

## PLANNING APPLICATIONS COMMITTEE 14 November 2019

| <u>APPLICATION NO.</u>  | <u>DATE VALID</u>  |
|-------------------------|--|
| 19/P1173                | 28/03/19   |
| <b>Address/Site</b>     | Land to the rear of 111 Kenilworth Avenue, Wimbledon, SW19 7LP   |
| <b>Ward</b>             | Wimbledon Park   |
| <b>Proposal:</b>        | Erection of a two bed dwelling house with basement.  |
| <b>Drawing Nos</b>      | FPA/202, FPA/203, FPA/204, FPA/206, (Revision A), FPA/205, SV/102, SV/101, SV103, SV104, FPA/201, FPA/200, Surface Water Drainage: Management of Surface Water Run-off & Sustainable Design Report (Revision A June 2019), Basement Impact Assessment (March 2019 Revision A June 2019), Energy & Water Statement Ref: Z29900, Technical Report – Daylighting & Sunlight Analysis Ref: Z29900, |
| <b>Contact Officer:</b> | Charlotte Gilhooly (020 8545 4028)   |

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### RECOMMENDATION

**GRANT Planning Permission subject to conditions and S106 Agreement.**

### CHECKLIST INFORMATION.

- 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: 5
- External consultations: 1
- Internal consultations: 4
- Controlled Parking Zone: Yes

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### 1. INTRODUCTION

The application has been brought to the Planning Applications Committee due to the number and nature of objections received.

### 2. SITE AND SURROUNDINGS

The application site comprises the rear of a two storey terraced dwelling which backs onto Strathearn Road in Wimbledon Park. The surrounding area is mostly residential in character with railway tracks running parallel to Strathearn Road. The current site (111 Kenilworth Avenue) is occupied by a two storey terraced dwelling with a shed in the rear garden. The building is not located in a Conservation area and is not a listed building. The site is in a Controlled Parking Zone, has a PTAL rating of 2 (on a scale of 0 to 6, with 0 being the worst) and adjoins an area of land which is safeguarded for Wimbledon Underground. There are no further constraints on the site.

The immediate surrounding area is fragmented with immediate neighbouring properties of different plot widths, different heights and architectural styles. There is a newly built dwelling to the immediate south of the site.

The application has been amended during the application process and the height of the single storey rear extension has been reduced by 22cm.

### 3. **CURRENT PROPOSAL**

This application seeks planning permission for the erection of a two bedroom dwelling house with a basement and a single storey rear extension at the rear of 111 Kenilworth Avenue. The proposal will be:

- Two storey end of terrace dwelling: 4.55m wide, 9.38m deep with an eaves height of 5.42m and a maximum ridge height of 7.4m.
- Basement: Will cover an area of 65.16sqm and will be 12.38m in length, 2.8m high and 4.29m wide.
- Single storey rear extension: 6m deep, 2.75m high and 4.25m wide.

Proposed materials include slate roof tiles, brick to first floor, render to ground floor and first floor flank wall, stone coping, GRP flashing, grey aluminium windows, with timber doors and a glass balustrade to the front elevation.

Access to the dwelling would be from Strathearn Road, with a front forecourt for bike and bin storage. A small rear outdoor amenity space would be provided.

### 4. **PLANNING HISTORY**

- 04/P1235: Loft conversion, involving the erection of a rear mansard roof extension. Grant permission subject to conditions 05-08-2004.
- 18/P1355: Erection of a 2 bed dwelling house and associated works at land at the rear of 111 Kenilworth Avenue. Withdrawn.

### 5. **CONSULTATION**

Consultation letters were sent to neighbouring properties. Six objections were received which are summarised below:

#### 5.1 Character

- The proposal will result in over development of the area in what is otherwise known as 'garden grabbing'.

- The proposal will set a precedent for neighbouring properties 113 and 117 Kenilworth Avenue which will result in over development and affect key services in the borough.
- Development of rear gardens will have a detrimental impact on biodiversity in the area.
- The render to the front and rear elevations is not in keeping with the existing neighbouring houses.

## 5.2 Amenity

- The proposal will have a detrimental impact on the amenity of 46 Strathearn Road.
- The proposal will block light into the rear garden of 107 Kenilworth Avenue.
- The proposal including large basement, will cause a large amount of disruption including noise, air pollution from construction vehicles, traffic problems and vibration as well as affect the enjoyment of our flat.
- As tenants, the proposal will have a negative impact on our enjoyment of the communal rear garden, and inhibit our use of the driveway which we use to park our car and store rubbish and recycling bins.
- The proposal will have a detrimental impact on privacy.
- The proposal will have a detrimental impact on living conditions and result in additional noise.
- When 109 Kenilworth Avenue was granted planning permission we were under the impression there had to be a minimum separation distance. Has separation distances since been removed?
- The proposal will result in visual intrusion.

## 5.4 Drainage

There have been problems with the sewer in Starthearn Road for a number of years The drain floods when there are heavy rains. The problem will only increase with another development.

## 5.5 Parking

The proposal will cause additional parking problems in an already congested area.

## 5.6 Internal

### 5.6.1 Transport Planning Officer

The proposal for a new residential dwelling on the land to the rear of 111 Kenilworth Avenue.

The site lies within an area PTAL 2 which is considered to be poor. A poor PTAL rating suggests that only a few journeys could be conveniently made by public transport.

The local area forms part of Controlled Parking Zone (P2s). Restrictions are enforced from Monday to Friday between 8.30am to 6.30pm.

Car Parking: The application provides no off-site car parking. Therefore, in order to minimise the impact upon surrounding streets it is considered appropriate in this instance the development is permit free.

The appellant will be required to enter into a Sec.106 agreement with the Council to ensure the development is permit free and no resident within the development can apply for an on street parking permit in the surrounding parking zones.

Cycle Parking: Two Sheffield type cycle racks are shown to the front garden area. Additional secure bike shed is to be located in the rear garden. The cycle storage should be secure and undercover.

Refuse: Refuse storage is provided in a covered enclosure to front garden area is satisfactory.

#### 5.6.2 Flood Risk Officer

Thames Water have outlined, that they are now happy to accommodate the additional flows into the sewer network.

The drainage engineer has confirmed that the upstand at a min height of 325mm above channel level to mitigate and reduce the risk of ponding water in the carriageway flooding the lightwell (as per section 2.3.2 of the revised report.

Before the design is finalised and constructed, they satisfy themselves/client that the surface water sewer is running and operating appropriately in discussion with Thames Water and that the scheme provides non-return valves on both the surface water and foul networks to prevent backflow from the relatively shallow sewers. On this basis, should you be minded to recommend approval, I am happy to recommend the following conditions:

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.

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 groundwater, will be managed and mitigated during and post construction (permanent phase) such as through passive drainage measures around the basement structure.

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.

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.

5.6.3 Structural Engineer

I have now reviewed the revised CMS which demonstrate that the proposed basement can be built safely without adversely affecting the surrounding natural and built environment.

Should you be minded to recommend approval, we recommend the following conditions:

No works shall 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) Detailed Construction Method Statement produced by the respective Contractor/s responsible for the piling, temporary works, excavation and construction of the basement. This shall be reviewed and agreed by the Structural Engineer designing the basement.
- c) Detailed design calculations of the piled retaining wall supporting the highway and adjoining properties in the temporary phase, and temporary propping works. The design of the piled wall retaining the highway boundary 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/m<sup>2</sup> for the design of the retaining wall supporting the highway.
- d) Detailed design calculations of the piles and the internal reinforced concrete lining retaining wall in the permanent phase.
- e) Section of the retaining wall supporting the highway.

- f) Propping and de-propping sequence of the temporary works produced by the appointed Contractor.
- g) Construction sequence drawings produced by the appointed Contractor.
- h) Temporary works drawings and sections of the designed basement retaining walls.
- i) 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.

#### 5.6.4 Thames Water

Proposed: 1nr residential dwelling. Foul water discharging by gravity to the existing foul water drain within the site. Surface water attenuated to 2l/s and discharging by pump to the surface water sewer in Strathearn Road.

We have completed the assessment of the foul water flows and surface water run-off based on the information submitted in your application with the purpose of assessing sewerage capacity within the existing Thames Water sewer network.

#### Foul Water

If your proposals progress in line with the details you've provided, we're pleased to confirm that there will be sufficient sewerage capacity in the adjacent foul water sewer network to serve your development.

This confirmation is valid for 12 months or for the life of any planning approval that this information is used to support, to a maximum of three years.

You'll need to keep us informed of any changes to your design – for example, an increase in the number or density of homes. Such changes could mean there is no longer sufficient capacity.

#### Surface Water

Please note that discharging surface water to the public sewer network should only be considered after all other methods of disposal have been investigated and proven to not be viable. In accordance with the Building Act 2000 Clause H3.3, positive connection to a public sewer will only be consented when it can be demonstrated that the hierarchy of disposal methods have been examined and proven to be impracticable. The disposal hierarchy being: 1st Soakaways; 2nd Watercourses; 3rd Sewers.

## 6. **POLICY CONTEXT**

- 6.1 National Planning Policy Framework (2019)  
Section 4 – Promoting sustainable transport
- Section 5 – Delivering a sufficient supply of homes.
  - Section 12 – Achieving well designed places.
- 6.2 London Plan (2016)  
Relevant policies include:
- 3.3 Increasing housing supply
  - 3.4 Optimising housing potential
  - 3.5 Quality and design of housing developments
  - 3.8 Housing choice
  - 5.1 Climate change mitigation
  - 5.2 Minimising carbon dioxide emissions
  - 5.3 Sustainable design and construction
  - 5.17 Waste Capacity
  - 6.9 Cycling
  - 6.13 Parking
  - 7.4 Local character
  - 7.5 Public realm
  - 7.6 Architecture
  - 8.2 Planning Obligations
- 6.3.1 Merton Local Development Framework Core Strategy (2011)
- Relevant policies include:
- CS 8 Housing choice
  - CS 9 Housing provision
  - CS 11 Infrastructure
  - CS 14 Design
  - CS 15 Climate change
  - CS 18 Transport
  - CS 20 Parking servicing and delivery
- 6.4 Merton Sites and Policies Plan (2014)
- Relevant policies include:
- DM D1 Urban Design
  - DM D2 Design considerations
  - DM D3 Alterations and extensions to existing buildings
  - DM EP 2 Reducing and mitigating noise
  - DM H2 Housing Mix
  - DM O2 Nature conservation
  - DM T3 Car parking and servicing standards
- 6.5 Supplementary planning considerations
- London Plan Housing SPG – 2016
  - DCLG Technical Housing Standards - nationally described space standards 2015

## 7. PLANNING CONSIDERATIONS

The key planning considerations of the proposal are as follows:

- Principle of development
- Design and impact upon the character and appearance of the area
- Impact upon neighbouring amenity
- Standard of accommodation
- Transport, parking and cycle storage
- Refuse
- Sustainability

### 7.1 Principle of development

7.1.1 The National Planning Policy Framework, London Plan Policy 3.3 and the Council's Core Strategy Policy CS8 and CS9 all seek to increase sustainable housing provision and access to a mixture of dwelling types for the local community, providing that an acceptable standard of accommodation would be provided. Policy 3.3 of the London Plan 2016 also states that boroughs should seek to enable additional development capacity which includes intensification, developing at higher densities.

7.1.2 The proposed development would comprise a three bedroom family dwelling by increasing the density on site. As the proposal involves the addition of a dwelling in a residential area and in a sustainable location, the principle of the development on the site is considered acceptable. However, it is subject to the following criteria being equally fulfilled and compliant with the planning policies referred to above. Some key considerations include the visual impact of the proposal and the impact on neighbouring amenity.

### 7.2 Design and impact upon the character of the area

London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DM D2 and DM D3 require well designed proposals that are of the highest architectural quality and incorporate a design that is appropriate to its context, so that development relates positively to the appearance, scale, bulk, form, proportions, materials and character of the original building and their surroundings, thus enhancing the character of the wider area.

7.2.1 The proposed dwelling is traditional in style with some contemporary features. The roof is pitched and the building would be set back from the dominant building line and significantly set down from the height of 46 Strathearn Road's main roof (adjoining property).

The height and massing of the proposal is appropriate for its context and is therefore considered to be of a scale, form and appearance which is acceptable to the character of the site and surrounding area. Materials will involve slate roof tiles, aluminium windows, stone coping, and a timber door and glass balustrade to the front elevation. Further, the use of brickwork at ground floor with render above would be acceptable materials.



The majority of houses in Strathearn Road were built at the same time between 1916–1920 to the same architectural style. This accounts for their consistent uniformity and architectural style. While the current proposal has a different height, massing and footprint, it would not appear as a bulky addition or look incongruous. This is helped in part by its pitched roof, fenestration and the way in which it is set back from the building line. These features help the proposal to blend in with the streetscene.

#### 7.2.2 Single storey rear extension

The single storey rear extension would be a large addition at 6m in depth but when taking into consideration the slope in the site, the extension would be set into the ground and would not appear incongruous when viewed from the rear of properties in Kenilworth Avenue or from the streetscene in Strathearn Road.

#### 7.2.3 Basement

The proposed basement is large but would not take up more than 50% of the front or rear of the site. The principle of the proposed basement is therefore considered acceptable and compliant with policy DM D2. There are two lightwells as part of the proposal, one at the front and one at the rear elevation. At the front elevation the lightwell will be partially screened by a glass balustrade and a 1.4m high brick wall. The lightwell at the rear will not be visible from the streetscene. As such the proposed basement is not considered to be detrimental in appearance towards the host dwelling or surrounding area and is therefore considered acceptable.

#### 7.2.4 Overall, the proposal is considered acceptable to the character and appearance of the host building and the surrounding area, including streetscene.

### 7.3 Neighbouring Amenity

#### 7.3.1 SPP Policy DM D2 states 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 loss of light, quality of living conditions, privacy, visual intrusion and noise. The properties which may be affected by the proposal include 113 Kenilworth Avenue, 111 Kenilworth Avenue, 111A Kenilworth Avenue, 109 Kenilworth Avenue and 46 Strathearn Road.

#### 7.3.2 113 Kenilworth Avenue

There is a separation distance of approximately 12m from the rear wall of 113 Kenilworth Avenue and the rear wall of the proposal. As such the proposal is not considered to be overbearing or visually intrusive towards this neighbouring property.

It is noted the proposed window in the first floor rear elevation has the potential to cause overlooking towards this property, but as the window is small in scale and serves a stairwell, the window is not considered to cause a harmful impact. The rear window proposed would have a similar relationship to properties at the rear as those present on the rear of 46 Strathearn Road.

### 7.3.3 111, 111A Kenilworth Avenue

There is a separation distance of approximately 12m at ground floor level and a separation distance of 17.95m at first floor level between the rear of the proposal and the rear of 111 Kenilworth Avenue. In addition the height of the proposal is set down by approximately 1.55m from the roof ridge of the adjoining property at 46 Strathearn Road and the single storey rear extension (due to the slope in the land) would appear as a 2m high extension. The proposal is therefore not considered to cause a loss of daylight/sunlight, be visually intrusive or cause a loss of privacy towards this property.

### 7.3.4 46 Strathearn Road

It is noted this property has an existing single storey rear extension and this neighbouring property sits on slightly higher ground than the application site.

The proposed two storey dwelling would be set back from the front elevation and the proposed two storey rear elevation line would not go beyond that of number 46. In addition the proposed single storey rear extension would extend by 3.15m beyond 46 Strathearn Road's rear extension and would be 2.75m in height. As such because of the minimal additional depth and height of the proposal, the extension would not be overbearing, visually intrusive or cause a loss of light. This element of the proposal is therefore considered acceptable to the amenity of this neighbouring property. 46 Strathearn Road also has different land levels. As such this additional depth is not considered to be harmful to the amenity of this neighbouring property.

It is also noted the Daylight Sunlight report submitted has concluded the impact on daylight/sunlight amenity to 46 Strathearn Road would be minimal and not material.

### 7.3.5 109 Kenilworth Avenue

There is a separation distance of approximately 15m between the rear of this property and the rear of the proposed building. This property has a similar separation distance to that of 113 Kenilworth Avenue. As such the proposal is not considered harmful to the amenity of this property.

7.3.6 Overall, the proposal is considered acceptable to the amenity of these neighbouring properties in terms of loss of day light/sunlight, quality of living conditions, privacy, visual intrusion and noise. Appropriate conditions are proposed which remove permitted development rights for any new window or extensions to the proposed dwellings.

## 7.4 Standard of accommodation: internal and external spaces

### 7.4.1 Internal

Policy 3.5 of the London Plan 2016 requires housing development to be of the highest quality internally and externally, and should satisfy the minimum internal space standards (specified as Gross Internal Areas –GIA) as set out in Table 3.3 of the London Plan. Table 3.3 provides comprehensive detail of minimum space standards for new development; which the proposal would be expected to comply with. Policy DMD2 of the Adopted Sites and Policies Plan (2014) also states that developments should provide suitable levels of sunlight and daylight and quality of living conditions for future occupants.

| Flat No. | No.of beds | No. of persons | No. of storey's | Required GIA (sqm) | Proposed GIA (sqm) | Compliant |
|----------|------------|----------------|-----------------|--------------------|--------------------|-----------|
| 1        | 3          | 4              | 3               | 90                 | 94.14              | Yes       |

The unit meets the London Plan Space Standards and Technical Space Standards.

#### 7.4.2 External

In accordance with the London Housing SPG and Policy DMD2 of the Council's Sites and Policies Plan, it states that there should be 50sqm of external space provided for private outdoor space. The family dwelling would provide an outdoor amenity area of 14.9sqm. This would not meet the 50sqm requirement, however the site is a small plot and greater accommodation has been provided at basement level, which includes two external lightwells at 6sqm and 9sqm. On balance the total outdoor space of 30sqm is considered acceptable and would not warrant refusal on these grounds.

#### 7.5 Transport, parking and cycle storage

7.5.1 Core Strategy Policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, street parking or traffic management. Cycle storage is required for all new development in accordance with London Plan Policy 6.9 and Core Strategy Policy CS18. It should be secure, sheltered and adequately lit and Table 6.3 stipulates that one cycle parking space should be provided for a studio/1 bedroom unit and 2 spaces for all other dwellings.

Bike storage is outlined on the plans in the front courtyard and in the rear garden. A condition securing its provision is recommended.

Car parking: It is recommended to have a S106 agreement in place to ensure the dwelling is permit free due to the site's location in a Controlled parking Zone and no provision on site.

#### 7.6 Refuse

7.6.1 The following is the recommended bin capacity:

- 1x 180L wheelie bin for refuse
- 1x 180L wheelie bin for paper and cardboard
- At least 1 x 55L box for all mixed recycling – residents can request more than one.
- 23L x Outdoor kitchen caddy

7.6.2 Based on the plans provided, the Council's Transport Planner has confirmed that the cycle storage and bin storage is considered acceptable as it is considered there is sufficient space to store these at the front of the site. However as details have not yet been provided for dedicated bike and bin storage, it will need to be discharged by conditioned below.

## 7.7 Sustainability

- 7.7.1 All new developments comprising the creation of new dwellings should demonstrate how the development will comply with Merton's Core Planning Strategy (2011) Policy CS15 Climate Change (parts a-d) and the policies outlined in Chapter 5 of the London Plan (2016).
- 7.7.2 As a minor development proposal, the development should outline how it will achieve a 19% improvement on Buildings Regulations 2013 Part L and submit SAP output documentation to demonstrate this improvement. The development would also need to achieve internal water usage rates not in excess of 105 litres per person per day.
- 7.7.3 The applicant has submitted an Energy and Sustainability Statement which outlines the measures proposed for the dwelling which includes:
1. Enhanced building fabric to meet Building Regulation ADL1A 2016
  2. Enhanced air tightness and thermal bridging
  3. Efficient extract ventilation system
  4. Heating and hot water will be provided by a highly efficient combi gas boiler system
  5. Efficient lighting strategy primarily using CFL or LED type fittings.
  6. Photovoltaic rooftop panel array of 0.9kWp
  7. Incorporation of low flow/ flush capacity internal water appliances to achieve less than 105litres/p/day.

An appropriate condition is recommended to secure such measures.

## 7.8. Developer Contributions

- 7.8.1 The proposed development would not be subject to payment of the Merton Community Infrastructure Levy and the Mayor of London's Community Infrastructure Levy (CIL).

## 8.0. CONCLUSION

- 8.1.1 Opportunity to provide additional residential accommodation should be creatively sought, and increasing the density on the existing site is a recognized route.
- 8.1.2 On balance, and taking into consideration the inherent constraints of the site, the proposed dwelling would provide acceptable internal and external accommodation and the accompanying height, scale, form and design of the proposal would not be an incongruous addition to the character of the site, surrounding area or neighbouring amenity. The proposal would also not have a detrimental impact on highway safety or parking pressure.

8.1.3 Therefore, the scheme would adhere to the principles of the policies referred to above and it is recommended to grant planning permission subject to the attachment of relevant conditions and S106 Agreement.

## 9.0 RECOMMENDATION

Grant planning permission subject to a S106 Agreement securing the following: Permits to park in the controlled parking zone will be permit free.

Subject to the following conditions:

1. A1 Commencement of Development
2. A7 Approved Plans
3. B3 External Materials (as submitted)
4. C02 No permitted development (extensions and windows)
5. C06 Refuse and Cycling
6. C08 No use of flat roof
7. D11 Construction times
8. H06 Cycle parking
9. Demolition /Construction Logistics Plan (including a Construction Management Plan) in accordance with TfL guidance.)
10. 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 consumption rates of no greater 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 2015 and Policy CS15 of Merton's Core Planning Strategy 2011.

11. 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.

12. 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 groundwater, will be managed and mitigated during and post construction (permanent phase) such as through passive drainage measures around the basement structure.

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.

13. No works shall 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. Detailed Construction Method Statement produced by the respective Contractor/s responsible for the piling, temporary works, excavation and construction of the basement. This shall be reviewed and agreed by the Structural Engineer designing the basement.
  - c. Detailed design calculations of the piled retaining wall supporting the highway and adjoining properties in the temporary phase, and temporary propping works. The design of the piled wall retaining the highway boundary 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/m<sup>2</sup> for the design of the retaining wall supporting the highway.
  - d. Detailed design calculations of the piles and the internal reinforced concrete lining retaining wall in the permanent phase.
  - e. Section of the retaining wall supporting the highway.
  - f. Propping and de-propping sequence of the temporary works produced by the appointed Contractor.
  - g. Construction sequence drawings produced by the appointed Contractor.
  - h. Temporary works drawings and sections of the designed basement retaining walls.
  - i. 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.

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 compliance with the 19% improvement of DER over TER based on 'As Built' SAP 10 outputs (i.e. dated outputs with accredited energy assessor name; 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 10 outputs; AND Confirmation of Fabric Energy Efficiency (FEE) performance where SAP 10 section 16 allowances (i.e. CO2 emissions associated with appliances and cooking, and site-wide electricity generation technologies) have been included in the calculation.

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 2015 and Policy CS15 of Merton's Core Planning Strategy 2011.

2. 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.

3. In accordance with paragraph 38 of the NPPF, The London Borough of Merton (LBM) takes a positive and proactive approach to development proposals focused on solutions. LBM works with applicants/agents in a positive and proactive manner by:
  - i) Offering a pre-application advice and duty desk service.
  - ii) Where possible, suggesting solutions to secure a successful outcome.
  - iii) As appropriate, updating applicants/agents of any issues that may arise in the processing of their application.

In this instance:
- j) The application was amended during the application process and no further assistance was required.

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

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