

PLANNING APPLICATIONS COMMITTEE

11 FEBRUARY 2021

<u>APPLICATION NO.</u>	<u>DATE VALID</u>
20/P3088	30/09/2020
Site Address:	94 The Broadway, London, SW19 1RH
Ward:	Trinity
Proposal:	ERECTION OF A FOUR STOREY REAR EXTENSION AND INTERNAL RECONFIGURATION OF EXISTING RESIDENTIAL UNIT TO CREATE 4 ADDITIONAL RESIDENTIAL DWELLINGS.
Drawing Nos:	094TB-A-03-103; 094TB-A-03-104; 094TB-A-03-105; 094TB-A-03-106; 094TB-A-03-107; 094TB-A-05-108; 094TB-A-05-110; 094TB-A-06-109; 094TB-A-06-110
Contact Officer:	Calum McCulloch

RECOMMENDATION

Grant Permission Subject to Section 106 Obligation or any other enabling agreement

CHECKLIST INFORMATION

Is a screening opinion required	No
Is an Environmental Statement required	No
Press notice	No
Site notice	No
Design Review Panel consulted	No
Number of neighbours consulted	8
External consultations	0
Internal consultations	3
Controlled Parking Zone	Yes - W3

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 comprises a part two-storey, part three storey mid terrace property located on the north side of The Broadway. The site contains commercial on the ground floor and residential on the first and second floor containing a 4-bedroom unit.
- 2.2 The site is not a listed building and is not within a Conservation Area. It is located within Wimbledon Town Centre and is designated as a Primary Shopping Area and part of a Core Shopping Frontage in the Merton Sites and Policies Plan 2014.
- 2.3 The site benefits from access to the rear along Printers Yard. The buildings along the terrace on which the site forms part have been subject to infill development over the years, including at no. 100 and 102 The Broadway. The adjacent properties either side of the application site have rear outriggers however these are two or three storey and would appear original.

3. CURRENT PROPOSAL

- 3.1 The application is seeking the following:
- Demolition of existing rear extensions
 - Erection of four storey extension to create 4 x self-contained flats. The unit mix comprises:
 - 3 x 1B2P unit & 1 x 2B3p units
 - It is proposed to retain the commercial unit at the front of the site at ground floor level.

Amendments

- 3.2 A non-material amendment was made to the plans increasing the size of bins accommodated in the bin store area.

4. PLANNING HISTORY

- 4.1 20/P1928 - ERECTION OF A FOUR STOREY REAR EXTENSION AND INTERNAL RECONFIGURATION OF EXISTING RESIDENTIAL UNIT TO CREATE 5 ADDITIONAL RESIDENTIAL DWELLINGS (6 UNITS PROVIDED IN TOTAL) - Refuse Permission - 14/08/2020 Reasons for refusal:
- The proposed development by virtue of its scale and bulk would appear incongruous with its immediate context resulting in material harm to the character and appearance of the area.

- The proposed development would cause material harm to the amenity of adjacent occupiers through unreasonable sense of enclosure and diminished outlook
- The proposed development would generate additional pressure on parking in the area, and in the absence of a legal agreement securing a 'car free' agreement.
- The proposed development would result in the loss of a four-bed family sized unit and there are no three bed-room units proposed to mitigate this loss.

Appealed – Appeal pending determination

- 4.2 88/P1553 - RETENTION OF 1.3 SATELLITE DISH AT SECOND FLOOR LEVEL TO REAR OF EXISTING BETTING SHOP - APPLICATION GRANTED - 16/02/20
- 4.3 MER1087/69 - USE OF GROUND FLOOR PREMISES AS A BETTING OFFICE - GRANT PERMISSION SUBJECT TO CONDITIONS - 15/01/1970
- 4.4 MER1085/83 - ALTERATIONS TO BETTING SHOP - GRANT PERMISSION SUBJECT TO 5 YEAR CONDITION ONLY - 13/07/2020
- 4.5 MER1086/83 - DISPLAY OF AN INTERNALLY ILLUMINATED PROJECTING BOX SIGN - GRANT PERMISSION SUBJECT TO CONDITIONS - 08/02/2020

5. CONSULTATION

External

Neighbour consultation

- 5.1 Letters were sent to neighbouring occupiers to the site. A total of 13 objections were received for the application raising the following points:
- Overlooking towards rear of properties on South Park Road
 - Loss of light for properties on South Park Road due to height
 - Concerns over parking pressure
 - Concern that of the third floor
 - Concerns that Printers Yard is not maintained by Merton Council. Therefore, there is no traffic management or street lighting. There are issues with access as a result of rubbish bins and cars blocking the road.
 - Concerns that increased population will increase anti-social behaviour.
 - Concerns over noise from balconies – Printers Yard is an echo chamber. If a balcony is permitted on the third floor the noise would be amplified and heard in the surrounding area.
 - Loss of light and increased sense of enclosure toward no. 92 The Broadway.

- Concerns from the commercial occupiers of Finling Associates (Unit 2, Printers Yard, 90A the Broadway):
 - No established ownership of Printers Yard meaning it is unmaintained, unduly and unsecured. This legal anomaly should be resolved before planning permission is granted.
 - Car usage is a problem with cars constantly blocking the Mews. There are frequently cars parked at the end of the Mews, and down the main access route. There would be difficulties with emergency access with an adverse impact on safety of staff
 - Insufficient Waste Storage for four households. There are continual problems with unsightly overflowing bins, vermin, and noise as glass bins are filled or emptied.
 - Loss of character and amenity
- Objection from ground floor unit (no. 96 The Broadway) with the following concerns:
 - Negative impact on character and appearance.
 - Loss of sunlight and diminished climate of garden.
 - Increased traffic along the Mews
- Development should not go ahead based on the principle of no. 100 The Broadway and numbers 96-98 The Broadway. No. 100 stopped two houses quality sunlight for Cobden Mews.
- Concerns over loss of three-bed unit.
- Loss of light and increased sense of enclosure in respect of Cobden Mews
- Objection from the commercial occupier no. 1 Cobden Mews, 90 the Broadway:
 - Concerns over the condition of Cobden Mews
 - Negative impact of people parking on the commercial property
 - Negative impact on rubbish
 - Scale of building works harm the character and appearance of the area.
- Objection from Wimbledon Society:
 - Proposed dwellings are single aspect and therefore will receive limited light.
 - There is limited amenity space
 - No energy statement to accompany the application.
- One representation was received highlighting the opportunity to install artificial Swift Nests into the development.

Internal

Council Transport Planner:

- No objections subject to:
 - Unilateral undertaking which would restrict future occupiers of the units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.
 - Cycle parking (secure & undercover)
 - Refuse collection: condition
 - 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.

Council Waste Services:

- Firstly, the use of wheelie bins is a preferred option for these properties considering its location.
- Secondly, for the proposed arrangement to be considered, applicant/developer would have to confirm that LBM/Veolia will not be held responsible for any damage to the wall/ access road caused by manoeuvring the bins for collection. I will recommend some padding of the side access wall to minimise damage. This confirmation should be an attached condition.

Environmental Health Officer:

- No objections subject Construction Method Statement attached as condition.

6. POLICY CONTEXT

National Planning Policy Framework (2019)

- Chapter 5 Delivering a sufficient supply of homes
- Chapter 9 Promoting sustainable transport
- 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 3.5 Quality and design of housing developments

- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 6.3 Assessing effects of development on transport capacity
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.1 Lifetime Neighbourhoods
- Policy 7.4 Local Character
- Policy 7.5 Public Realm
- Policy 7.6 Architecture
- Policy 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- Policy 8.2 Planning obligations
- Policy 8.3 Community Infrastructure Levy

Merton Core Strategy (2011)

- Policy CS 8 Housing Choice
- Policy CS 9 Housing Provision
- Policy CS 14 Design
- Policy CS 15 Climate Change
- Policy CS 17 Waste Management
- Policy CS 18 Active Transport
- Policy CS 19 Public Transport
- Policy CS 20 Parking, Servicing and Delivery

Merton Sites and Policies Plan (2014)

- DM H2 Housing mix
- DM H3 Support for affordable housing
- DM H4 Demolition and redevelopment of a single dwelling house
- DM D2 Design considerations in all developments

- DM D3 Alterations and extensions to existing buildings
- DM EP2 Reducing and mitigating noise
- 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 material planning considerations in the assessment of this planning application are as follows:

- Principle of development
- Character and appearance
- Neighbouring amenity
- Standard of accommodation
- Housing mix
- Traffic, Parking and Highways Conditions
- Sustainability
- Refuse

Principle of development

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 states that boroughs should seek to enable additional development capacity, which includes intensification, developing at higher densities.

7.3 The proposed development would result in a net increase of 3 residential units in Wimbledon Town Centre. Intensification of land is encouraged in the Local and London Plan, therefore the provision of 4 residential units would be in line with policy.

Overall, the principle of development is acceptable however is subject to compliance with the below planning considerations, which include the planning history of the site.

Character and Appearance

7.4 London Plan policies 7.4, 7.6 and 7.8, Core Strategy policy CS14 and SPP Policies DMD2, DMD3 require proposals to respect the appearance, scale, bulk, form, proportions, materials and character of the original building and their

surroundings.

- 7.5 The proposal is comprised of a four storey rear extension projecting from the rear of the original block. The extension adopts a gable form which corresponds to the gable form on the host building and the gable outrigger located next door at no. 92. The ridgeline of the extension would match the ridgeline of the main building therefore would not be visible from the Broadway.
- 7.6 The extension would be set away from the boundary with no. 96 by 1.24m maintaining some legibility of the original rear elevation.
- 7.7 The depth of the four storey extension would measure 8.33m (10.9m including the ground floor cycle store and bin store).
- 7.8 The architectural appearance of the proposal is generally considered good quality. The rear elevation comprised of brick, timber slatted balconies and contemporary windows would assimilate to acceptable level with the terrace when viewed from Printers Yard.
- 7.9 Rear projections are a common feature of the surrounding terraces at the rear. Whilst larger than existing rear projections in the immediate vicinity, the scale proposed extension would not be visually overbearing, would be subservient to the host building and would assimilate to acceptable level with the mews Character of Printers Yard. The depth and width of the proposal has been reduced in comparison to the previously refused scheme.
- 7.10 For the points outlined above, the proposed development is not considered to cause material harm to the character and appearance of the and would accord with Policies DMD2 and DMD3 in the Merton Sites and Policies Plan 2014

Neighbouring Amenity

- 7.11 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.
- 7.12 The proposed development adjoins no 92 to the west and no. 96 and 98 the Broadway to the east. These properties are similar to the application site comprising commercial on the ground floor and residential on the upper floors. The impact on each of these is considered in more detail below:
- No. 92 the Broadway*
- 7.13 No. 92 comprises commercial on the ground floor and residential on the upper floors. No. 92 has two rear facing windows on the rear elevation of the outrigger at first and second floor levels. These serve a kitchen (residential) and bedroom respectively. There is also another bedroom window located at second floor level on the principle rear elevation (see existing plans for ref. 20/P1484). The proposed rear extension would project 2m beyond the first and second floor windows, and roughly 8m beyond the third floor window as referred to above. There would be some increased sense of enclosure in respect of these windows but given the projection forward of the rear elevation of no. 92 has been reduced by 2.5m since application 20/P1928, and the removal of the third

floor dormer, Officers consider the proposal would preserve suitable levels of openness and daylight towards these windows. There are no windows proposed in the western flank wall therefore there would be no impact from increased overlooking. Overall, the proposal would not harm the amenity of the no. 92.

No 96 the Broadway

7.14 No 96 comprises commercial on the ground floor and residential on the upper floors. No 96 has a two-storey outrigger with a glass doorway at first floor believed to serve a kitchen. There are three windows at first and second floor levels on the rear elevation of no. 96. Two of these serve a toilet and landing respectively and therefore there would be no material harm to living conditions in relation to these windows. The other window at second floor level serves a bedroom (see existing plans submitted for ref 15/P1569). The proposed four storey extension would project roughly 8m beyond this rear bedroom window. The projection forward of this window has been reduced by 2m since previous application 20/P1484. Furthermore there is now a gap of 1.24m between the flank wall of the extension and the boundary with no. 96. Officers acknowledge there would still be some increased sense of enclosure. However, Officers are satisfied the window would be subject to suitable levels of daylight and openness and there would be no material harm to the living conditions of the bedroom the window serves.

7.15 There is not considered to be any harm cause through increased overlooking. There are four windows proposed on the eastern elevation at first and floor levels. These serve a bedroom and kitchen diner at first and second floor respectively and are subject to a condition of obscure glazing.

No 98 the Broadway

7.16 No 98 has residential windows located at an upper level similar to no. 96. No. 98 are already enclosed to the east by the four storey development at no. 100. There would be some increased sense of enclosure and loss of light as result of the proposed extension but taking into consideration the reduced scale of the proposal since application 15/P1569, the proposal would not harm the amenity of this property.

1-3 Cobden Mews, 90 The Broadway

7.17 The rear of the application site is located opposite a two storey commercial building. There would be some inter-visibility between the rear windows and outdoor terraces of the proposed flats and the commercial buildings. Officers do not consider this to be harmful relationship as there is a separating distance is roughly 12m.

37-41 South Park Road

7.18 Some objections raised concern that the proposed development would adversely impact the amenity of properties on South Park Road. The proposed extension would be sited 15m away from the rear garden boundaries of these properties. The commercial premises on Cobden Road also acts as an intervening barrier. Officers acknowledge there would be some inter-visibility between the third floor window and these properties. However, Officers do not

consider this to be harmful relationship given the separating distance.

- 7.19 Concern has been raised by some residents regarding the impact of noise from the proposed balconies. The proposed balconies are a modest size and therefore are unlikely to be used for use by more than two individuals at any given time. A balance must be struck between providing outdoor space for residents with the impact on noise. In this instance, the likely impact of noise generation is not considered significant enough to warrant refusal of the application.
- 7.20 For the reasons outlined above, the proposed development would not cause material harm to the amenity of nearby occupiers. Therefore the development fails to comply with Merton Sites and Policies Plan DMD2 and DMD3.

Standard of accommodation

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

Internal

Unit No.	Level	Type	Proposed GIA (sqm)	Required GIA	Compliant
Unit 1	Ground and First	2B3P	79.7 m ²	70	Yes
Unit 2	Second and Third	1B/2P	58.0 m ²	58	Yes
Unit 3	First	1B/2P	54.0 m ²	50	Yes
Unit 4	Second	1B/2P	50.4 m ²	50	Yes

- 7.22 Demonstrated by the table above, the proposed units would meet the London Plan minimum space standards. The units would have an acceptable levels of outlook and daylight. Overall, the standard of accommodation is considered acceptable.

External

- 7.23 In accordance with the London Housing SPG and Policy DMD2 of the Council's Sites and Policies Plan, it states that there should be 5sqm of external space provided for private outdoor space for 1-2 person dwellings and an extra 1sqm provided for each additional occupant.
- 7.24 14 m² and 4.5m² of outdoor amenity space has been provided for units 1 and 2 respectively. Officers are mindful that the site is subject to spatial constraints

limiting the ability for outdoor amenity space to be provided for all the units. Unit 3 and 4 are located in the fabric of the original building therefore it's unrealistic to expect these units to provide out door space. Taking into consideration the spatial constraints of the site in the town centre location the provision of outdoor amenity space is considered acceptable.

Housing mix

- 7.25 Policy CS 14 also states that schemes involving dwelling conversions that result in the loss of an existing family sized unit must incorporate the re-provision of at least one family sized unit – a family sized unit is one which has at least 3 bedrooms.
- 7.26 The current building contains a 4 bedroom unit (a family sized unit). The proposed housing mix is 3 x 1B2P unit & 1 x 2B3p unit.
- 7.27 Although the proposed development would result in the loss of a family sized unit, the existing unit does not represent typically good family accommodation given its location above a commercial unit adjoining the high street. Further, the 4 bedrooms in existing are only served by a small kitchen/diner/living space, which makes it less desirable for families to accommodate. Officers note the loss of the existing 4-bedroom flat was a reason for refusal under the previous scheme, however, upon re-review under this new application, officers do not consider this to be such a short fall to warrant a refusal in its own right based on the better accommodation now proposed. Taking this into consideration, Officers consider the housing mix appropriate for the town centre location and the benefits of providing additional units would outweigh the loss of the existing four bed unit.

Transport and parking

- 7.28 Policies CS20 (Parking, Servicing and Delivery) of the Adopted Merton Core Planning Strategy (2011) DM T2 (Transport Impacts of Developments) and (DM T3 (Car Parking and Servicing Standards) of the Adopted Merton Sites and Policies Plan (2014), 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.
- 7.29 The application site is well served by public transport being located within Wimbledon Town Centre and in close proximity to Wimbledon Underground and Railway Station and local bus routes. The Site has a PTAL of 6b. The site is located within Controlled Parking Zone (W3) with restrictions in place between Monday and Saturday 8.30am-11.00pm, Sunday & Bank Holidays 2.00pm - 6.00pm.
- 7.30 Five secure and undercover cycle parking spaces are provided at the rear of the site. The London Plan standard requires 1 space per 1 bedroom unit and 2 spaces per all other units for residential dwellings. Based on the proposed housing mix, a total of 5 parking spaces is required to satisfy London Plan standard therefore the proposal is compliant with this standard.

- 7.31 Given the good accessibility of the site to public transport, the existing parking pressures in the area and the policy drive for car free development, the proposal is acceptable in respect of transport and parking subject to a restriction on on-street residential parking permits for occupiers to be secured through a section 106 Agreement, as well as cycle parking provided to meet standards set out within the London Plan.
- 7.32 The Council's Transport Planner has reviewed the proposal and deemed the proposal acceptable subject to a permit-free legal agreement and installation of cycle parking.
- 7.33 Officers acknowledge concerns over ad-hoc parking along Printers Yard which is not under the control of the Council. However, it would be unreasonable to refuse the application on this basis given it is most likely occupants would adopt sustainable modes of travel due to proximity to excellent public transport links.
- 7.34 The proposed development is considered acceptable in respect of Policies CS20 (Parking, Servicing and Delivery) of the Adopted Merton Core Planning Strategy (2011) DM T2 (Transport Impacts of Developments) and (DM T3 (Car Parking and Servicing Standards) of the Adopted Merton Sites and Policies Plan (2014),

Sustainability

- 7.35 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).
- 7.36 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.
- 7.37 The proposal offers opportunities to enhance the sustainability credentials of the existing building, as well as the proposed building. The Council's standard pre-occupation condition is put forward requiring evidence be submitted to show 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.

Refuse

- 7.38 A bin store is proposed at ground floor level served by Printers Yard. The store would be accessed through sliding doors along the passageway allowing suitable access for waste operators.
- 7.39 Space for four 360 litre wheelie bins has been provided providing enough refuse capacity for the four units proposed.
- 7.40 Waste Services were consulted for the application and have confirmed wheelie bins are appropriate for this location. However, they have recommended some protective material is installed on the side elevation around the bins to avoid any accidental damage by refuse collectors. A condition has been put forward

requiring this.

8. CONCLUSION

- 8.1 The proposed development would result in a net increase of four residential units making a small contribution to Merton's housing supply in a sustainable location. The development has been reduced in scale, depth and width in comparison to previous application 20/P1928 and Officers are satisfied the proposal would not harm the character and appearance of the area nor cause material harm to the amenity of nearby occupiers. The proposed development would provide an acceptable standard of external and internal space taking into consideration the constraints of the site. The loss of the four bed unit in favour of four smaller units is considered acceptable given the town centre location and given the existing four bed unit fails to represent good family accommodation. The proposed development is considered acceptable in respect of all other planning considerations including Transport, Refuse and Sustainability subject to appropriate conditions and a permit free legal agreement.

9. RECOMMENDATION

- 9.1 Grant permission subject to:

a) the completion of a Section 106 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 conditions

Conditions

1. **A1 Commencement of development (full application):** The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.
2. **A7 Approved Plans:** The development hereby permitted shall be carried out in accordance with the following approved plans: 094TB-A-03-103; 094TB-A-03-104; 094TB-A-03-105; 094TB-A-03-106; 094TB-A-03-107; 094TB-A-05-108; 094TB-A-05-110; 094TB-A-06-109; 094TB-A-06-110.

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. **C03 Obscured Glazing:** Before the development hereby permitted is first occupied, the first and second floor windows in the eastern side elevation shall be glazed with obscure glass 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.

5. **C07 Refuse & Recycling (Implementation):** Prior to occupation, the refuse and recycling facilities shall be fully implemented and made available for use..

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.

6. **Protection to flank wall:** Details of appropriate measures to protect the eastern flank wall from accidental damage by waste operators shall be submitted to the Local Planning Authority. The protective measures approved shall be fully implemented prior to first occupation of any flat.

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.

7. **Construction Method Statement:** No development shall take place 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 demolition and construction period. The Statement shall provide for: -hours of operation -the parking of vehicles of site operatives and visitors - loading and unloading of plant and materials -storage of plant and materials used in constructing the development -the erection and maintenance of security hoarding including decorative -displays and facilities for public viewing, where appropriate -wheel washing facilities -measures to control the emission of noise and vibration during construction. -measures to control the emission of dust and dirt during construction/demolition -a scheme for recycling/disposing of waste resulting from demolition and construction works.

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

8. **CLP:** The development shall not commence until a demolition/Construction Logistics 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 in 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.

9. **No access to flat roof:** Access to the flat roof fronting The Broadway shall be for maintenance or emergency purposes only, and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area.

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

10. **Hours/days of construction:** 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.

11. **Climate Change:** No part of the development hereby approved shall be occupied until evidence has been submitted to, and approved in writing by, the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 19% improvement on Part L regulations 2013, and internal water consumption rates of no greater than 105 litres per person per day.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: Policy 5.2 of the London Plan 2016 and Policy CS15 of Merton's Core Planning Strategy 2011.

12. **Cycle Parking:** The development hereby permitted shall not be occupied until the cycle parking shown on the plans hereby approved has been provided and made available for use. These facilities shall be retained for the occupants of and visitors to the development 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.

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