construction as well as details of security gates are submitted in writing for approval to the Local Planning Authority. No works which 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 are approved and works to which this condition relates have been carried out in accordance with the approved details. The walls and fencing shall be permanently retained thereafter.

Reason; To ensure a satisfactory and safe 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 Polices Plan 2014.

- 5 D11 Construction Times 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 Polices Plan 2014.

- 6 H9 Construction Vehicles The development shall not commence until details of the provision to accommodate all site workers', visitors' and construction vehicles, loading /unloading and storage arrangements of construction plant and materials during the construction process have been submitted to and approved in writing by the Local Planning Authority. The approved details must be implemented and complied with for the duration of the construction process.

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

7. The entire site shall be covered either by the building footprint or hardstanding with no soft landscaping or exposed soil the hardstanding shall remain in situ as recommended in the Phase II Contaminated land report by AP Geotechnics, Report No.4933.2v2 dated 21st November 2018.

Reason: to be provided

8. The development shall not be occupied until a scheme of details of screening of the first floor rear balcony has been submitted for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the details are approved in writing and implemented in its approved form and those details shall thereafter be retained for use at all times from the date of first occupation.

Reason: to be provided

9. C6 Refuse and recycling; Notwithstanding the information submitted with the application, the residential use hereby approved shall not commence until a scheme for the storage of refuse and recycling, including additional space for paper and cardboard recycling, has been submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the scheme has been approved, and the development shall not be occupied until the scheme has been approved and has been carried out in full. Those facilities and measures shall thereafter be retained for use at all times from the date of first occupation.

Reason: to be provided

10. External lighting; Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.

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: policies DM D2 and DM EP4 of Merton's Sites and Policies Plan 2014.

11. Non standard condition; Prior to the commencement of the works hereby approved a Demolition/Construction Logistics Plan including a Construction management plan shall be submitted and approved in writing by the Local Planning authority setting out how the development will be excavated, sequenced, phased and managed in order to demonstrate that neighbour amenity and the structure of neighbouring properties will not be harmed.

Reason; To protect the amenity of neighbouring occupiers and the structural integrity of neighbouring properties in accordance with policy DM D2 and DM T2 in the Merton Sites and Policies Plan 2014.

12. H6 Cycle storage; No development shall commence until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.

Reason: to be provided

13. H3 Redundant crossover; The development shall not be occupied until the existing redundant crossover/s have been removed by raising the kerb and reinstating the footway in accordance with the requirements of the Highway Authority.

Reason: to be provided

14. Non standard condition; '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.'

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.

15. **Condition:** No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) at the agreed runoff rate (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.

16. **Condition:** Prior to the commencement of development, the applicant shall submit a detailed construction method statement (CMS) produced by the respective contractor/s responsible for building the approved works, to the approval of the Local Planning Authority. The construction method statement shall also detail how drainage and any groundwater will be managed during and post construction.

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

- 17 **Condition:** No works shall commence on site until the below documents have been submitted to and approved in writing by the planning authority.

a) Detailed Construction Method Statement produced by the respective Contractor/s responsible for underpinning, temporary propping works, excavation and construction of the basement. This shall be reviewed and agreed by the Structural Engineer designing the basement.

b) Sections of the retaining walls showing the reinforcement details.

c) Construction sequence drawings produced by the appointed Contractor.

d) 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 be provided

Informatives:

- 1 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

2 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'

- 2 There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes: https://urldefense.proofpoint.com/v2/url?u=https-3A_developers.thameswater.co.uk_Developing-2Da-2Dlarge-2Dsite_Planning-2Dyour-2Ddevelopment_Working-2Dnear-2Dor-2Ddiverting-2Dour-2Dpipes&d=DwlFAw&c=HmJinpA0me9MkKQ19xEDwK7irBsCvGfF6AWwfMZqono&r=HVy2BaAHoy75Et42R7vHQVgBJr4jmCMnquJWjP-jOUE&m=ssu358v0PpAp-Gp42t4dBYH7Lb3eNf87TMKYfYZ--PU&s=ZUDxT-Epn57dPogM8j-2x8pUoZQdjUszTmNVrLxVWVsU&e=

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing a positive pumped device (or equivalent reflecting technological advances) to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions. Fitting only a non-return valve could result in flooding to the property should there be prolonged surcharge in the public sewer. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a

public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://urldefense.proofpoint.com/v2/url?u=https-3A_developers.thameswater.co.uk_Developing-2Da-2Dlarge-2Dsite_Apply-2Dand-2Dpay-2Dfor-2Dservices_Wastewater-2Dservices&d=DwlFAw&c=HmJinpA0me9MkKQ19xEDwK7irBsCvGfF6AWwfMZqono&r=HVy2BaAHoy75Et42R7vHQVgBJr4jmCMnquJWjP-jOUE&m=ssu358v0PpAp-Gp42t4dBYH7Lb3eNf87TMKYfYZ--PU&s=S1rGbqzfRTmU-mQgGg4V3G9vQKaU3llcRaRtSzBm2JI&e=

- 4 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 5 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).
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.
- 7 The applicant is required to check the requirements of the Party Wall Act 1996 relating to work on an existing wall shared with another property, building on the boundary with a neighbouring property, or excavating near/under a neighbouring building. A full and comprehensive agreement will be required to be in place before any works commence. Further information is available at the following link:
<http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/currentlegislation/partywallact>
Within a full and comprehensive Construction Method Statement the applicant will be required to also provide;
 - i) Detailed design calculations of the retaining wall supporting the highway and the adjacent properties has to be submitted (both in temporary and permanent phases). The designer has to assume full hydrostatic pressure and a minimum 10 KN/m² surcharge to design the retaining wall supporting the highway.
 - ii) Detailed temporary works calculations of the waling beams and the props for the retaining wall supporting the highway.
 - iii) Connection design, between the R/W and the 150mm RC slab on corrugated sheeting. This has to be checked for vertical and horizontal loads.
 - iv) How the Contractor plans to install the dry pack between the proposed underpinning and the underside of the existing footing below 34 Grenfell Road.
- 8 NPPF informative.

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