

## PLANNING APPLICATIONS COMMITTEE 19 JUNE 2019

**APPLICATION NO.**                      **DATE VALID**  
19/P0498                                      21.01.2019

**Address/Site**                      Garages R/O 38 Inglemere Road, Mitcham, CR4 2BT

**Ward**                                      Graveney

**Proposal:**                              DEMOLITION OF GARAGES AND ERECTION OF 4 X 3 BED DWELLINGHOUSES WITH ASSOCIATED PARKING AND LANDSCAPING.

**Drawing Nos;**                      Site location plan and drawings 0100, 0101, 0210, 0211, 0212, 0213, 0400 & drawing marked 'Refuse arrangements'. BS 5837 Arboricultural Report, impact assessment & Arboricultural Method Statement' dated 11 January 2019 compiled by Crown Tree Consultancy;

**Contact Officer:** Leigh Harrington (020 8545 3836)

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### **RECOMMENDATION**

Grant planning permission subject to a S106 agreement and relevant conditions.

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### **CHECKLIST INFORMATION.**

- Heads of agreement: No
- 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: 1- Metropolitan Police Safer by Design
- Archaeological Priority Zone – No
- Flood risk zone - No
- Controlled Parking Zone – Yes, Zone GC
- Number of jobs created: N/A
- Density 60 Dwellings per hectare
- PTAL 3 but close to Tooting train station

## **1            INTRODUCTION**

- 1.1 The application has been brought before the Committee due to the level of public interest.

## **2. SITE AND SURROUNDINGS**

- 2.1 The site is an irregularly shaped 785m<sup>2</sup> plot of land used for 22 residential scale garages that is accessed via an access point between two short terraces of houses on Inglemere Road. The site backs onto rear gardens of properties along Inglemere Road, Bruce Road and Gorrington Park Avenue with the garden to the west of the site being quite heavily treed.
- 2.2 The site does not fall within a Conservation Area, Archaeological Priority Zone or in an area at risk of flooding. It is located within a Controlled Parking Zone (GC). The site has an average Public Transport Accessibility Level (PTAL) rating of 3 although it is within relatively close walking distance of Tooting Train station.
- 2.3 Nearby a larger scheme for a redevelopment of a garage site for 14 dwellings (10 houses and 4 flats) was approved by members of the Planning Application Committee in June 2018.

## **3. CURRENT PROPOSAL**

- 3.1 This application involves demolishing the existing garages and the erection of a development of four three bedroom houses arranged around a courtyard area with car parking and landscaping.
- 3.2 Along the south east side of the site, backing onto the rear gardens of houses in Bruce Road a flat roofed 3 bedroom bungalow style property would be erected. Attached to this to the west would be a short terrace of three two storey 3 bedroomed flat roofed houses. The gardens for each of the four properties would be set along the south west boundary with Gorrington Park Avenue.
- 3.3 Within the site there would be four parking spaces provided, refuse storage would be provided by each house with a collection point in the accessway.
- 3.4 The houses would be finished in exposed brickwork, Ibstock Calderstone Claret wire cut bricks with reconstituted stone band courses. The fenestration would be framed in platinum grey aluminium which would match the roof capping and timber screens.

## **4. RELEVANT PLANNING HISTORY**

Pre application advice application for this development.

## **5. CONSULTATION**

- 5.1 The application was advertised by means of a site notice and letters to neighbouring occupiers. As a result objections were received from 15 neighbours which raised concerns relating to;
- Concerned about noise, dust and disturbance during construction.
  - Noise and disturbance will be higher when houses are in use compared to underused garages.
  - Negative impact on operation of neighbours gardens.
  - Loss of twenty garages will impact parking on street. The development will not give rise to 3-4 cars, it will be 26 because of the existing garages being lost
  - Significant loss of privacy; they acknowledge this through the need for privacy screens

- Two storey building will limit sunlight to nearby houses. The sunlight assessment should have been done in winter and summer to make proper assessment.
- The three storey element is not considered in a report that just refers to two storeys
- Design is completely against local design guidance and detailing and shape of the building will not fit into the surrounding area, especially the flat roof.
- Proposals will impact wildlife through loss of trees
- Overdevelopment of site squeezing dwellings in such an area, there are other brownfield sites nearby.
- Lack of detail about what will happen when the boundary walls are removed. They should be replaced with brick walls and not fences.
- Significant increase in pressure on refuse collections and storage. Will increase fly tipping
- This will not improve outlook as stated in the D&A statement, the existing trees and nature offer a much higher visual amenity than any new build development.

5.2 Merton Environmental Health. No objection subject to a number of conditions relating to addressing land contamination, lighting, noise from mobile machinery and requiring a demolition and construction method statement.

5.3 Merton Waste Services. Require the collection point for refuse to be within 10m of the pavement as the site is too confined for a 26tonne refuse truck to service. No objection subject to standard refuse conditions.

5.4 Merton Arboricultural officer. No objections to the proposals subject to suitable conditions relating to tree protection and site supervision.

5.5 Merton Transport Planning. Local Highway network

Access to the site is taken from an existing access point on Inglemere Road to the north.

Inglemere Road is a local road which serves a number of residential properties and is subject to 30mph speed limit. Access to the site is via either A217 London Road to the west or Bruce Road to the east.

#### Proposed Access

Access to the proposed site will continue to be taken from the existing access point off Inglemere Road. The width of the access varies from approximately 2.91m at the entry from highway boundary to around 7.5m (widest point) further into the site.

#### Car Parking:

The site is located in an area within PTAL 3, which is considered to be a moderate rating. A moderate PTAL rating suggests that it is possible to plan regular journeys such as daily work trips or trips to and from school using public transport.

The local area forms part of Controlled Parking Zone GC. Restrictions are enforced from Monday to Friday between 8.30am to 6.30pm.

The proposal indicates 2 car parking spaces. However, one space should be disabled parking space to meet the criteria of the 'London Plan'.

Permit free option would be acceptable subject to the applicant enters 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.

### Parking Survey

A parking survey was undertaken within 200m walking distance of the site on two separate week days.

The results indicate on average there were 48 and 45 parking spaces available between the hours 01:30-05:30am.

### Cycle Parking

Cycle parking should be installed on site in accordance with London Plan standards on cycle parking for new residential developments.

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

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

In order to meet the standards set out in the London Plan, the proposal should provide 8 long term cycle parking spaces which should be secure and undercover.

### Refuse

Refuse collection will take place from Inglemere Road. Waste collection points should be located within 30 metres of residential units and within 20 metres of collection vehicles.

### Trip Generation

A trip generation exercise has been undertaken to set out the predicted impact of the proposed development. The proposed development is forecasted to generate 9 two-way vehicle trips in both the AM and PM peak periods.

The proposed trip generation is unlikely to have significant impact on the surrounding highway network.

Recommendation: Raise no objection subject to:

- Provide one disabled bay within the site.
- Provide 8 cycle spaces (secure & undercover).

- Permit free option would be acceptable subject to the applicant enters 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.
- Condition requiring 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.

5.6 Merton Flood Risk Engineer. The scheme appears to be acceptable in flood risk terms as the site is at very low risk of surface water flooding and is not in a fluvial floodzone. Offsite surface water flows will be reduced via attenuation to greenfield rates, to no more than 0.7l/s which is in accordance with the London Plan 5.13, Merton's policy DM F2 and Merton's SuDS design and evaluation guide. External levels should be profiled away from the development and towards the nearest drainage point. A condition requiring a detailed scheme for the provision of surface and foul water drainage, including levels was requested.

5.6 Metropolitan Police. No objection but considered that insufficient anti climb protection was being provided. Separate secure cycle storage facilities should be provided and lighting should be to British Standard.

## 6. **POLICY CONTEXT**

6.1 NPPF (2019). Key sections:

- 5. Delivering a sufficient supply of homes.
- 12. Achieving well-designed places.

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), 5.3 (Sustainable design and construction), 5.7 (Renewable energy), 5.13 (Sustainable drainage), 6.9 (Cycling), 7.5 (Public realm), 7.6(Architecture) & 7.21 (Trees and woodlands).

6.3 London Housing Supplementary Planning Guidance 2016

6.4 DCLG Technical standards 2015

6.5 Merton Core Strategy 2011.

CS 9 (Housing targets), CS 13 (Open Space, Nature conservation), CS 14 (Design), CS 15 (Climate change), CS 18 (Transport) & CS 20 (Parking, Servicing & delivery).

6.6 Merton Sites and Policies Plan 2014.

DM D1 (Urban Design and the public realm), DM D2 (Design considerations in all developments), DM EP 2 (Reducing and mitigating noise), DM EP4 (Pollutants), DM H2 (Housing mix), DM 02 (Trees, hedges and landscape

features), DM T2 (Transport impacts of development) & DM T3 (Car parking and servicing standards).

## **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 local residents and the wider area.

### **7.2 Need for additional housing**

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. 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.

7.3 Neither the Council nor the GLA have planning policies that seek to safeguard or retain lock up garages. Demolition of the garages would not preclude existing residents in the locality, were they to use the garages to store a car from applying for parking permits. Such backland and infill sites provide a valuable source of brownfield land to help deliver the Council's housing targets. The Council's latest Annual Monitoring Report demonstrates when reviewing schemes approved and numbers of dwellings that Merton's ability to deliver and in fact exceed its current housing targets is very much reliant on delivering dwellings on small sites.

7.4 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.

7.5 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.
- 7.6 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)."
- 7.7 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.
- 7.8 The proposals would provide 3 new units for which there is an identified need. However officers acknowledge that given the compact and relatively intensive form of development proposed, servicing, design and impact on neighbour amenity considerations need to be accorded due weight in the overall assessment and that the delivery of 4 new dwellings per se is not necessarily the overriding planning consideration.
- 7.9 Density  
The site is within an area of predominantly terraced housing, would be classified as suburban. With a Ptal of 3 the density of 242 hr/ha is within London Plan policy 3.4 recommendation of 150-250 hr/ha for a suburban setting. Density on its own however is not a reliable guide to the suitability of development vis a vis neighbour impact particularly on smaller infill sites.
- 7.10 Design/Bulk and massing/Appearance/Layout.  
Design of new buildings should ensure appropriate scale, density and appearance, respecting, complementing and responding to local characteristics (London Plan policy 7.6, LDF policy CS.14 and SPP policy DM D2).
- 7.11 Bulk and massing.  
The overall massing of the houses has been designed to limit the impact of their bulk and massing with the proposed bungalow being the unit closest to neighbouring residents whilst the higher two storey units (there are no three storey units as claimed in an objection) are set back from boundaries by the rear gardens and with considerable space to the west. The use of flat roofs is considered to further assist in reducing the bulk and massing. The layout of the site is such that there will be very limited views of the development from the surrounding streets.
- 7.12 Design- Appearance and layout.  
The proposals have drawn criticism from neighbours in relation to the design being out of keeping with the area. Notwithstanding that the site is not readily visible from the street the flat roof design with the use of exposed brickwork and grey fenestration is considered in keeping with a modern London vernacular and allows the units to occupy the site with less visual intrusion of

loss of light than would be the case with a reproduction of the surrounding housing style and size.

- 7.13 Internally the units follow the preferred methodology of providing regularly shaped rooms that are considered to have been well laid out with the drawings demonstrating that they will provide a high quality layout and living space for future occupiers.
- 7.14 Neighbour Amenity.  
London Plan policies 7.4 and 7.6 and SPP policy DM D2 relate to the possible impacts such as loss of light, privacy, overshadowing and visual intrusion on neighbour amenity and the need for people to feel comfortable with their surroundings.
- 7.15 Objections were received in relation to privacy of neighbours. The upper floors are between 14 and 15m from the closest habitable rooms to the north and south, there being no windows in the east and west elevations. The rooms in the upper floors are the bedrooms which are likely to have less waking occupation and any negative impact is considered to be adequately mitigated by the use of angled privacy screens that allow in light but serve to extend the visible site lines between windows and neighbouring properties. As a result the proposals are considered to adequately ensure the privacy of neighbouring occupiers.
- 7.16 Objections were received raising concerns that the proposals would result in a loss of light to neighbouring properties. Again the design and layout is such that the unit closest to neighbours is the bungalow which has a height of 3m, 1m higher than a standard fence and a height considered acceptable for permitted development extensions and set against the back of the neighbouring gardens as is the case with the existing garages which are of a slightly greater height. The two storey element is located to the centre of the site.
- 7.17 The applicants have submitted a Daylight and Sunlight report which analyses the impact of the proposals on neighbouring properties. The report finds that the proposals are not considered to have any notable impact on either daylight or sunlight access windows or amenity spaces of surrounding developments.
- 7.18 To protect neighbour amenity a condition requiring the obscure glazing and privacy screens shown on the drawings be installed prior to occupation and that there be no use of the flat roof area.
- 7.19 Standard of accommodation and the amenity of future occupiers.  
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.



7.20 Unit sizes/internal and external space standards.

Unit	Type/storeys	Proposed GIA	Minimum req'd GIA	Proposed Amenity	Min Req'd amenity
A	3B5P/ 2	100.3m <sup>2</sup>	93m <sup>2</sup>	51.8m <sup>2</sup>	50m <sup>2</sup>
B	3B/5P/ 2	106.5m <sup>2</sup>	93m <sup>2</sup>	50.3m <sup>2</sup>	50m <sup>2</sup>
C	3B/5P/ 2	107.1m <sup>2</sup>	93m <sup>2</sup>	50.6m <sup>2</sup>	50m <sup>2</sup>
D	3B/5P/ 1	99.9m <sup>2</sup>	86m <sup>2</sup>	50.3m <sup>2</sup>	50M <sup>2</sup>

7.21 The table demonstrates that all the units exceed both the minimum internal space GIA requirements and the external amenity space requirements.

7.22 Parking, servicing and deliveries.

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 as are the refuse facilities although precise details are not shown. Conditions requiring details to be approved are recommended.

7.23 Swept path analysis shows that 4 car parking spaces can operate on site. Parking provision would be at the rate of 1 space per dwelling with a brake on any additional pressure on parking locally being derived from a S106 permit free undertaking.

7.24 Trees

There are no trees on the existing site, the main concentration being to the west. The Council's arboricultural officer considers that subject to the imposition of suitable conditions relating to tree protection and site supervision there would be no harm to trees in the vicinity.

7.25 Flood risk.

The proposals are on a site that is not at risk for flooding and the accompanying surface water drainage assessment have been assessed by the Council's Flood Risk management engineer and found to be acceptable. A condition requiring the parking hardstanding be permeable is also recommended

7.26 Other matters.

Neighbour concerns relating to noise dust and disturbance during construction can be mitigated through the imposition of a condition requiring a Demolition and Construction Method Statement to be approved. Noise and disturbance from residential use would not be considered a matter that would warrant a refusal of consent and has been a matter not supported by Inspectors. Matters in relation to the replacement wall can be addressed through a boundary treatment condition and a party wall agreement will address details in relation to site access, reinstating gardens etc.

7.27 Given the size and position of the site conditions removing permitted development rights for extensions to the houses and windows and doors is recommended.

## **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.

8.2 In order to ensure that the development is policy compliant a condition to that effect requiring 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 is recommended.

## **9. CONCLUSION**

9.1 The site is currently an underused garage area and this proposal will provide four new generously proportioned family homes for which there is an identified need within a structure that has been designed to mitigate its potential impact in terms of bulk, scale, massing and design the amenity of neighbouring occupiers and the character and appearance of its wider setting.

9.2 Therefore, subject to the imposition of suitable planning conditions and a S106 agreement to make the scheme permit free, the proposal is considered to be acceptable and in compliance with relevant planning policy and is therefore recommended for approval.

### **RECOMMENDATION GRANT PLANNING PERMISSION SUBJECT TO:**

- A.** The completion of a S106 planning agreement to restrict occupants of the development from being eligible for parking permits;
- B.** The developer paying the Council's costs of drafting and monitoring the agreement;
- C.** And the following conditions.
  - 1 Standard a7 Commencement of development.
  - 2 In accordance with plans; Site location plan and drawings 0100, 0101, 0210, 0211, 0212, 0213, 0400 & drawing marked 'Refuse arrangements' BS 5837 Arboricultural Report, impact assessment & Arboricultural Method Statement' dated 11 January 2019 compiled by Crown Tree Consultancy;
  - 3 B3 External materials as specified.
  - 4 B5 Boundary treatments to be approved.
  - 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.

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.
7. Prior to commencement of development an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority.  
This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.
8. Subject to the site investigation for contaminated land, if necessary, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
9. Any approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, unless otherwise agreed in writing by the Local Planning Authority.
10. Following the completion of any measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.
11. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of

Land Contamination, CLR 11' and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.

12. All Non-road Mobile Machinery (NRMM) used during the course of the development that is within the scope of the Greater London Authority 'Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (SPG) dated July 2014, or any subsequent amendment or guidance, shall comply with the emission requirements therein.
13. No development shall take place until a Demolition and Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period.  
The Statement shall provide for:
  - hours of operation
  - the parking of vehicles of site operatives and visitors
  - loading and unloading of plant and materials
  - storage of plant and materials used in constructing the development
  - the erection and maintenance of security hoarding including decorative - displays and facilities for public viewing, where appropriate
  - wheel washing facilities
  - measures to control the emission of noise and vibration during construction.
  - measures to control the emission of dust and dirt during construction/demolition
  - a scheme for recycling/disposing of waste resulting from demolition and construction worksReason: To protect the amenities of future occupiers and those in the local vicinity.
14. C6 Refuse and recycling; The development hereby approved shall not commence until a scheme for the storage of refuse and 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.
15. External lighting; Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.
16. H6 Cycle storage; No development above ground level 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.

17. Non standard Condition: No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage, including levels, 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 0.7l/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.

18. F5 Tree protection in accordance with BS 5837 Arboricultural Report, impact assessment & Arboricultural Method Statement' dated 11 January 2019 compiled by Crown Tree Consultancy;
19. F8 Site supervision (trees)
20. C1 No permitted development (extensions)
21. C2 No Permitted development (windows and doors)
22. C3 Obscure glazing and privacy screens to be in place prior to occupation.
23. C8 No use of flat roof
24. 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
25. F9 hardstandings
26. Parking to be linked to development including the provision of one "disabled" parking space.

**Informatives:**

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

- Detailed documentary evidence confirming the Target Emission Rate (TER), Dwelling Emission Rate (DER) and percentage improvement of

DER over TER based on 'As Built' SAP outputs (i.e. dated outputs with accredited energy assessor name and registration number, assessment status, plot number and development address); **OR**, where applicable:

- A copy of revised/final calculations as detailed in the assessment methodology based on 'As Built' SAP outputs; **AND**
- Confirmation of Fabric Energy Efficiency (FEE) performance where SAP section 16 allowances (i.e. CO2 emissions associated with appliances and cooking, and site-wide electricity generation technologies) have been included in the calculation

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

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

**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).

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.

The applicant is advised 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 a neighbouring building. Further information is available at the following link:

<http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/currentlegislation/partywallact>

NPPF informative.

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

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