

PLANNING APPLICATIONS COMMITTEE

APPLICATION NO.

20/P1463

DATE VALID

08/04/2020

Address/Site: 37 & 39 Cottenham Park Road
West Wimbledon
London
SW20 0SB

Ward: Raynes Park

Proposal: Demolition of existing two detached dwellings and replacement with two x three storey building (with lower ground floor) providing three houses and five flats, alongside associated landscaping.

Drawing No.'s: PL-011.PL5; SK002; PL.005.PL5; SK001; PL-016.PL2; PL-008.PL4; PL-010.PL5; PL-009.PL4; PL.004.PL5; PL.003.PL5; PL.006.PL5; PL.002.PL7; PL.001.PL6; PL-012.PL4; PL-013.PL3; PL-014.PL3; PL-015.PL3; SU.001.PL3; Tree Survey –ref: CC/677 AR4155; Design and Access Statement – 5.0 Materials; Surface Water Drainage Strategy by Martin J. Harvey, dated April 2020

Contact Officer: Jourdan Alexander (020 8545 3122)

RECOMMENDATION

Grant planning permission subject to conditions and the completion of a S106 unilateral undertaking to secure:

- 1. 5 of the 8 new units are to be parking permit free residential units.**
 - 2. The developer agreeing to meet the Council's costs of reviewing [including legal fees] the unilateral undertaking.**
 - 3. The developer agreeing to meet the Council's costs of monitoring the unilateral undertaking.**
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CHECKLIST INFORMATION

- S106: Yes (restriction of parking within CPZ)
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: Yes

- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 9
- External consultations: 0
- Conservation area: No
- Listed building: No
- Archaeological priority zone: No
- Tree protection orders: No
- Controlled Parking Zone: Yes
- Flood Zone: Flood Zone 1
- Designated Open Space: No (albeit adjoins Holland Gardens Open Space)

1. INTRODUCTION

- 1.1 This application is being brought to the Planning Applications Committee for determination due to the objections received. The application was also called into committee by Councillor Adam Bush as the proposal has been recommended for approval by officers.

2. SITE AND SURROUNDINGS

- 2.1 The application site comprises two detached dwellings, 37 & 39 Cottenham Park Road, set behind a brick wall. The site fronts Cottenham Park Road to the north and backs onto Orchard Lane and Holland Gardens (designated Open Space) beyond to the south. The site falls away from the front to the rear (north to south) to the extent that Orchard Lane is significantly lower than Cottenham Park Road. The road also slopes down from east to west. The site is broadly rectangular in shape, although it tapers to the rear.
- 2.2 Both properties are two storey houses built in traditional style with brick and tile, and have attached side garages that are accessed from Cottenham Park Road. No. 37 has an additional pitched roof and a first-floor rear terrace. The properties are set back from the road frontage and both have a direct vehicle and pedestrian access from Cottenham Park Road.
- 2.3 The immediate area is predominantly residential in character, mainly comprising either detached or semi-detached properties. The property immediately to the west (No. 41) comprises a single storey detached dwelling, with accommodation at roof level and a partial basement (garage) to the rear. This property was granted planning for demolition and erection of a semi-detached pair of 4 bedroom dwellings, with accommodation on four floors (two storey - with basement level and accommodation at roof level), with two off-street parking spaces, ref: 18/P2234 in Nov 2018. This permission has yet to be implemented.
- 2.4 Further to the west are pairs of relatively modern semi-detached dwellings, with accommodation arranged over four floors. To the immediate east of the site sits a large detached house, No. 35. The northern side of Cottenham Park Road has houses that are characterised by large houses of traditional and contemporary style. To the south is Holland Gardens, which comprises a park with tennis courts and is designated as Open Space.
- 2.5 The site has a PTAL (public transport accessibility level) of 3 (0 being the lowest and 6b being the highest), with bus routes going to Raynes Park Overground Station which is approximately 1km from the site.

- 2.6 The site is not within a Conservation Area. The existing buildings on site are not locally or statutorily listed. The site is within Controlled Parking Zone GC1. The site is within Flood Zone 1 (low probability of flooding).

3. CURRENT PROPOSAL

- 3.1 The proposal involves the demolition of the two existing detached dwellings (No. 37 and 39 Cottenham Park Road) and their replacement with two x three storey buildings along with a part basement / part lower ground floor level. The proposed building within the site of No. 37 would accommodate 5 flats (2 x 1 bed, 1 x 2 bed and 2 x 3 bed) arranged over three floors, with a part basement / part lower ground floor level. There would be no car parking spaces on the front courtyard, with this area to be laid to lawn and a dedicated secure bike storage area and bin enclosure installed. A brick boundary wall similar in scale to the existing would be formed along the street frontage.
- 3.2 At No. 39, three terrace houses will be built, with accommodation arranged over three floors along with a part basement / part lower ground floor level. Each terrace house will have four bedrooms, and have space on its front forecourt for a single car to be parked. The front gardens of the terraces houses would have pillars and small sections of wall erected to ensure that each new house appears visually separated. Landscaping would also be established within the front gardens.
- 3.3 The proposed buildings would have a larger footprint within the site than the existing buildings. The proposed terrace houses at No. 39 Cottenham Park Road would have a front building line set closer to the street than the present building, and each building would extend deeper into the site than present. The western flank wall of the houses and the eastern flank wall of the flatted building will be set approximately 1 metre in from western boundary with Number 41 Cottenham Park Road, and 1.2 metres from the boundary with Number 35 Cottenham Park Road. There would also be an internal gap of 2.2 metres between the two buildings. The roofline would have gable ends. The roof would have a ridge height that would be taller than the existing buildings by approximately 1.2m, although the lower parts of the roof (valleys) would be similar in height to the existing building.
- 3.4 The proposed buildings would have a contemporary design with projecting bays and a materials palette that includes stock brick, timber cladding and calcium silicate board. The buildings would have a similar form to the dwellings along the south-western side of Cottenham Park Road, which have pitched roof forms with gables facing onto the street
- 3.5 The applicant has revised the application from the proposal previously submitted ref: 19/P4214 and refused on the 16/04/2020 by officers. These revisions made to the application are summarised:
- 3.6 Proposed houses (No, 39)
- House heights have been reduced by 450mm, so that they more closely align with the heights of the adjoining properties in Cottenham Park Road.
 - The rear elevation (footprint) has been reduced by 650mm so that the gardens to all three houses now exceed the minimum 50 square metres.
 - Glazing to the rear elevation has been reduced at 1st and 2nd floors (as seen from Holland Garden).

- The internal separation between the houses and the flats has increased from 2m to 2.2 metres to increase views through to the rear.

3.7 Proposed flats (No, 37)

- The height of the flats has been reduced by 450mm to align more closely with the adjoining properties
- The rear elevation (footprint) has been reduced by 1500mm to create a larger garden area and to reduce further the physical impact on the adjoining property Number 35 Cottenham Park Road.
- The number of flats has been reduced by one to five, and the ground and basement now comprises 2 x 3 bed duplexes, with the remaining flats including 2 x 1 bed on the first floor and 1 x 2 bed on the second floor.
- Internally, the lightwells to the lower ground duplex have increased in width by 570mm, from 1400mm to 1970mm, to improve the level of amenity for future occupiers of these flats.
- The rear garden has been largely dedicated to the use of the ground and basement duplexes in order to protect the privacy of the occupiers of these flats.
- All on-site car spaces (three) have been removed to enable the frontage to be walled with a gate, and additional trees and vegetation to be introduced into this secure landscaped area.
- The side elevation on the Number 35 Cottenham Park Road has been reduced in the depth by 1.4 metres.
- The glazing to the rear elevation has been reduced (as seen from Holland Gardens).
- The separation between the building and the side boundary has increased by 200mm to 1.2 metres.

- 3.8 The applicant has confirmed that should the scheme be recommended by committee, they would accept a requirement to enter into a section 106 agreement, in which 5 of the 8 units would be made parking permit free, alongside associated monitoring costs.

4. **PLANNING HISTORY**

4.1 37 & 39 Cottenham Park Road

19/P4214 - DEMOLITION OF EXISTING TWO DETACHED DWELLINGS AND REPLACEMENT WITH TWO X THREE STOREY BUILDINGS (WITH LOWER GROUND FLOOR) PROVIDING THREE HOUSES AND SIX FLATS, ALONGSIDE ASSOCIATED LANDSCAPING.

Reasons for refusal:

- 1. The proposed development, due to the scale, height, massing and design would, give rise to an overly dominant and cramped form of development that would detract from the visual amenities of the Cottenham Park Road street scene, and would mar the backdrop to the neighbouring public open space. The proposals would be contrary to policies CS14 of the Core Planning Strategy 2011, and policy DMD2 and DMO1 of the Merton Sites and Policies Plan 2014.**
- 2. The proposals by reason of their design, massing relative to neighbouring dwellings, layout and site coverage, in particular in relation to the garden provision for house "2", would i) result in poor standard of accommodation for future occupiers of the part lower ground/part basement flats, due to their single aspect layout, with poor outlook, natural ventilation, sunlight or daylight, and privacy issues, ii) result in a poor standard for occupiers of house "2" with inadequate garden space failing to meet the Council's adopted minimum standard, iii) result in an overbearing and visually**

dominant impact on neighbouring occupants at No. 35 Cottenham Park Road to the detriment of their visual amenities. The proposals would fail to comply with policy DMD2 of the Merton Sites and Policies Plan 2014 and Policy 3.5 of the London Plan 2016.

3. The proposals, by reason of a failure to provide the 1 metre of permeable soil depth above the basement development, would not allow for rainwater to be adequately absorbed thereby contributing to surface water runoff and would fail to compensate for the loss of biodiversity caused by the development. The proposals would be contrary to policy DM.D2 of the Merton Sites and Policies Plan 2014.

4. In the absence of a completed S106 undertaking to ensure that additional dwellings over and above the number of units currently on the site are prevented from being able to obtain parking permits for the Controlled Parking Zone, the proposal would result in an increased demand for on street parking, resulting in a detrimental impact on highway and additional parking pressure locally and be contrary to the Mayor and the Council's commitment to reducing car usage and promoting more sustainable forms of transport. The proposal would therefore be contrary to policy 6.13 of the London Plan 2016, Policy DM T1, T2 and T3 of the Sites and Policies Plan 2014 and Policy CS20 of the Core Planning Strategy 2011.

4.2 37 Cottenham Park Road
No relevant planning history

4.3 39 Cottenham Park Road
08/P1689 - ERECTION OF A TWO STOREY SIDE EXTENSION WITH GABLE END AND SINGLE STOREY REAR EXTENSION, REPLACING EXISTING DETACHED GARAGE & STUDIO. Permission Granted

11/P0603 - DEMOLITION OF EXISTING DETACHED GARAGE AND STUDIO AND ERECTION OF NEW PART SINGLE, PART DOUBLE SIDE EXTENSION WITH INTEGRAL GARAGE (APPLICATION FOR A NEW PLANNING PERMISSION TO REPLACE AN EXTANT PLANNING PERMISSION, 08/P1869, IN ORDER TO EXTEND THE TIME LIMIT FOR IMPLEMENTATION). Permission Granted

14/P2446 - DEMOLITION OF EXISTING DETACHED GARAGE AND STUDIO AND ERECTION OF PART ONE PART TWO STOREY SIDE/REAR EXTENSION. Permission Granted

5. CONSULTATION

5.1 Public consultation was undertaken by way of site notice and letters sent to 9 neighbouring properties.

5.2 Representations were received from 16 individuals. This number includes residents associations and the Wimbledon Society who raised the following concerns:

- Out of keeping.
- Excessive density.
- Over development.
- Timber cladding can deteriorate quickly and look poor
- Increased noise.
- The proposed flats would change the character of the area, which is detached / semi-detached houses.

- Delivery vehicles and visitors to the site would cause noise and take up car parks.
- Roofline is too high.
- Overbearing/visually intrusive.
- Loss of daylight and sunlight.
- Loss of privacy.
- Adverse impact upon the Holland Gardens Open Space.
- Exacerbate parking pressure.
- Development would cause highway safety issues
- Removed trees should be replaced.
- Applicant's traffic statement is not accurate
- External amenity space is insufficient
- Application is misleading

5.3 Residents' Association of West Wimbledon

- Failure to comply with the local pattern of development
- Failure to meet requirements for homes with basements, consent should include a condition to comply the Water Drainage Strategy.
- The proposal would create poor quality living and amenity space because bedrooms of lower ground flats would have poor light; gardens of the houses are below 50sqm.
- Loss of amenity to users of Holland Garden
- Loss of amenity to the occupants of 35 Cottenham Park Road
- Parking pressure. There is already pressure on parking spaces in this CPZ. If this application is approved no more than 2 of the 8 dwellings should have the right to apply for parking permits.

5.4 Wimbledon Society

- Open space would be unreasonably visually dominated by this kind of development.
- The Society considers the energy saving proposals as inadequate as it only meets 19% above Building Regulations standard, which is out of date within a climate emergency
- Removal arboricultural report indicates that 11 trees would be removed and 6 trees replanted. These replacement trees are not sufficient to compensate for the loss.

5.4 South Ridgway Resident's Association

- The proposed development, like its predecessor, by reason of its size, massing and position would result in a massive over development of this site, totally out of keeping with and indeed harmful to the character of this charming part of West Wimbledon. It would be visually intrusive and unduly dominant to the neighbouring occupiers.

Internal consultees

5.6 LBM Climate Change Officer: raised no objection subject conditions. These conditions relate to the following -

- 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). All minor and major developments are required to demonstrate how development proposals are making the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor's energy hierarchy (be lean, be clean and be green).
- As a minor development proposal, outline how the development will achieve at least a 19% improvement on Buildings Regulations 2013 Part L and submit SAP output documentation to demonstrate this improvement.

- Achieve internal water usage rates not in excess of 105 litres per person per day.

5.7 LBM Environmental Health Officer: No objection, subject to the standard Demolition and Construction Method Statement condition, which should be secured prior to development. Reason: To protect the amenities of those in the local vicinity during the development.

5.8 LBM Transport Planner:

The site currently comprises of two detached houses both include a crossover to allow for parking on site. The application site has a public transport accessibility level (PTAL) score of 3 which is a 'moderate'. The site lies in close proximity to a frequent bus service and is located approximately 930 metres south of Raynes Park train station.

Car Parking:

The council would agree for the provision of one off street car space for House 2 in addition to off street spaces provided for Houses 1 and 3. The proposed five flats will not be provided with off-street parking.

The site is located within controlled parking zone (RPC), which is active between Noon – 1pm Monday to Friday restricting parking for permit holders only between those times.

The development of the site will remove 20m of resident permit holder parking which is equivalent to four car parking bays fronting the site in order to create accesses to the proposed onsite parking.

Permit free option would be acceptable subject to the applicant enters into a unilateral undertaking which would restrict future occupiers of all units of the development from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.

The existing Traffic Management order would need to be modified to secure the necessary highway markings to remove the bays and provide yellow lines on the highway between the proposed vehicle crossovers, where there is not sufficient space to reincorporate a parking bay. The costs of the Traffic Management Order would amount to £3,600.00. This does not include the costs incurred for the suspension of works during construction.

Cycle Parking

The proposal provides 17 cycle parking which accords with the London Plan standards.

Refuse Collection

Given there is an already established collection route along this road, it is not considered the proposal would have a detrimental impact on the waste collection services in the area.

The maximum distances that operatives should be required to wheel containers, measured from the furthest point within the storage/collection area to the loading position at the back of the vehicle, should not exceed 20 metres.

Recommendation: The proposal is unlikely to have a significant impact on the adjoining highway network. Subject to: Car Parking as shown maintained (Three off

street spaces). Cycle parking provision maintained. Condition requiring refuse collection. 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. Construct new accesses and reinstate existing accesses. The applicant enters into a Unilateral Undertaking which would restrict future occupiers of all 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.

(An examination of parking matters is detailed within the Transport and Highways assessment in the Planning Consideration part of this report).

5.9 **LBM Tree Officer:**

No arboricultural objection towards the development. However, the retained trees should be protected in accordance with the submitted details. Recommended planning conditions are to secure Tree Protection, Site Supervision (trees) and Landscaping.

6. POLICY CONTEXT

6.1 National Planning Policy Framework (2019)

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

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
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.12 Flood Risk Management
- 5.13 Sustainable drainage
- 5.17 Waste Capacity
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.12 Road network capacity
- 6.13 Parking
- 7.2 An inclusive environment
- 7.4 Local character
- 7.4 Local character
- 7.6 Architecture
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands
- 8.2 Planning Obligations

8.3 Community Infrastructure Levy

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

Relevant policies include:

- CS8 Housing Choice
- CS9 Housing Provision
- CS13 Open space, nature conservation, leisure and culture
- CS14 Design
- CS15 Climate Change
- CS16 Flood Risk Management
- CS17 Waste Management
- CS18 Active Transport
- CS20 Parking, Servicing and Delivery

6.4 Merton Sites and Policies Plan – 2014 (SPP)

Relevant policies include:

- DM O1 Open Space
- DM O2 Nature Conservation, Trees, hedges and landscape features
- DM D1 Urban Design
- DM D2 Design considerations
- DM EP4 Pollutants
- DM F2 Sustainable urban drainage systems and; wastewater and water infrastructure
- DM H2 Housing mix
- DM H3 Support for affordable housing
- DM T1 Support for sustainable transport
- DM T2 Transport impacts of development
- DM T3 Car parking and servicing standards

6.5 Supplementary planning considerations

National Planning Practice Guidance 2014
DCLG Technical Housing Standards - Nationally Described Space Standard 2016
GLA Guidance on preparing energy assessments – 2018
London Housing SPG – 2016
London Character and Context SPG 2014

7. PLANNING CONSIDERATIONS

7.1 The key planning issues towards this application are:

- Principle of development
- Character and appearance
- Standard of accommodation
- Neighbouring amenity
- Highway, traffic and parking
- Refuse storage and collection
- Sustainable design and construction
- Landscaping, trees and biodiversity
- Basement development

Principle of development

7.2 The emerging London Plan, now accorded moderate weight in recent appeal decisions issued by the Secretary of State, and anticipated to be adopted in the coming months, will signal the need for a steep change in the delivery of housing in Merton. The National Planning Policy Framework requires Councils to identify a

supply of specific 'deliverable' sites sufficient to provide five years' worth of housing with an additional buffer of 5% to provide choice and competition.

- 7.3 Table 3.1 of the London Plan identifies that LBM has an annual housing target of 411 units, or 4,107 over the next ten years. However, this minimum target is set to increase significantly as set out in the 'London Plan Examination in Public Panel Report Appendix: Panel Recommendations October 2019', and which is expected to be adopted later this year.
- 7.4 Merton's overall housing target between 2011 and 2026 is 5,801 dwellings (Authority's Monitoring Report Draft 2017/19, p12). The latest 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.
- 7.5 Given the anticipated step change in the housing targets officers consider it would be inappropriate to limit the densification of this site simply on the basis of current targets being met by reference to historic outputs and to acknowledge the importance of focusing on other planning matters including design, neighbour amenity and parking.
- 7.6 The proposal would provide an additional six homes that would contribute towards the housing stock of the borough. The density of the development would also be consistent with the London Plan density thresholds.
- 7.7 In terms of the proposed housing mix of the development. The Merton Sites and Policies Plan policy DM H2 has an objective; to create socially mixed communities, catering for all sectors of the community by providing a choice of housing with respect to dwelling size and type in the borough. The policy states clearly that the residential development proposals will be considered favourably where they contribute to meeting the needs of different households such as families with children, single person households and older people by providing a mix of dwelling sizes. The proposal would provide a mix of unit sizes ranging from between smaller one-bedroom units, two bedroom units and larger three+ bedroom family sized homes. The range of dwellings provided within the scheme would provide homes for different sectors of the community and is therefore broadly consistent with the above policy.
- 7.8 The proposed residential development is therefore supported in principle, subject to compliance with other Development Plan policies.

Design and impact upon the character and appearance of the area

- 7.9 The NPPF section 12, London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DMD1 and DMD2 require well designed proposals which would optimise the potential of sites, that are of the highest architectural quality and incorporate a visually attractive design that is appropriate to its context, so that development relates positively to the appearance, scale, bulk, form, proportions, materials and character of their surroundings, thus enhancing the character of the

wider area. As per SPP policy DMO1, the visual amenities of open space must be taken into account, this is relevant to this application given the proximity of Holland Gardens to the south, which is designated open space.

- 7.10 The two existing houses on the site are not especially significant in their character or appearance, and therefore no objections are raised towards the demolition of these buildings. Cottenham Park Road is not considered to have a distinctive character, comprising a wide variety of buildings in terms of their scale and architectural styles. As such, the contemporary design approach taken in this scheme is considered acceptable, subject to it being high quality.
- 7.11 Buildings along the southern side of Cottenham Park Roads predominantly have pitched roof shapes with gables facing the street. A similar design has been followed for the three proposed houses, with these architectural cues also replicated across to the flatted block. The development would maintain the general rhythm of development along Cottenham Park Road, owing to having a comparable ridge height, pitched roofs and gables, and gaps between buildings. It is therefore considered that the development would appear consistent with the prevailing streetscene.
- 7.12 The materials palette is of high quality, using new stock brick and timber cladding on elevations, with certain features accentuated by precast concrete to provide a natural finish. On the front facades of both the terrace houses and upper floor flats, bay window arrangements with notched glass-to-glass corners would provide an active frontage to the street. The timber cladding would be thermally modified English Ash. The developer has provided the manufactures details of this product, which details that this hardwood would be durable. When first applied the timber would have dark brown colouring, and would weather to a silvery grey. The weathering would be largely consistent and relatively free of staining. The timber selected is therefore considered appropriate by officers, given that it responds well to the street scene and towards the UK climate. A pre-commencement condition requiring that particulars and samples of the materials to be used on all external faces of the development are submitted to the council before development has been recommended. This condition would allow the precise details of materials to be checked and confirmed by officers.
- 7.13 The building line of the proposal would move forward from that existing. This would move the massing on the site more in line with the dwellings immediately to the east and west, fitting within the established front building line along this section of Cottenham Park Road. In terms of the development's impact upon the Cottenham Park Road streetscene, the buildings are considered to fit appropriately within the site. The proposed houses and flats would each sit separately within the site. Gaps would be maintained through the buildings, including with neighbouring buildings, to ensure views through to the rear are largely retained.
- 7.14 It is acknowledged that the built form and massing on the site would be greater compared with that of the two existing dwellings. However, a development of the proposed scale would not appear uncharacteristic within the street, and would visually tie into the existing larger residential buildings to the west. The development would also respond to the approved redevelopment at No 41 Cottenham Park Road, which involves demolition of the existing detached building and the provision a larger semi-detached pair also of a modern design.
- 7.15 With respect to building heights, the ridge-lines of the proposed buildings would appear moderately taller than that of the existing houses on the site, by approximately 1.2m, although the lower parts of the roof (valleys) would be similar in

height to the existing building. The building heights of the development when viewed against the prevailing building heights along the street would appear in keeping. The new buildings would also provide a suitable transition of heights between buildings from east to west, which respond to the descending gradient of this part of Cottenham Park Road.

- 7.16 The proposal retains a representative length of front boundary wall, which is a traditional feature that helps define Cottenham Park Road. The section of boundary wall fronting the flatted block would be especially valuable given that it would act to conceal items such as bin storage units, cycle storage units and lightwells within the courtyard. The boundary wall would also have a beneficial role by helping to reduce the new building's visual mass as seen from the public pavement, which is positive.
- 7.17 The development as viewed from the rear would be of a relatively large scale. However, the dwellings would achieve appropriate setbacks from Orchard Lane and Holland Gardens, such that the development would not be considered to be overbearing within the streetscene or to the open space. In addition, the apparent bulk would be somewhat reduced given a significant portion of the dwellings would be nestled within the bank to the north.
- 7.18 The building's rear elevation has a coherent appearance, in which the pattern of glazed and solid parts of the building are well balanced. Protruding balconies at the rear have been kept to a minimum, particularly at upper levels, and instead Juliet balconies and recessed internal amenity spaces (2nd floor) are proposed. It is officer's view that this approach would work well. Occupants to the dwellings would have access to good quality external areas, whilst the building as viewed from Holland Park would not appear unduly busy or distracting.
- 7.19 Given the degree of separation along with the high quality contemporary appearance of the buildings, it is not considered that the development would cause harm to the street scene of Orchard Lane or to the visual amenity of the adjacent open space of Holland Gardens.
- 7.20 Subject to the recommended conditions, the proposal would respond well to the character of the surrounding area, and is considered acceptable in appearance, in compliance with London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DMD2 and DMD3.

Standard of accommodation

- 7.21 London Plan Policy 3.5 states that all new housing developments should be of the highest quality internally, externally and in relation to their context. In order to ensure that such development provide an adequate level of internal amenity, Table 3.3 of the London Plan sets out the minimum floor areas which should be provided for new housing. The DCLG publication: "Technical housing standards - nationally described space standard" (2016) provides further guidance, which has been adopted by the Mayor for London.
- 7.22 Sites and Policies Plan Policy DM D2 seeks to ensure good quality residential accommodation with adequate levels of privacy, daylight and sunlight for existing and future residents, the provision of adequate amenity space and the avoidance of noise, vibration or other forms of pollution.
- 7.23 The scheme proposes the following unit sizes:

Unit	Type	GIA (sqm)	London requirement for GIA (sqm)	Plan for External amenity space (sqm)
House 1	4b/7p	227	129	64
House 2	4b/7p	220	129	53
House 3	4b/7p	234	129	52
Flat 1	3b/6p	144	102	58
Flat 2	3b/6p	144	102	50
Flat 3	1b/2p	53	50	5
Flat 4	1b/2p	53	50	5
Flat 5	2b/4p	107	70	7

- 7.24 All the dwellings would comply with or exceed minimum GIA standards.
- 7.25 The proposed development would have 2 x 3 bedroom flats arranged across lower ground and ground floor levels. Due to the arrangement, approximately a quarter of each flat's total floor space would be set belowground. Although this arrangement is not without limitations, both these flats would overall provide a good quality living standard for the future occupants. Each of the flats would be served by a sizable lightwell (widths of 1970mm), allowing sufficient natural light to penetrate the lower level bedrooms. Due to the falling gradient of the site, the other half of each flat's lower ground floor would access directly onto private rear garden, and have large south facing windows. The other half of these flat's floor spaces would be arranged at ground floor level, and contain the living areas. This level would be dual aspect, with south facing external terraces. Overall, the ground and lower ground floor flats are considered acceptable, responding to the falling topography of the site.
- 7.26 In terms of the other flats and houses proposed, each would provide high quality living accommodation, with layouts that offer a high standard of living for a range of family sizes. The dwellings would have good-sized rooms and convenient and efficient room layouts, which are functional and fit for purpose.
- 7.27 In relation to external amenity space, The London Housing SPG and policy DMD2 of the Council's Sites and Policies Plan states that there should be 5sqm of external space provided for 1 and 2 person flats with an extra square metre provided for each additional occupant. The two flats arranged over ground and lower floors would have rear gardens, which would exceed minimum standards. All other upper flats would be provided with adequately sized balconies or terraces that meet housing standards.
- 7.28 Policy DM D2. a.vi. seeks to ensure appropriate provision of outdoor amenity space, whether public, private or communal which accords with appropriate minimum standards and is compatible with the character of surrounding areas. To achieve this 50sqm, set out as a single useable regular shaped amenity space, is considered adequate for a house. The three houses each provide amenity areas (garden and ground floor level terrace) of 63.5sqm, 52.8sqm and 52.2sqm respectively.
- 7.29 It is acknowledged that 2 of the houses would have garden spaces of slightly less than the 50sqm detailed within the plan, once the external terraces at ground floor level have been deducted (each terrace having a size of approximately 4.5sqm). However, with consideration towards the location of the houses directly beside Holland Garden, occupants would have considerable and close access to other open

spaces. This would compensate for the modest shortfall of private garden space. It is considered that the external amenity spaces, available to the residents comply with the intention of policy DM D2 that seeks to provide good quality living accommodation. It is also worth noting that the garden's south facing orientation and natural topography of the site would provide considerable natural sunlight and outlook for the users.

- 7.30 Overall, the proposed development would provide a high quality standard of accommodation, compliant with the objectives the local plan and relevant planning guidance.

Impact upon neighbouring amenity

- 7.31 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.
- 7.32 The front elevation of the proposed building would share a similar front build-line to the neighbour at No. 35 Cottenham Park Road, and therefore would not cause any degree of encroachment to this neighbour's street facing windows and front garden spaces.
- 7.33 The existing building at the site protrudes past the rear building line of No. 35, by approximately 3m. This depth would be increased to approximately 6.3m with the proposed building also sited closer to the neighbour's boundary. The new built form would be a noticeable change from the existing situation as perceived by the occupants of No 35. However, it is not considered that the proposed built form would cause material harm to this neighbour's living conditions. This because a sizeable gap of 7.8 metres would be retained between the neighbouring building's flank wall and the flank wall of the proposed development, with an existing garage in between. This gap would be sufficient to offset the potential impact created by the increased building depth near the boundary. In addition, further visual relief would be provided by the use of varying materials to the flank wall, which would help break-up the perceived bulk. The proposal would partially reduce the side outlook of No. 35. However, this would not be to a degree that would be harmful or warrant refusal given that No 35 would still be afforded good views south across Holland Gardens
- 7.34 It is further noted that the application is supported by an overshadowing study that has assessed the impact of the development on the amenity space of the two adjoining properties, No. 35 and 41 Cottenham Park Road. The study concludes that the impact of the development would not cause a harmful degree of overshadowing to external spaces. No objections are made towards these conclusions.
- 7.35 The overshadowing study does not assess potential overshadowing of neighbouring windows. However, it is not considered that the development would result in a harmful loss of daylight / sunlight to neighbouring windows. At No. 35, there would be sufficient space between the development and the neighbour's windows, including the side-facing window at first floor level, so that existing levels of daylight / sunlight would not be harmfully impeded. The rear facing windows of this property are also south facing with the building sited on elevated land to ensure good levels of natural light continue to be received.
- 7.36 To the other adjoining neighbour, No. 41 Cottenham Park Road, the proposed building would sit broadly in line with the rear of the neighbouring building and would not cause harm to outlook or privacy. It is noted that No. 41 has a side dormer

window facing towards the development. However, this dormer serves the stairwell rather than a habitable room and any loss of daylight to this room would not cause material harm. There would also be no resulting reduction of outlook from this dormer window that would be significant in planning terms.

- 7.37 The proposed balconies on the development would be south facing in which views attained would be principally across Holland Gardens. The proposal, due to the angle of views attained, would not create loss of privacy into neighbouring habitable spaces that would be harmful in planning terms. It is noted that there is side-facing windows within the flatted building towards No 35. A condition has been recommended to require that these windows are obscure glazed and fixed shut at first floor and above.
- 7.38 In terms of noise, the site would continue to be used for residential use. The proposed building along with external terraces are sufficiently separated from neighbouring habitable rooms to ensure that any noise as a result of the increased density on the site would not be unduly harmful.
- 7.39 Other neighbours, including those sited along the northern side of Cottenham Park Road would not be impacted by the proposal, in terms of sense of enclosure, noise, privacy or daylight received.
- 7.41 For the reasons set out above the proposal is considered acceptable in terms of residential amenity and would comply with Policy DM D2.

Highway traffic and parking

- 7.41 Core Strategy Policy CS 20 considers matters of pedestrian movement, safety, servicing and loading facilities for local businesses and manoeuvring for emergency vehicles as well as refuse storage and collection. Core Strategy Policy CS 18 promotes active means of transport, and CS 19 promotes public transport.
- 7.42 The applicant has worked with council officers to reduce the development's reliance on private car use. The three terrace houses would each have a single on-site car parking space, and would not be eligible for parking permits on street. The proposed flats would have no parking onsite, with only three of the five flats eligible for parking permits on street, with the remaining 2 flats restricted by way of S106 agreement.
- 7.43 The application is supported by a transport assessment, which indicates that there would be a sufficient level of parking capacity on the surrounding streets to handle the car parking requirements of the three flats eligible for parking permits. Whilst the onsite parking spaces for the terraced houses would not give rise to highway safety issues. The level of parking would therefore be consistent with the aims of Policy DM T3, which seeks to ensure that the level of residential and non-residential parking and servicing provided is suitable for its location and managed to minimise its impact on local amenity and the road network.
- 7.44 The level of car parking afforded by the development needs to be carefully weighed against the Council's ambition is to reduce the boroughs environmental impact, in part through reducing the borough's reliance on private vehicles as well as promoting public and active transport. In July 2019, Merton Council passed a motion to declare a climate emergency, placing further support towards developments, which keeps car ownership to a minimum. This ambition also feeds into the aims of the Emerging London Plan and the Mayor's Transport Strategy in reducing car use.

- 7.45 Notwithstanding the observations made by the Transport Planner officers consider that the scheme warrants a pragmatic compromise in relation to parking control. While making the scheme 100% permit free may further some of the Council's environmental planning goals, to refuse the scheme on the basis of a failure to make the scheme 100% permit free would require the Council to demonstrate the harm that would arise locally as a result. This would be particularly challenging given both on-street parking availability and the length of the street frontage to the flats. The level of car parking provided by the development is considered by planning officers to be a reasonable compromise. The development is located within an area with a public transport accessibility rating of 3, which is moderate but not high. Therefore, a small level of parking provision would be reasonable, and be of high benefit to the larger units, suitable for family occupancy. To insist upon a car free development would not be considered practical at this location.
- 7.46 Overall planning officers are comfortable with the parking provision proposed, which provides an appropriate balance of onsite, on street and car free units.
- 7.47 The London Plan requires one cycle parking space for 1 bed units and two spaces for all other dwellings. The cycle spaces to be provided within the rear gardens would meet policy requirements and no objection is raised. A condition has been recommended requiring that details are submitted of the proposed cycle enclosures to the Council before development commences to satisfy policy requirements that enclosures are secure and covered.
- 7.48 The existing Traffic Management Order would need to be modified in order to secure the necessary highway markings, to remove the bays and provide yellow lines on the highway between the proposed vehicle crossovers, where there is not sufficient space to re-incorporate a parking bay. An informative has been included to advise the applicant to contact the Council's Highway Team prior to any work.

Refuse Storage and Collection

- 7.49 Refuse would be stored within storage enclosures within the front courtyards, with collection to occur from Cottenham Park Road. This arrangement is considered to be acceptable and would comply with policy 5.17 of the London Plan and policy CS 17 of the Core Strategy.
- 7.50 A condition has been recommended requiring that details are submitted of the proposed refuse storage facilities to the Council before development commences. This is necessary given that the drawings submitted are not of a sufficient level of detail for the council to be satisfied that refuse storage units would be practical and functional.

Sustainable design and construction

- 7.51 London Plan policy 5.3 and CS policy CS15 seek to ensure the highest standards of sustainability are achieved for developments which includes minimising carbon dioxide emissions, maximising recycling, sourcing materials with a low carbon footprint, ensuring urban greening and minimising the usage of resources such as water.
- 7.52 The applicant has submitted an Energy Statement, which details that the proposed development could comply with Core Strategy policy CS15, minor residential developments by achieving a 19% improvement on Part L of the Building Regulations 2013 and water consumption not exceeding 105 litres/person/day. The statement concludes that renewable technologies in the form of solar PV would be the most

feasible solutions to meet the Core Strategy requirements. The solar PV would also be combined with a various energy efficient measures.

- 7.53 The proposal is therefore considered to meet sustainable design and construction policies, and conditions have been recommended to secure this.

Landscaping and impact on trees and biodiversity

- 7.54 NPPF section 15, London Plan polices 7.5, 7.19 and 7.21, CS policy CS13 and SPP policies DM D2 and DM O2 seek to ensure high quality landscaping to enhance the public realm, protect trees that significantly improve the public realm, to enhance biodiversity, encourage proposals to result in a net gain in biodiversity and to discourage proposal that result in harm to the environment, particularly on sites of recognised nature conservation. In addition and specifically in relation to basements, policy DMD2 of the SPP states that basements should not damage the townscape, including the loss of trees.

- 7.55 A Tree Survey and Arboricultural Impact Assessment has been submitted to support the application, and has been reviewed by the Council's Arboricultural Officer. These documents provide a survey of all the trees within the site, alongside their quality and amenity value. It details the trees that would be removed during the works and tree protection measures that would be adopted for the trees that would be retained.

- 7.56 No objections towards the proposal have been received by the Council's Arboricultural Officer. The Arboricultural Officer has concluded that the retained trees should be protected in accordance with the submitted details. To secure this the Council's Arboricultural Officer has recommended relevant conditions:
- The works are conducted in accordance with the submitted 'Tree Survey, Arboricultural Impact Assessment, Arboricultural Method Statement'
 - The retaining of an Arboricultural expert to monitor the works and to provide a report to the Local Planning Authority
 - A landscape and planting scheme to be submitted for approval, and these works carried out as approved.

- 7.57 Subject to the above provisions, the proposal would have an acceptable impact upon trees and biodiversity

Basement development

- 7.58 Policy DMD2 of the adopted Sites and Policies Plan states that proposals for basements should be wholly confined within the curtilage of the application property and be designed to maintain and safeguard the structural stability of the application building and nearby buildings; basements should not exceed 50% of either the front, rear or side garden of the property. Policy DMD2 b).v) also sets out that basements must include a suitable drainage schemes including 1m of soil above the basement.
- 7.59 London Plan policies 5.12 and 5.13, CS policies CS13 and CS16 and SPP policies DMD2, DM F1 and DM F2 seek to minimise the impact of flooding on residents and the environment and promote the use of sustainable drainage systems to reduce the overall amount of rainfall being discharged into the drainage system and reduce the borough's susceptibility to surface water flooding.
- 7.60 A Surface Water Drainage Strategy Report has been submitted with the application, this document details the proposed Sustainable Urban Drainage strategy to be adopted, this includes, a drawing showing the direction of surface water through the site, manholes with discharge controls, and the installation of a surface water

attenuation tank. Other complimentary surface water drainage systems would also be installed, including green roofs to the bike and bin stores, and a 200m granular drainage layer above the front basement slab. No objections are raised toward the surface water drainage strategy proposed which have been secured by condition. The basement would also have the required 1m depth of topsoil above to allow rainwater to be absorbed and to compensate for the loss of any biodiversity caused by the development.

7.61 It is noted that over 50% of the front garden would be occupied by the proposed basement. However, given the suitable drainage scheme proposed along with the 1m of topsoil above the basement, it is considered that the intention of policy DMD2 would still be achieved.

7.62 A Basement Impact Assessment and Ground Investigation and Basement Impact Assessment Report were submitted with the application. These documents set out how the basement could be constructed in a safe and methodical manner without affecting adjacent properties or the highway. This includes how structural stability is safeguarded and potential impacts to neighbourhood amenity mitigated during the development process. Should the application be recommended the following condition would also be included:

No development shall commence until:

(A) a Chartered Civil Engineer (MICE) or Chartered Structural Engineer (MI Struct.E) has been appointed for the duration of building works and their appointment confirmed in writing to the Local Planning Authority, and

(B) the name, and contact details of the person supervising engineering and construction on site for the duration of building works have been confirmed in writing to the Local Planning Authority.

In the event that either the Appointed Engineer or Appointed Supervisor cease to perform that role for whatever reason before the construction works are completed, those works shall cease until a replacement chartered engineer of the afore-described qualification or replacement supervisor has been appointed to supervise their completion and their appointment confirmed in writing to the Local Planning Authority. At no time shall any construction work take place unless an engineer and supervisor are at that time currently appointed and their appointment has been notified to this Authority in accordance with this condition.

Community Infrastructure Levy

7.63 The proposed development would be subject to the Community Infrastructure Levy (CIL). This would require a contribution of £220 per additional square metre of floorspace to be paid to Merton Council and an additional £35 per additional square meter to be paid to the Mayor.

8. CONCLUSION

8.1 The proposal would provide 8 new homes within the borough, in line with planning policy. The scale, form and positioning of the two proposed buildings would be in keeping with the established pattern of development along this part of Cottenham Park Road. The development whilst contemporary in design would be of a high quality that would complement the streetscene.

8.2 The proposed homes would provide a high standard of accommodation. Planning conditions and a unilateral agreement for parking permit free for 5 of the 8 units have

been recommended to ensure that the impacts of the development are adequately addressed.

- 8.3 The proposal is considered to accord with the relevant National, Strategic and Local Planning policies and guidance and approval could reasonably be granted in this case. It is not considered that there are any other material considerations which would warrant a refusal of the application.

RECOMMENDATION

Grant planning permission subject to the completion of a S106 unilateral undertaking to secure:

4. 5 of the 8 new units are to be parking permit free residential units
5. The developer agreeing to meet the Council's costs of reviewing [including legal fees] the unilateral undertaking.
6. The developer agreeing to meet the Council's costs of monitoring the unilateral undertaking;
and the follow conditions:

- 1) Standard condition [Commencement of development]: The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

- 2) Standard condition [Approved plans]: The development hereby permitted shall be carried out in accordance with the following approved plans: [Refer to the schedule on page 1 of this report].

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

- 3) No development shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details.

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

- 4) No development shall commence until
(A) a Chartered Civil Engineer (MICE) or Chartered Structural Engineer (MI Struct.E) has been appointed for the duration of building works and their appointment confirmed in writing to the Local Planning Authority, and
(B) the name, and contact details of the person supervising engineering and construction on site for the duration of building works have been confirmed in writing to the Local Planning Authority.

In the event that either the Appointed Engineer or Appointed Supervisor cease to perform that role for whatever reason before the construction works are completed, those works shall cease until a replacement chartered engineer of the afore-described qualification or replacement supervisor has been appointed to supervise their completion and their appointment confirmed in writing to the Local Planning Authority. At no time shall any construction work take place unless an engineer and supervisor are at that time currently appointed and their appointment has been notified to this Authority in accordance with this condition.

Reason - The details are considered to be material to the acceptability of the proposal, and for safeguarding the amenity of neighbouring residential properties and to comply with the Basements SPD and policy DM.D2 of the Sites and Policies Plan 2014. It is necessary for the condition to be on the basis that "No development shall commence until" as compliance with the requirements of the condition at a later time would result in unacceptable harm contrary to the policies of the Development Plan

- 5) The development hereby permitted shall not be occupied until the surface water drainage strategy as recommended by Martin J. Harvey, in the submitted document, dated April 2020, has been carried out in full and confirmed as such in writing to the LPA.
Reason: to reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMD2 & DMF2 and the London Plan policy 5.13.
- 6) 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.
- 7) 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 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.
- 8) 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.

- 9) Prior to the commencement of the development hereby permitted, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented prior to the first occupation of the development hereby permitted and shall be so maintained for the duration of the use, unless the prior written approval of the Local Planning Authority is first obtained to any variation.
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.
- 10) The development shall not commence until details of the provision to accommodate all site workers', visitors' and construction vehicles and loading /unloading arrangements during the construction process have been submitted to and approved in writing by the Local Planning Authority. The approved details must be implemented and complied with for the duration of the construction process.
Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2016, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.
- 11) No development shall commence until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.
Reason: To 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.
- 12) No development shall take place 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.
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.
- 13) Before the development hereby permitted is first occupied, the windows in the eastern flank wall, at first floor and above, within the building containing flats, shall be

glazed with obscure glass and fixed shut and shall permanently maintained as such thereafter.

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.

- 14) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no extension, enlargement or other alteration of the dwellinghouses other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties or to the character of the area and for this reason would wish to control any future 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.

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

Reason: In the interests of the safety of pedestrians and vehicles and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

- 17) The development hereby approved shall not be occupied until the proposed vehicle access has been sited and laid out in accordance with the approved plans

Reason: In the interests of the safety of pedestrians and vehicles and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

- 18) The vehicle parking area shown on the approved plans shall be provided before the commencement of the buildings or use hereby permitted and shall be retained for parking purposes for occupiers and users of the development and for no other purpose.

Reason: To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2016, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Policies Plan 2014.

- 19) The details and measures for the protection of the existing trees as specified in the approved document 'Tree Survey Arboricultural impact Assessment Arboricultural Method Statement' reference number: 'CC/677 AR4155' and dated '11th November 2019' shall be fully complied with. The methods for the protection of the existing retained trees shall fully accord with all of the measures specified in the report and shall be installed prior to the commencement of any site works and shall remain in place until the conclusion of all site works.

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.

- 20) The approved development shall retain an arboricultural expert to monitor and report to the Local Planning Authority not less than monthly the status of all tree works and tree protection measures throughout the course of the demolition and site works. A final Certificate of Completion shall be submitted to the Local Planning Authority at the conclusion of all site works.

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.

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