

PLANNING APPLICATIONS COMMITTEE

18 JUNE 2020

<u>APPLICATION NO.</u>	<u>DATE VALID</u>
20/P0906	20/03/2020
Site Address:	271-273 Haydon's Road, South Wimbledon, SW19 8TX
Ward:	Trinity
Proposal:	DEMOLITION OF CAR TYRE SHOP (CLASS B1) AND THE ERECTION OF THREE STOREY RESIDENTIAL BUILDING CONTAINING 5 x SELF CONTAINED FLATS (CLASS C3).
Drawing Nos:	271HR-106-A; 271HR-107-A; 271HR-108-A; 271HR-109-A; 271HR103-A; 271HR-104-A; 271HR-105-A; Site Location Plan
Contact Officer:	Calum McCulloch

RECOMMENDATION

GRANT Planning permission subject to conditions

CHECKLIST INFORMATION

Is a screening opinion required	No
Is an Environmental Statement required	No
Press notice	No
Site notice	Yes
Design Review Panel consulted	No
Number of neighbours consulted	27
External consultations	0
Internal consultations	2
Controlled Parking Zone	Yes - H2

1. INTRODUCTION

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

2. SITE AND SURROUNDINGS

- 2.1 The application site is situated on the eastern side of Haydon's Road, on a corner plot at the junction between Haydon's Road and Tennyson Road in Wimbledon. It consists of a tyre service centre made up of a tyre storage and garage bays towards the rear, with two self-contained 1 bed flats at the first floor level. There is an access road at the rear of the site that links to Tennyson Road.
- 2.2 The surroundings are predominantly residential in character with varying styles of architecture. North and east of the application site are two storey terraced properties; toward the south are further two storey terraced properties comprising of ground floor commercial units and residential accommodation above; and to the west lie a number of two/three storey semi-detached properties and 3 storey block of flats.
- 2.3 Immediately at the rear of the site are workshops occupied by a number of businesses.
- 2.4 The site does not lie within a Conservation Area and is not a Listed building.
- 2.5 The site is within a Controlled Parking Zone.
- 2.6 The rear of the site is located within Flood Risk Zone 2.

3. CURRENT PROPOSAL

- 3.1 This application seeks planning permission for the demolition of all existing buildings on site and the erection of a three storey residential block comprising of 5 self-contained flats.

	Level	Type	GIA (sqm)	External amenity (approx. sqm)
Flat 1	Ground	2b 3p	65	Rear Garden 35
Flat 2	Ground	1b 2p	56	Rear Garden 34
Flat 3	First	1b 2p	55	Balcony 9.5
Flat 4	First	1b 2p	53	Balcony 12
Flat 5	Second	2b 4p	77	Balcony 7

- 3.2 Provision is made up at both the front and rear of the site for cycle parking spaces and refuse storage.
- 3.3 Amended Plans:
- 3.4 Following consultation and advice from case officers. The following amendments were made to the planning application:

- Removal of self-contained office at the rear of the site.
- Alteration to the site boundary at the south east corner of the site in order to preserve suitable access for vehicles down the private lane adjacent to the eastern boundary.
- Reconfiguration of bin and bike storage to satisfy cycling and refuse requirements.

4. PLANNING HISTORY

4.1 Appeal - APP/T5720/W/18/3216269 in relation to 18/P1338 - Dismissed 27th June 2019. Inspectors comments:

- The inspector found the proposal acceptable in respect of neighbouring amenity. He noted “the proposal would have a harmful effect on the living conditions of the occupiers of 275 Haydons Road, with particular regard to light and outlook.” “Although the proposed two-storey element would result in an increase in massing to the rear, this would be off set from the shared boundary with No 275 by approximately 3 meters. Given this degree of separation and the current levels of outlook and light afforded to these areas I do not consider that the extent of the additional built development would appear unacceptably overbearing or to lead to significant overshadowing or loss of light.”
- However, the inspector found the development harmful to character and appearance of the area. The inspector noted “the proposed development would be of considerable size as it would replace two buildings. It would also raise the eaves line and roof considerably higher than those of the adjoining terrace properties. The introduction of an uncharacteristic hipped roof in combination with the excessive amount of vertical walling required to extend up to the elevated eaves line would create a bulky, overly dominant, disjointed and conspicuous form of development. This would punctuate what is otherwise a broadly harmonious scale of development and significantly contrast with the existing roofscape of the adjoining terrace row. The presence of the end terrace property to the south of Tennyson Road would not negate or overcome this harm.”
- With regards to car parking, the inspector agreed with the Council that restricting future occupiers of the flats to not be allowed parking permits is necessary. “At the time of my site visit in the late afternoon there was very limited spaces available for parking on these highways. I appreciate that this is only a snap-shot in time, but the representations that I have received from local residents seem to confirm that the availability of parking is restricted at most times along these roads. Therefore, I see no reason to disagree with the Council’s approach that a Section 106 obligation is necessary to restrict future occupiers of the development from obtaining car parking permits. This would discourage private car ownership”.

4.2 18/P1338 – Demolition of car tyre shop (Class B1) and the erection of three story residential building containing 4 x self-contained flats (Class C3) – Refused 14th May 2018. Reasons:

- The proposed development, by reason of its bulk, massing and siting would be an overly dominant and un-neighbourly form of development, and lead to visual intrusion to the local area and overshadow neighbours, which is contrary to policies DM D1 and DM D2 of the Adopted Merton Sites and Policies Plan (July 2014) and CS14 of Merton's Adopted Core Planning Strategy (July 2011).
- The provision and access to the cycle and refuse storage is via a private access road. This is outside the boundary of the application site and as such it is not considered that these facilities could be accessed by the future occupiers of the proposed dwellings. The proposal is therefore considered to fail to comply with Policy DM T1 of the Adopted Merton Sites and Policies Plan (July 2014).
- The proposed development would be subject to a section 106 agreement restricting future occupiers/users from obtaining a parking permit. The lack of an agreement in this instance is not considered compliant and would raise concerns with potential increase in car use resulting in pressure toward on-street parking, congestion, road safety and local amenity. This would be contrary to Policy CS20 of the Merton Sites and Policies Plan (July 2014) and DM T2 and DM T3 of Merton's Adopted Core Planning Strategy (July 2011).

4.3 17/P3047: DEMOLITION OF THE EXISTING BUILDING AND ERECTION OF A 4 STOREY BLOCK OF 6 x SELF CONTAINED FLATS. - Refused 11/10/2017. Reasons:

- The proposed development, by reason of its bulk, massing and siting would be an overly dominant and un-neighbourly form of development, and leading to visual intrusion and overshadowing of neighbours.
- The proposed external terraces at first, second storey levels by their reason of design, size and siting is considered to be detrimental to the privacy and amenity in terms of noise and visual intrusion of the occupiers of the neighbouring properties on Haydon's Road and Tennyson Road, and is not considered to be in keeping with the context.

4.4 Previous applications are also found relating to the site's use as a tyre shop.

5. CONSULTATION

Neighbours

5.1 A total of 9 objections have been received in relation to the development. The grounds of objection include:

- Neighbouring Amenity
 - Impact of noise from the proposed office use. Some neighbours have indicated that the office could be used as a mini-cab office.
 - Bulk, mass and form of the development would negatively impact amenity of no. 1 Tennyson Road from noise and light pollution.

- Construction could impact foundations of no. 1 Tennyson Road owing to fragility of the alleyway at the rear.
 - It is vital the project is properly managed and kept to legal hours.
 - Impact of noise from balconies.
 - Loss of light in respect of 275 Haydon's Road.
 - Visual intrusion from massing at the rear.
- Character and appearance
 - Size and scale of the development overbearing and disproportionate harmful to the character and appearance of the area.
 - One neighbour recommends reconfiguration of the Hartfield Bridal Shop into dwellings identical with the rest of the street, the Tax Office on the corner Gap and Avondale Road conversion to flats.
 - The proposed office contrary to the character and appearance of Tennyson Road.
- Impact on Trees
 - One neighbour states the development could harm an Ancient Indian Bean Tree.
- Boundary Treatment

One neighbour has questioned what would surround the garden area and advises this be wooden fences or at least London stock brick as opposed to concrete.
- Transport and Refuse
 - One neighbour has indicated the corner of the plot where the office is planned needs to remain free because this is where the workshops to the rear of no. 1 keep their bins on rubbish days and it allows vehicles to turn into the alleyway.
- Flood Risk
 - The development could have an adverse impact on flooding. The development is built over the river Effra. Some have also made a general point about insufficient drainage.
- Transport Parking
 - Insufficient parking capacity in the area.
 - Compromised access to the workshops at the rear.

5.2 One representation was received from the Wimbledon Swift Group highlighting the opportunity to install artificial Swift nests into the development.

Internal

The Council's Environmental Health Officer has assessed the planning application and suggested a number of conditions to protect the amenity of

future occupiers and those in the local vicinity, including:

- Construction Method Statement
- Restricted Angle of External Lighting
- Details of Noise Attenuation

The Council's Transport Planner has raised no objections to the development subject to implementation of cycle parking, a construction logistics plan and legal agreement restricting future occupiers for obtaining parking permits.

The Council's Tree Officer notes the presence of the mature tree in the south western corner of the site and has suggested a number of conditions be attached to the planning permission to maintain the health and vitality of the tree. This includes: F01, F02, F05, F06, F08.

6. POLICY CONTEXT

National Planning Policy Framework (2019)

- Chapter 2 Achieving sustainable development
- Chapter 5 Delivering a sufficient supply of homes
- Chapter 10 Supporting high quality communications
- Chapter 11 Making effective use of land
- Chapter 12 Achieving well-designed places
- Chapter 14 Meeting the challenge of climate change, flooding and coastal change

London Plan (2016)

- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.12 Flooding
- Policy 5.17 Waste capacity
- Policy 5.18 Construction, excavation and demolition waste
- Policy 6.9 Cycling
- Policy 7.4 Local Character
- Policy 7.5 Public Realm
- Policy 7.6 Architecture

- Policy 8.2 Planning obligations

Merton Core Strategy (2011)

- CS 8 Housing choice
- CS 9 Housing provision
- CS 11 Infrastructure
- CS 14 Design
- CS 15 Climate change
- CS 16 Flood Risk Management
- CS 17 Waste management
- CS 18 Transport
- CS 20 Parking servicing and delivery

Merton Sites and Policies Plan (2014)

- DM D1 Urban Design
- DM D2 Design considerations
- DM D3 Alterations and extensions to existing buildings
- DM E3 Protection of Scattered Employment Sites
- DM F1 Support for flood risk management
- DM H2 Housing Mix
- DM T1 Support for sustainable transport and active travel
- DM T2 Transport impacts of development
- DM T3 Car parking and servicing standards

7. PLANNING CONSIDERATIONS

7.1 The key planning considerations for the proposed development includes:

- Principle of development / Loss of employment site
- Character and appearance
- Impact upon neighbouring amenity
- Suitability of accommodation
- Transport and parking
- Flooding
- Trees

- Sustainability
- Developer contributions

Principle of development / loss of employment site

- 7.2 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.
- 7.3 The scheme seeks to provide 5 new residential units by redeveloping and increasing the density on site (net gain of 3 units). The principle of doing so is considered acceptable and would contribute to the local authority's housing target and increase housing choice for the local area. It would not result in the loss of an existing family sized unit. However, the provision of housing must be balanced with the loss of the commercial use on site.
- 7.4 Policy DM E3 states that proposals which result in the loss of scattered employment sites will be resisted except where the site is located in a predominantly residential area and it can be demonstrated that its operation has had a significant adverse affect on local residential amenity; the size, configuration, access arrangements and other characteristics of the site makes it unsuitable and financially unviable for whole site employment use; and it has been demonstrated to the local authority's satisfaction that there is no realistic prospect of employment or community use on this site in the future - this may be demonstrated by full and proper marketing of the site at reasonable prices for a period of 30 months.
- 7.5 The ground floor of the site previously served as a tyre retail and fitting centre but is currently not in use and appears to have been vacant for some time. A market appraisal was provided with the previous application relating to this site Ref: (18/P1338) which sought to demonstrate the lack of viability of the site. The case officer for application 18/P1338 noted there "there are a number of other tyre distributors trading in close proximity, the loss of this service type and local employment site would not be detrimental to the local residents... the upper floors of the property are already residential, as is the majority of the surrounding area, therefore converting the use of the plot to wholly residential is considered acceptable and would instead suitably satisfy increasing demand for housing". The above assessment remains relevant today and given the commercial use remains vacant the loss of employment in favour of increased housing is considered acceptable. The loss of the existing ground floor use was not a reason for refusal under the previous application and nor was it a reason for dismissing the appeal by the Inspector.

Character and appearance

- 7.6 Policy DMD2 (ii) of Merton's Sites and Policies Plan (SPP) requires that

proposals use appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting.

- 7.7 The design of the scheme has been amended from the previous proposal dismissed at appeal (ref: 18/P1338).
- 7.8 Viewing the development from Haydon's Road, the proposed building would sympathetic to its surroundings. The building incorporates features that match the adjacent terrace dwellings, including a matching ridgeline, being brick facing, bay windows and similar fenestration. The front building line would match that of the existing dwelling. The massing to the rear is considered acceptable. At ground floor level there would be an overall reduction in footprint in comparison to the existing garage increasing the sense of openness at the rear. The first floor would project roughly 0.57m beyond the rear elevation of no. 275 Haydons Road and therefore the development would not appear overbearing in terms of bulk to the rear. The mansard roof feature at the rear would not appear overly dominant or out of keeping given it would be set predominantly within the profile of the main roof and the rear elevation angles away from the eaves. Although the roof terraces at the rear are not a common feature in the immediate vicinity, the change in character must be balanced against the benefits of providing outside space to the future residents. It is considered this change in visual character is not detrimental to warrant refusal of the application.
- 7.9 The proposal has adopted a significantly different design and scale approach in comparison to the previously dismissed scheme. Overall, the proposal is considered acceptable in respect of character and appearance and compliant with policies DMD1 and DM D2.

Impact upon neighbouring amenity

- 7.10 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.
- 7.11 Given its location the proposed development, the neighbours to be impacted by the development include No 275 Haydon's Road and no. 1 Haydon's Road. Each are considered in turn below:

Impact on no. 1 Tennyson Road

- 7.12 There are balconies proposed to the rear of the proposed flats at first and second floor. These could result in overlooking towards Tennyson Road. However, obscure glazed privacy screens on all sides of the balcony which protect against overlooking. There will be some increase overlooking towards the rear garden of no. 1 from the second floor rear windows. However, this overlooking is a common relationship already in respect of the rear elevation of the existing terrace house and change is not considered materially harmful.

Impact on no. 275 Haydon's Road

- 7.13 The proposed building would project 0.57m at 1st floor level beyond the rear elevation of no. 275 Haydon's Road. At ground floor level, the proposed

building would project 3.57m beyond the rear elevation of no. 275. The proposal would therefore would cause some change in outlook, increased sense of enclosure and loss of light toward the rear windows of no. 275. That said, given the modest projection of 0.57m at first floor level and the depth and height of the projection at ground floor level (3.57m and 3m respectively), the change in outlook, enclosure and loss of light is not considered excessive or harmful to warrant refusal. As with no. 1 Tennyson Road, the obscure glazing would protect against cross-overlooking to the north and whilst there would be some increased overlooking from the second floor rear dormer windows but this impact is a common relationship already and not considered harmful.

7.14 Officers note that the previous appeal scheme included a large first floor rear projection and an additional floor of accommodation over the main part of the building. Although these were highlighted as causing harm to neighbouring amenity in the Council's reasons for refusal, the inspector disagreed and this was not a reason for the appeal being dismissed. Officers are therefore satisfied that the proposal, being much scaled back and reduced in bulk and massing, would not cause material harm to neighbouring amenity. Overall, the proposed development would not cause material harm to the amenity of neighbouring occupiers.

Standard of accommodation

Internal

7.15 The National Planning Policy Framework 2018, London Plan 2016, Policy 3.3 and the Council's Core Strategy Policy CS9 all seek to increase sustainable housing provision and access to a mixture of dwelling types for the local community where it can be shown that an acceptable standard of accommodation would be provided.

7.16 The Council and Mayor have also set out minimum standards for the design of new residential developments, these are set out in various SPP and Core Strategy policies, The London Housing Supplementary Planning Guidance 2016, the London Plan 2016 and the DCLG Technical Housing Standards - nationally described space standards 2015.

	Level	Type	Applicants GIA (sqm)	Officer measurement	Required GIA	Compliant
Flat 1	Ground	2b 3p	65	64.69	61	YES
Flat 2	Ground	1b 2p	56	56.68	50	YES
Flat 3	First	1b 2p	55	48.50	50	NO
Flat 4	First	1b 2p	53	52.71	50	YES
Flat 5	Second	2b 4p	77	78.69	70	YES

7.17 As shown by the table above, the internal space standards for the proposed units would be compliant with the London Plan space standards. This is with the exception of Flat 3 which is calculated to be 1.5m² short of the space standard. The shortfall is relatively modest and upon assessment of the plans, the communal stair-core takes up space which results in this particular flat being smaller than its mirror unit on the first floor. The existing first floor flats are 1-bedroom units and have a floorspace of 38 sq m, which is below the

current minimum floorspace standard. Furthermore, the reduction in the overall scale and form of the building since the previous proposal to address the harm to character and appearance has been addressed and a high quality design is proposed which is in keeping with the adjoining terraces. Taking these points into consideration, on balance the shortfall to one flat is not considered significant enough to warrant refusal of the application.

External

7.18 The London Housing SPG requires a minimum of 5sqm of private outdoor space for 1-2 person dwellings and an extra 1sqm provided for each additional occupant.

	Level	Type	Required GIA (sqm)	External amenity (approx. sqm)
Flat 1	Ground	2b 3p	6	Rear Garden 35
Flat 2	Ground	1b 2p	5	Rear Garden 35
Flat 3	First	1b 2p	5	Balcony 9.5
Flat 4	First	1b 2p	5	Balcony 12
Flat 5	Second	2b 4p	7	Balcony 7

7.19 All of flats would comply with the required outdoor amenity space standards.

7.20 Overall, the development would have an acceptable level of accommodation.

Transport and parking

7.21 London Plan Policy 6.13 (Parking), Adopted Merton Core Planning Strategy (2011) CS20 (Parking, Servicing and Delivery), Sites and Policies Plan (2014) DM T2 (Transport Impacts of Developments), DM T3 (Car Parking and Servicing Standards) require developers to demonstrate that their development would not adversely affect pedestrian and cycle movements, safety, the convenience of local residents or the quality of bus movements and/or facilities; on street parking and traffic management and provision of parking to the council’s current standards.

7.22 The site is located in an area with a PTAL rating of 2 which indicates a modest level of connectivity and access to public transport. The site is also located within a Controlled Parking zone. The scheme proposes no provision for car parking. A number of representations have expressed concern with parking capacity on-street in the surrounding road network. In assessing whether the development under the appeal scheme was suitable for a permit-free agreement option, the inspector noted the proximity to public transport options despite the low PTAL rating. A permit-free agreement was therefore considered acceptable under by the appeal inspector and officers therefore consider this to be appropriate for the current application. This would discourage car ownership and mitigate against increase parking demand on street.

7.23 A total of 7 cycle parking spaces have been provided, compliant with London Plan Standards which requires 1 per studio and 1 bed dwellings and 2 per all other dwellings.

- 7.24 The development is considered acceptable in respect of transport subject to a Section 106 agreement restricting future occupiers from obtaining parking permits and the implementation of cycle parking.

Flooding

- 7.25 London Plan Policy 5.12, SPP Policy DM FI and Core Strategy CS 16 seek to minimise the risks of flooding from development. SPP policy requires all development located within the flood zone 2 and 3 to submit a flood risk assessment.
- 7.26 The rear of the site overlaps with Flood Zone 2. In this instance the applicant has not provided a Flood Risk Assessment. However, the current site is subject to existing built form extending to the eastern boundary. On the contrary, the proposed development would result in an increase of the amount of open space at the rear through the provision of open gardens which would be permeable. Furthermore the majority of the built form would be located in Flood Zone 1. In this instance therefore, a flood risk assessment is not deemed necessary.

Trees

- 7.27 London Plan Policy 7.1 and Policy 7.21, Merton Core Strategy Policy CS1 and Sites and Policies Plan Policy DMO2 require development proposals to conserve and enhance biodiversity and trees.
- 7.28 There are no protected Trees located on the site or adjacent to the site. However, there is a large Tree at the corner of Tennyson Road and Haydon's Road. The Council's Tree Officer has recommended safeguarding conditions to ensure the street tree is protected during the construction process. Therefore, conditions are attached to this planning permission requiring steps to protect the tree in consultation with The Council's Tree Officer and Street Trees Team.

Sustainability

- 7.29 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 in outlined in Chapter 5 of the London Plan (2016).
- 7.30 As a minor development proposal, the development is required to achieve a 19% improvement on Part L of the Building Regulations 2013 and water consumption should not exceed 105 litres/person/day.
- 7.31 The Council's standard condition is attached to ensure the above sustainability requirements are fulfilled.

Refuse

- 7.32 Domestic developments less than 10 units should have enough space for one recycling and one general 180 litre bin per unit. Space for 8 bins have been allocated at the front of the site, as well as two bin spaces at the rear of Flat 1 satisfying the refuse requirements for the 5 units proposed.

Developer contributions

- 7.33 The proposed development, if found acceptable, would be subject to payment of the Merton Community Infrastructure Levy and the Mayor of London's Community Infrastructure Levy (CIL).

8. CONCLUSION

- 8.1 The proposed development would bring into use a currently underutilised site in run-down state. The proposal would provide 5 new residential units (net gain of 3) making a small important contribution to Merton's Housing Supply. The development would be acceptable in respect of character and appearance of the area and neighbouring amenity, having overcome the issues raised at appeal in relation to the previous proposal. The scheme is acceptable with respect of all other material planning considerations subject to conditions met.

9. RECOMMENDATION

- 9.1 Grant permission subject to

a) The completion of a S106 agreement covering the following heads of terms:

1. Future Occupiers of the proposed development are restricted from obtaining residents parking permits for the CPZ.
2. The developer agreeing to meet the Councils costs of preparing (including legal fees) the Section 106 Obligations.

b) and subject to the conditions below:

Conditions

1. **A1 Commencement** of development (full application)
2. **A7 Approved Plans:** The development hereby permitted shall be carried out in accordance with the following approved plans: 271HR-106-A; 271HR-107-A; 271HR-108-A; 271HR-109-A; 271HR103-A; 271HR-104-A; 271HR-105-A; Site Location Plan

Reason: For the avoidance of doubt and in the interests of proper planning

3. **B3 External Materials as Specified:** The facing materials to be used for the development hereby permitted shall be those specified in the application form unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

4. **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 Policies Plan 2014.

5. **Details of Noise Attenuation:** Prior to the commencement of the development details of noise attenuation and noise management methods to mitigate against the likely impact of the existing noise environment on the proposed development shall be submitted to and approved by the local planning authority. The approved methods shall be implemented in strict accordance with the approved details prior to the first occupation of the development.

Reason: To protect the amenities of future occupiers and those in the Local vicinity.

6. **External Lighting:** Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary on to nearby premises.

Reason: To protect the amenities of future occupiers and those in the Local vicinity.

7. **Construction Logistic Plan** (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.

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 Policies Plan 2014.

8. **Construction Method Statement:** No development shall take place, including any works of demolition, until a 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 construction period. The Statement shall provide for:

- 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 during construction
- measures to control the emission of dust and dirt during construction

- a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: To protect the amenities of future occupiers and those in the Local vicinity.

9. **Sustainability Requirements:** 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 the provision of suitably private and adequately sized gardens in the interests of the amenities of the occupiers of the existing and proposed dwellings and to comply with Sites and Policies Plan policy DM D2 and Merton LDF Core Planning Strategy policy CS14.

10. **C09 Balcony Screening:** The screening or enclosures to the balconies as shown on the approved plans shall be implemented before the development is first occupied and retained permanently thereafter. For avoidance of doubt obscure glazing privacy screens should be installed on all sides of the proposed balconies.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

11. **B1 External Materials to be approved:** No development shall take place until details of particulars and samples of the bricks and mortar to be used on external surfaces 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 Policies Plan 2014.

12. **H06 Cycle Parking:** No development shall commence until details of secure and undercover 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 ensure satisfactory facilities for cycle parking are provided and to comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2016, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Policies Plan 2014.

13. **C07 Refuse & Recycling (Implementation):** The development hereby approved shall not be occupied until the refuse and recycling storage facilities shown on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

Reason: Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with the following Development Plan policies for Merton: policy 5.17 of the London Plan 2016, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

14. **B5 Details of Walls and Fences:** No development shall take place until details of all boundary walls or fences 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 Policies Plan 2014.

15. **B4 Details of Surface Treatment:** No development shall take place until details of the surfacing of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, footpaths, hard and soft have been submitted in writing for approval by the Local Planning Authority. No works that are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details have been approved and works to which this condition relates have been carried out in accordance with the approved details.

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

16. **F05 Tree Protection:** No development [including demolition] pursuant to this consent shall commence until an Arboricultural Method Statement and Tree Protection Plan, drafted in accordance with the recommendations and guidance set out in BS 5837:2012 has been submitted to and approved in writing by the Local Planning Authority and the approved details have been installed. The details and measures as approved shall be retained and maintained, until the completion of all site operations.

Reason: Reason: To protect and safeguard the existing retained trees in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policy O2 of Merton's Sites and Policies Plan 2014.

17. F06 Details of Foundations: No work shall be commenced until details of the proposed design, materials and method of construction of the foundations to be used within 4m of the existing retained tree(s) shall be submitted to and approved in writing by the Local Planning Authority and the work shall be carried out in accordance with the approved details.

Reason: To protect and safeguard the existing retained trees in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2016, policy CS13 of Merton's Core Planning Strategy 2011 and policy DMO2 of Merton's Sites and Policies Plan 2014.

18. F08 Site Supervision (Trees): The details of the Arboricultural Method Statement and Tree Protection Plan shall include the retention of an arboricultural expert to supervise, monitor and report to the LPA not less than monthly the status of all tree works and tree protection measures throughout the course of the construction period. At the conclusion of the construction period the arboricultural expert shall submit to the LPA a satisfactory completion statement to demonstrate compliance with the approved protection measures.

Reason: Tree Protection Plan shall include the retention of an arboricultural expert to supervise, monitor and report to the LPA not less than monthly the status of all tree works and tree protection measures throughout the course of the construction period. At the conclusion of the construction period the arboricultural expert shall submit to the LPA a satisfactory completion statement to demonstrate compliance with the approved protection measures.

19. F01 Landscaping/Planting Scheme: No development shall take place until full details of a landscaping and planting scheme has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved before the commencement of the use or the occupation of any building hereby approved, unless otherwise agreed in writing by the Local Planning Authority. The details shall include on a plan, full details of the size, species, spacing, quantities and location of proposed plants, together with any hard surfacing, means of enclosure, and indications of all existing trees, hedges and any other features to be retained, and measures for their protection during the course of development.

Reason: To enhance the appearance of the development in the interest of the amenities of the area, to ensure the provision sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policies 5.1, 7.5 and 7.21 of the London Plan 2016, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, DM F2 and DM O2 of Merton's Sites and Policies Plan 2014.

20. F02 Landscaping (Implementation): All hard and soft landscape works shall be carried out in accordance with the approved landscaping scheme supplied in accordance with Condition 19. The works shall be carried out in the first available planting season following the completion of the development or prior to the occupation of any part of the development, whichever is the sooner, and any trees which die within a period of 5 years from the completion of the development, are removed or become seriously damaged or diseased or are dying, shall be replaced in the next planting season with others of same approved specification, unless the Local Planning Authority gives written consent to any

variation. All hard surfacing and means of enclosure shall be completed before the development is first occupied.

Reason: To enhance the appearance of the development in the interest of the amenities of the area, to ensure the provision sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policies 512 and 5.13 of the London Plan 2016, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, F2 and O2 of Merton's Sites and Policies Plan 2014.