

PLANNING APPLICATIONS COMMITTEE

August 2021

APPLICATION NO.

21/P1442

DATE VALID

26/04/2021

Address/Site: 40A & rear of 40 Lambton Road, Raynes Park, SW20 0LP

Ward: Raynes Park

Proposal: REDEVELOPMENT OF THE SITE INVOLVING DEMOLITION OF THE COMMERCIAL BUILDINGS AND 2 x RESIDENTIAL UNITS, AND THE ERECTION OF A ROW OF 3 SINGLE STOREY DWELLINGS, TOGETHER WITH LANDSCAPING, CYCLE STORAGE AND REFUSE STORAGE.

Drawing No.'s: PL-00 Rev A; PL-10 Rev H; PL-11 Rev H; PL-12 Rev E; PL-13 Rev F; PL-14 Rev E; PL-18 Rev B; PL-19; PL-60 Rev A; PL-61 Rev A; PL-62 Rev A

Contact Officer: Jourdan Alexander (020 8545 3122)

RECOMMENDATION

Grant planning permission subject to conditions

CHECKLIST INFORMATION

- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: Yes (conservation area)
- Site notice: Yes (conservation area)
- Design Review Panel consulted: No
- Number of neighbours consulted: 25
- External consultations: 1
- Conservation area: Yes – Lambton Road
- Listed building: No
- Archaeological priority zone: No
- Tree protection orders: No
- Controlled Parking Zone: No
- Flood Zone: Zone 1 (low risk)
- Designated Open Space: No
- Town Centre: No (just beyond Raynes Park Town Centre)

1. INTRODUCTION

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

2. SITE AND SURROUNDINGS

2.1 The application site is located to the east side of Lambton Road, to the rear of the terrace rows of both Lambton Road and Tolverne Road. The site is accessed via an under-croft through No. 40 Lambton Road. The under-croft leads to a narrow access way which opens out to a regular shaped plot; the site (not including the access way) has an area of approximately 286 sq.m.

2.2 The site is located within the Lambton Road Conservation Area and is located just outside of the Raynes Park town centre. The site has a public transport access level (PTAL) of 5 (0 being the lowest and 6b being the best), this score indicates very good public transport access, being an approximate 3 minute walk from Raynes Park Station. The site is not within a controlled parking zone (CPZ); albeit the surrounding streets along with the lower portion of Lambton Road are in CPZ's.

2.3 The site is currently occupied by a series of single storey buildings, including 2 x dwellings, a porta cabin and sheds that relate to the site's former use as a builder's yard.

2.4 The surrounding area is in predominantly residential use and characterised by two storey (with loft level) houses. Taller buildings are also present towards the Rayne's Park Station direction.

3. CURRENT PROPOSAL

3.1 This application seeks planning permission for the demolition of the existing buildings on site and the redevelopment of the site to provide a row of 3 single-storey, one bed dwellings.

3.2 The dwellings would be built along the eastern boundary of the site and would be set back from the western boundary by approximately 2.4m, this setback would provide a walkway to access each unit. The proposed dwellings would each be set within a rectangular sized plot, within each plot an 'L' shaped building envelope would be constructed, to comprise a bedroom (single bed), toilet and shower room, and an open plan kitchen/living space. A private external terrace of 20sqm would be created on the western side of each dwelling and enclosed by a slatted privacy screen.

3.3 In constructing the units, a section of the Tolverne Road boundary wall would be built-up (rear boundary of properties 13,15,17,19 and 21 Tolverne Road). This increase to the boundary wall would be approximately 1.0m in places.

3.4 Access to the plot would remain unchanged, which would involve use of the existing under-croft through No.40 Lambton Road. A rear portion of No.38 Lambton Road would be used for the storage of refuse/recycling bins with a collection point being provided at the site entrance. There would be a secure cycle storage facility within the plot's shared amenity area. The site is not accessible by a motor vehicle and no car parking is proposed.

3.5 The proposed terrace of 3 x single-storey units would have the following dimensions:
- Footprint of individual dwellings: 10m wide and 6.8m deep.
- Footprint of total terrace: 30m long and 6.8m deep.
- Roof heights: 2.85m high (dwellings to have a flat roof profile)

3.6 In terms of materials London stock brick would be used on elevations, with a timber frame and clerestory window feature to the upper wall elevation. Powder-coated aluminium would be used to the fascia and fenestration details, together with a timber slatted privacy screen between the private amenity and external walkway area. The roof would be a 'batton roll' single ply roof

4. RELEVANT PLANNING HISTORY

4.1 MER170/81: Rebuilding of existing workshops and stores as offices – Refused (reason not recorded).

4.2 13/P4057: Application for a lawful development certificate in respect of the use of single storey buildings on the site known as 40A Lambton Road as two self-contained residential units [Use Class c3] called studio 3 and studio 4 – Granted.

4.3 17/P2023: Demolition of all buildings on site, comprising a redundant builder's yard with associated office and sheds along with 2 x residential units, and redevelopment of the site to provide a terrace row of 3, 1 bed, single storey residential units with accommodation in the roof space together with landscaping, cycle storage and refuse storage. Refused by Planning Committee – reason for refusal:
The proposals by reason of size, design, bulk, massing and siting would result in an unneighbourly overdevelopment of the site that would be overly dominant, unduly prominent and incongruous to the detriment of the outlook and visual amenities of occupiers of neighbouring dwellings and would detract from the character and appearance of this part of the Lambton Road Conservation area. The proposals would be contrary to policies 7.4 and 7.6 of the London Plan (2016), policy CS.14 of the Merton Core Planning Strategy (2011) and policies DM.D2 and DM.D4 of the Merton Sites and Policies Plan (2014).

4.4 The applicant's appeal on application ref:17/P2023 was dismissed by the Planning Inspectorate – 22nd January 2019. In dismissing the appeal the Inspector found that the mezzanine stories would result in taller buildings than existing and have a visually jutting and irregular roof forms. This was considered to appear incongruous with the existing character of the surrounding area and Conservation Area, and would be visually prominent and jarring. No issues were raised towards the principle of redeveloping the site for housing nor were parking, refuse or access considered problematic.

4.5 Key changes between 2017 application (17/P2023) and the current application

- The upper floor mezzanine has been omitted (therefore the development would be single storey rather than 1.5 storey as previously proposed). The result is that the current scheme would be 3.18 metres lower than previous submitted proposal, and would incorporate a flat roof design. The total height of the proposed units would now be 2.8m

5. CONSULTATION

5.1 Public consultation was undertaken by way of site and press notices and by post sent to neighbouring properties.

5.2 Two comments were received, with the following questions:

- I want to be sure that they are being clear as to the height and type of roof they are choosing. It appears to be the non-grass roof, which is lower in height. Also what are they proposing to do with the existing walls on site, i.e. the back of the Tolverne Road properties, which are significantly lower than the proposed buildings?
 - What is the height of the wall of the development?
 - I do not understand if the proposal would reflect a single storey building, as there appears to be significant build up above the level of the existing properties on Tolverne Road.
- 5.3 Officer's comments – The applicant has provided a drawing that shows that the boundary wall would be built-up along a section of the Tolverne Road boundary (rear boundary of properties 13,15,17,19 and 21 Tolverne Road). This increase to the boundary wall would be approximately 1.0m in places. The total height of the boundary wall from the prevailing ground level of Tolverne Road properties is shown to be approximately 1.85m (refer drawing PL-13 rev F). The proposal is shown to reflect a single storey, and the roof would be a 'batton roll' single ply roof.
- 5.4 Objection were received, as summarised:
- Moving the dwellings from the western to the eastern boundary and raising the height of the Tolverne Road walls will have a significant impact on our property. We will lose sunlight by the shadow cast by the higher walls as well as an increased visual impact of the new buildings. We will clearly see the proposal from our windows, and from ground level. We respectfully ask that the whole line of the site is no higher than our current walls.
 - We are concerned that the site would create security issues and no access for emergency services.
 - The buildings would be visible from the ground floor windows, let along top floor windows of houses along the street.
 - The proposal will increase parking issues on-street.
 - The added height on my boundary wall will negatively impact my enjoyment of my property and cast earlier shade in my garden.
 - The height of this wall will loom up and be oppressive
- 5.5 Metropolitan Police – Designing out Crime Officer: Raised concerns regarding the layout and design of the proposal, and advised possible design improvements and various technical standards that should be met to ensure a high level of security. This includes: entrance gate design, mail delivery, timber slat fences reduced in height, defensive planting established, bicycle storage lockable, lightening should be suitable with good uniformity.
- 5.6 Environment Agency: No objection.
- 5.7 LBM Environmental Health: Advised conditions relating to a demolition and construction method statement, external lighting and contamination.
- 5.8 LBM Transport Officer: Comments follow those received for the previous assessed scheme (17/P2023) - Vehicle access is not possible due to the narrow entrance. The area is highly sustainable in terms of accessibility (PTAL 5). Cycle and refuse storage are both acceptable. Advised conditions relating to a construction management plan and service management plan.

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
- 6.2 London Plan (2021)
 Relevant policies include:
 GG1 Building strong and inclusive communities
 GG2 Making the best use of land
 GG3 Creating a healthy city
 GG4 Delivering the homes Londoners need
 GG6 Increasing efficiency and resilience
 D3 Optimising site capacity through the design-led approach
 D4 Delivering good design
 D5 Inclusive design
 D6 Housing quality and standards
 D8 Public realm
 E4 Land for industry
 E7 Industrial intensification, co-location and substitution
 HC1 Heritage conservation and growth
 H1 Increasing housing supply
 H2 Small sites
 SI2 Minimising greenhouse gas emissions
 SI5 Water infrastructure
 SI10 Aggregates
 SI13 Sustainable drainage
 T3 Transport capacity, connectivity and safeguarding
 T4 Assessing and mitigating transport impacts
 T5 Cycling
 T6.1 Residential parking
 T7 Delivery servicing and construction
- 6.3 Merton Local Development Framework Core Strategy – 2011 (Core Strategy)
 Relevant policies include:
 CS 4 Raynes Park sub area
 CS 8 Housing choice
 CS 9 Housing provision
 CS 12 Economic development
 CS 14 Design
 CS 15 Climate change
 CS 17 Waste management
 CS 18 Active Transport
 CS 19 Public transport
 CS 20 Parking servicing and delivery
- 6.4 Merton Sites and Policies Plan – 2014 (SPP)
 Relevant policies include:
 DM E1 Employment areas in Merton
 DM E3 Protection of scattered employment sites
 DM EP4 Pollutants
 DM H2 Housing mix
 DM H3 Support for affordable housing
 DM D1 Urban Design
 DM D2 Design considerations

DM D4 Managing Heritage Aspects
DM F2 Sustainable urban drainage systems
DM T2 Transport impacts of development
DM T3 Car parking and servicing standards
DM T4 Transport infrastructure

- 6.5 Supplementary planning considerations
London Housing SPG – 2016
London Character and Context SPG -2014
DCLG - Technical Housing Standards 2015

7. **PLANNING CONSIDERATIONS**

7.1 Material Considerations

The key issues in the assessment of this planning application are:

- Principle of development.
- Design and impact upon the character and appearance of the conservation area.
- Impact upon neighbouring amenity.
- Standard of accommodation.
- Transport and parking.
- Refuse storage and collection.
- Cycle storage.
- Sustainable design and construction.
- Site contamination.
- Flood risk

Principle of development

- 7.2 Policy DM E3 of the SPP seeks to protect scattered employment sites, and states that where proposals would result in the loss of an employment site, they would be resisted except where:
- The site is located predominantly in a residential area and it can be demonstrated that it is having a significant adverse effect on residential amenity.
 - The site characteristics make it unviable for whole site employment.
 - There is no reasonable prospect of employment or community use on the site in the future.
- 7.3 The site was formerly used as a builder's yard; however the site is no longer considered suitable for employment use given its size, access arrangements and sitting within a residential area. Recommencing of the site's previous industrial usage would likely result in a significant adverse effect on local residential amenity.
- 7.4 There are currently two residential units on the site which obtained a lawful development certificate confirming that they could be lawfully occupied as residential dwellings, Council ref: 13/P4057. In this instance, the loss of remaining employment land within the site is considered to be acceptable. This position is consistent with London Plan policy E7 recognising that residential development proposals should be supported where there is no reasonable prospect of the site being used for industrial and related purposes.
- 7.5 In terms of new housing, Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create

socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space.

- 7.6 There are currently two residential units on site and the site is surrounded by residential houses; the site is no longer considered to be suitable for employment uses. Given that this application seeks to increase residential density through comprehensive redevelopment that optimises the site's use, the principle of development is considered to be acceptable. The proposal is also subject to compliance with the relevant London Plan policies, Merton Local Development Framework Core Strategy, Merton Sites and Policies Plan and supplementary planning documents, which are assessed below.

Design and impact upon the character and appearance of the conservation area

- 7.7 Section 12 of the NPPF, London Plan policies D3 and D4, Core Strategy policy CS14 and SPP Policies DM D2 and DM D4 require well designed proposals which make a positive contribution to the public realm, are of the highest quality materials and design and which are appropriate in their context, thus they must respect the appearance, materials, scale, bulk, proportions and character of their surroundings.
- 7.8 The site currently contains single-storey, flat-roofed buildings that are different in their design and proportions compared with the two-story, pitched-roofed, terrace houses formed along the site's east and west boundaries.
- 7.9 The proposal in part involves the demolition of the existing buildings and replacement with a row of three connected buildings, all of which would be single-storey having a low profile at 2.85m high. The layout of the new buildings would be different compared to the existing arrangement, with new massing to be positioned along the eastern boundary rather than part of the western and part of the eastern boundary, as per the existing layout. This new arrangement is considered acceptable and provides clear legibility to the scheme, helping to define communal and private spaces within the development. The new buildings, due to their low profile height, would not appear visually prominent from neighbouring vantages, and the scale of development would be comparable to the existing situation.
- 7.10 Given the isolated nature of the site being of limited visibility from within the street, the application's contemporary approach is considered to be appropriate. The proposal would utilise a pallet of materials considered to be high quality, providing a coherent finish. The proposals design and materials used would not appear obtrusive from external views, and acts to preserve the character and appearance of the conservation area.
- 7.11 The applicant proposes to establish areas of soft landscaping to communal areas and private terrace areas. This would provide some 'greening' enhancement of the site whereas at present there are no natural site features such as trees and plants.
- 7.12 Paragraph 3.3.8 of the London Plan expects buildings to enhance, activate and appropriately frame the public realm. The Plan places particular attention towards parts of a building or public realm that people most frequently see or interact with in terms of its legibility, use, detailing, materials and location of entrances. The current entrance arrangement is through an under-croft formed between 38 and 40 Lambton Road. This entrance does not create an obvious arrival point to the houses, and this issue is made worse by the commercial signage directly above the Lambton Road under-croft opening. A condition has been recommended to require detailed drawings and details of the main enhance to the site to secure positive improvements

to the site's legibility from the public realm. This condition is supported by the comments received towards the scheme by the Designing out Crime - Local Police Officer, who advised that the design of entrance gates should be the full height of the under-croft, and automated, with relevant safety and security features.

Impact upon neighbouring amenity

- 7.13 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.
- 7.14 The site currently sits approximately 0.6 metres below the height of the rear gardens to the east (Tolverne Road properties). The applicant proposes to excavate the site to increase this difference to approximately 1 metre. The new building would have a height of 2.85m. However, with in mind the excavation to be completed, the proposed buildings and boundary wall (to be built-up in places) would stand at 1.85m, as measured from the Tolverne Road garden levels. At this height, and coupled with the development's flat roof design, the proposal would not appear visually imposing nor would it cause a sense of enclosure to neighbours. The proposal would have no material impact on houses along Lambton Road, in terms of visual bulk or enclosing impact given that the buildings would be located on the eastern part of the site, set back from the western boundary by approximately 2.4m.
- 7.15 In terms of the overlooking between the proposals and neighbouring properties, all dwelling's external openings are positioned at ground floor level, the position of openings along with the site's boundary walls would restrict views between the site and neighbouring houses. External areas within the site would offer similar levels of views towards neighbouring houses as per the current site arrangement. Therefore, any impact with regards to privacy would be largely neutral and not considered harmful. To further safeguard existing privacy levels a condition has been recommended requiring that the roofs of the dwellings are not to be used as external amenity spaces.
- 7.16 The application is accompanied by overshadowing diagrams that illustrate the impact on sunlight from the proposal compared to the existing situation. The diagrams serve to demonstrate that the proposal would not materially impact the level of sunlight received by neighbouring properties
- 7.17 The proposal is unlikely to result in undue levels of noise emitted, given that the proposal would introduce only one additional residential unit on the site.

Standard of accommodation

- 7.18 London Plan policy D6 states that housing development should be of high quality design and provide adequately-sized rooms, with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners. The 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.
- 7.19 Each dwelling has been designed with a single bedroom for single person occupancy. The dwelling's Gross Internal Floor Area ('GIA') of 40.4sqm would slightly exceed the 39sqm GIA required under the London Plan and is acceptable.

- 7.20 All habitable rooms are served by windows which are considered to offer suitable natural light, ventilation and outlook to prospective occupants.
- 7.21 SPP policy DMD2 seeks for new houses to have a minimum of 50sq.m as a single, usable, regular amenity space. However, given the proposed dwellings are not family dwellings (3 bed or more), having only 1 single bedroom, a smaller amenity area can be considered in this instance. Each dwelling would be provided with a 20sq.m private terrace, providing a suitable space for passive recreation. Furthermore, the site would have an additional 25sq.m of shared amenity space along with the communal walkway, these provisions offer acceptable outdoor space for the level of occupancy proposed.
- 7.22 The private terrace areas would be enclosed by a slatted privacy screen. This would ensure privacy to amenity areas, and screening to windows that serve the unit's kitchen/dining room and bedroom.
- 7.23 Overall, the scheme offers a unique approach to developing a constrained site, offering high quality living accommodation for 3 x 1 bed dwellings.

Transport and Parking

- 7.24 Core Strategy policy CS20 and SPP policy DM T3 require that developments would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, on street parking or traffic management.
- 7.25 Given the size and configuration of the site, onsite parking would not be provided. It is noted that there are currently two dwellings onsite with no parking permit restrictions, thus this application constitutes a net increase of one dwelling, for single occupancy. It is not considered that the addition of one small dwelling, in an area that does not have controlled parking would impact upon parking in the area to such a degree as to warrant refusal of the application. Furthermore, given the high PTAL, future occupants would be well served by public transport, and therefore have convenient connections to other parts of London.
- 7.26 Given the restricted nature of the site, it is recommended to include a condition which would require details of a demolition and construction method statement prior to commencement.

Refuse storage and collection

- 7.27 Appropriate refuse storage must be provided for developments in accordance with policy CS 17 of the Core Strategy.
- 7.28 Refuse would be stored to the rear of No. 38 Lambton Road throughout the week. Refuse would then be moved to the pavement on collection day. The proposed provisions are considered to be acceptable.

Cycle storage

- 7.29 In accordance with London Plan policy, three cycle storage spaces would be required for the development. Three cycle storage spaces are proposed within the site's communal area, these provisions are considered to be acceptable.

Sustainable design and construction

- 7.30 London Plan policies SI2 and SI5, 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.
- 7.31 As per CS policy CS15, minor residential developments are required to achieve a 19% improvement on Part L of the Building Regulations 2013 and water consumption should not exceed 105 litres/person/day. It is recommended to include a condition which will require evidence to be submitted that a policy compliant scheme has been delivered prior to occupation.

Site contamination

- 7.32 SPP policy DM EP4 state that developments should seek to minimise pollutants, reduce concentrations to levels that have minimal adverse effects on human or environment health and to ensure contamination is not spread.
- 7.33 In the event contamination is encountered during construction works, planning conditions are recommended which would require the submission of details of measures to deal with this contamination.

Flood risk

- 7.34 The site is located in a low flood risk area (Flood Zone 1), and the site in its current form is entirely occupied by building and concrete surfacing. The redevelopment of the site is therefore not considered to create a flood risk to neighbouring properties. A condition has been recommended requiring that all hardstanding is made of porous material to reduce surface water run-off and to reduce pressure on the surrounding drainage

8. CONCLUSION

- 8.1 The proposal is considered to be acceptable in principle, redeveloping a former builder's yard which is already in partial residential use, to provide a residential development at an increased density, in line with planning policy. The proposal is considered to be well designed, appropriately responding to the surrounding context in terms of massing, heights, layout and materials, thus preserving the character of the conservation area. In addition, the revisions made to the formerly refused scheme involving the reduction of building heights to a single-storey are considered to overcome the previous reasons for refusal.
- 8.2 The proposal has been sensitively designed to ensure it would not unduly impact upon neighbouring amenity. The proposal would offer high quality living standards for prospective occupants. The proposal would not unduly impact upon the highway network, including parking provisions. The proposal would achieve suitable refuse provisions. It is considered that the proposal would achieve appropriate sustainable design and construction standards.
- 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 following conditions.

Conditions:

1. 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. 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. The facing materials to be used for the development hereby permitted shall be those specified on the approved plans 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: policies D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2, D3 and D4 of Merton's Sites and Policies Plan 2014.

4. No development shall take place until drawings and details of the site's under-croft entrance arrangement (from Lambton Road), 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 that the site's main entrance has clear legibility from the public realm, provides an attractive arrival point to the site, ensures a safe and secure entry, and to comply with the following Development Plan policies for Merton: policies D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2, and D4 of Merton's Sites and Policies Plan 2014.

5. No development shall take place until a Construction Logistics Plan has been submitted to, and approved in writing by the Local Planning Authority. The approved measures shall be adhered to throughout the construction period.

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 T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

6. No development shall take place until a Demolition and Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period. The Statement shall provide for:

- hours of operation
- the parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development
- the erection and maintenance of security hoarding including decorative
- displays and facilities for public viewing, where appropriate

- wheel washing facilities
- measures to control the emission of noise and vibration during construction.
- measures to control the emission of dust and dirt during construction/demolition
- a scheme for recycling/disposing of waste resulting from demolition and construction works
- emissions from Non Road Mobile Machinery during construction
- produced by the Contractor responsible for excavation, underpinning and construction of the basement retaining walls. This shall be reviewed and agreed by the Structural Engineer designing the temporary and permanent retaining structures.
- plan showing any temporary works, underpinning sequence and sections of the retaining walls produced by the relevant appointed Contractor.

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 T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

7. Except for demolition, 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 CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

8. Except for demolition, 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 T5 of the London Plan 2021, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Policies Plan 2014.

9. Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.

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: policies DM D2 and DM EP4 of Merton's Sites and Policies Plan 2014.

10. If during construction works contamination is encountered which has not previously been identified and considered, the Council's Environmental Health Section shall be notified immediately and no further development shall take place until remediation proposals (detailing all investigative works and sampling, together with the results of analysis, risk assessment to any receptors and proposed remediation strategy detailing proposals for remediation) have been submitted to and approved by the Local Planning Authority and the approved remediation measures/treatments implemented in full.

Reason: In order to protect the health of future occupiers of the site and adjoining areas in accordance with the following Development Plan policies for Merton: policy SI 10 of the London Plan 2021 and policy DM EP4 of Merton's Sites and Policies Plan 2014.

11. 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 SI2 and SI5 of the London Plan 2021 and Policy CS15 of Merton's Core Planning Strategy 2011.

12. 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 and to the character of the area, and for this reason would wish to control any future Development plan policies for Merton: policy D3 and D4 of the London Plan 2021, policies CS13 and CS14 of Merton's Core Planning Strategy 2011 and policy DM D2 and DMD4 of Merton's Sites and Policies Plan 2014.

13. Access to the flat roof parts of the development hereby permitted, shall be for maintenance or emergency purposes only and 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 D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 of Merton's Sites and Policies Plan 2014.

14. The hardstanding hereby permitted shall be made of porous materials, or provision made to direct surface water run-off to a permeable or porous area or surface within the application site before the development hereby permitted is first occupied or brought into use.

Reason: To reduce surface water run-off and to reduce pressure on the surrounding drainage system in accordance with the following Development Plan policies for Merton: policy SI13 of the London Plan 2021, policy CS16 of Merton's Core Planning Strategy 2011 and policy DMF2 of Merton's Sites and Policies Plan 2014.

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