

**PLANNING APPLICATIONS COMMITTEE**  
**16th June 2022**

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>Item No:</u> <u>DATE VALID</u>
	21/P3952	10/11/2021
<b>Address/Site:</b>	The Pavilions (17-40 Greenview Drive) Raynes Park SW20 9DS	
<b>Ward:</b>	West Barnes	
<b>Proposal:</b>	Application to determine whether prior approval is required in respect of the proposed erection of a one storey roof extension to provide 6x self contained flats, with associated car and cycle parking and refuse provision.	
<b>Drawing Nos:</b>	WP-0748-A-0050-P-01 Rev P1, WP-0748-A-0100-P-01 Rev P1, WP-0748-A-0200-E-01 Rev P1 and WP-0748-A-0201-E-01 Rev P1.	
<b>Contact Officer:</b>	Tim Lipscomb (020 8545 2496)	

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**RECOMMENDATION**

**Grant prior approval subject to conditions.**

**CHECKLIST INFORMATION**

- Heads of Agreement:
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 50
- External consultations: Yes
- Controlled Parking Zone: No
- Archaeological Zone: No
- Conservation Area: No
- Flood Zone: 2-3

## 1.0 INTRODUCTION

- 1.1 This application is being brought to the Planning Applications Committee for determination due to the number of objections received.
- 1.2 It must be noted the approved prior approval application, 21/P0380, was granted by the planning committee on 29<sup>th</sup> June 2021 (with the decision issued on 30<sup>th</sup> July 2021) for a proposed a two-storey roof extension, to provide 10 residential flats, with 12 car parking spaces and 24 cycle parking spaces. The current scheme before members is a reduced version of that previous approval. The application does not explicitly state the reason why the applicant has reduced the number of floors, however, informally, officers understand the reduced size scheme was formulated following additional surveys which indicated that the building could not sustain the additional weight of the two floors.
- 1.3 This is a prior approval application submitted under The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020, Schedule 2, Part 20, Class A, **New dwellings on detached blocks of flat**: Development consisting of works for the construction of up to two additional storeys of new dwellinghouses immediately above the existing topmost residential storey on a building which is a purpose-built, detached block of flats.
- 1.4 Therefore, the only issues that can form material considerations are as follows:
- (a) transport and highways impacts of the development;
  - (b) air traffic and defence asset impacts of the development;
  - (c) contamination risks in relation to the building;
  - (d) flooding risks in relation to the building;
  - (e) the external appearance of the building;
  - (f) the provision of adequate natural light in all habitable rooms of the new dwellinghouses;
  - (g) impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light;
  - (h) whether because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15 March 2012 issued by the Secretary of State, and
  - (i) where the existing building is 18 metres or more in height, the fire safety of the external wall construction of the existing building.

(j) where the development meets the fire risk condition, the fire safety impacts on the intended occupants of the building.

1.5 The assessment against these criteria is set out later in this report.

## 2.0 **SITE AND SURROUNDINGS**

2.1 The buildings within Greenview Drive were constructed under outline planning permission ref. 05/P2802 and reserved matters approval ref. 07/P3679.

2.2 The development, known as The Pavilions, consists of 2 detached blocks and 10 townhouses. The north-eastern block contains 16 flats and south-western block (facing toward the Alliance Sports Ground), contains 24 flats. The blocks have 4 storeys and a maximum height of 11.7m.

2.3 This application concerns the south-western block, no development is proposed to the north-eastern block or townhouses.

2.4 The site is located south of Bushey Road and to the west of Fairway.

2.5 At the centre of the development is a grassed area. 2 private access roads are provided within the development with 2 parking courts – one toward the eastern side and one between the 2 detached blocks. The townhouses are provided with a front off-street parking space.

2.6 The buildings are finished with yellow brick with white render across the ground floor level.

2.7 Existing cycle and bin stores, for the flats, are provided toward the northern boundary.

2.8 Adjoining south-west of the application site is the Alliance Sports Ground, this is a designated Open Space and Green Corridor. Other than this green space, the surrounding area is predominantly residential. Fairway (east/south east) and Bushey Road (north east) comprises 2 storey 1930s terrace and semi-detached dwellings. Bushey Court (north) is a 4 storey 1950s flatted blocks.

2.9 The site is not located within a Conservation Area nor are the buildings listed.

2.10 The site is not located within an Archaeological Priority Area.

2.11 The site is located within Flood Zone 2 and 3.

2.12 The site has a PTAL of 4 and is not located within a Controlled Parking Zone.

## 3. **PROPOSAL**

3.1 The application proposes a single storey roof extension to provide a further 6 residential dwellings:

- 2 x 1bed 2 person flat (47sqm and 49sqm)
  - 3 x 2bed 3 person flat (66sqm, 66sqm and 67sqm)
  - 1 x 3bed 5 person flat (85sqm)
- 3.2 All units would have access to private external amenity, in the form of balconies/roof terraces.
- 3.3 The proposed fourth storey of the building would be metal clad in a grey colour with grey aluminium windows and doors. The roof extension would extent to the perimeter of the existing building.
- 3.4 The maximum height of the extended building would be 15m.
- 3.5 6 additional car parking spaces would be provided, an extension to the eastern parking court would be provided to accommodate these spaces. 13 cycle parking spaces are proposed (11 long-stay and 2 short-stay), these would be provided within a bike store positioned adjacent to the existing (northern) bike and bin store.
- 3.6 The existing bin stores would be extended to accommodate refuse provision for the additional units.
- 3.7 Pedestrian and vehicular access to the site would be maintained as per the existing arrangement from Fairway.
- 3.8 As set out in the introduction section, it is of note the approved prior approval application, 21/P0380, was granted by the planning committee on 29<sup>th</sup> June 2021 for a proposed a two-storey roof extension, to provide 10 residential flats, with 12 car parking spaces and 24 cycle parking spaces. The current scheme is a reduced version of that previous approval and therefore a material planning consideration for members to consider when making a decision.

#### **4. RELEVANT PLANNING HISTORY**

- 4.1 21/P0380 - APPLICATION TO DETERMINE WHETHER PRIOR APPROVAL IS REQUIRED IN RESPECT OF THE PROPOSED ERECTION OF A TWO STOREY ROOF EXTENSION TO PROVIDE 10X SELF CONTAINED FLATS, WITH ASSOCIATED CAR AND CYCLE PARKING AND REFUSE PROVISION (AMENDED). Prior Approval Granted 30-07-2021
- 4.2 11/P2084: PROVISION OF ACCESS GATES OF SITE ENTRANCE AND SCREENS AND FENCING – Refused 10/10/2011

Reason - The proposed access gates would unnecessarily deter and restrict members of the public and vehicles from entering the development, which forms a residential extension to the surrounding residential street network, to the detriment of achieving good urban design and an appropriately accessible built environment, and would be contrary to the objectives of policy 7.3 of the London Plan (2011)

CS14 of the Merton LDF Core Planning Strategy (2011) and policy BE16 of the Merton Unitary Development Plan (2003).

- 4.3 09/P1391: CONSTRUCTION OF AN ADDITIONAL FIFTH STOREY TO THE PREVIOUSLY APPROVED BLOCK OF FLATS [UNDER REF 07/P3679] TO THE SOUTH WEST CORNER OF THE SITE ADJACENT TO BUSHEY ROAD TO PROVIDE 2 X 1 BED, 3 X 2 BED AND 1 X 3 BED FLATS. – Refused 01/02/2010. Appeal lodged and dismissed 31/08/2010.

Reason - The proposed development, by reason of its height, bulk, orientation and design would - (a) be too large for the site and would fail to respect the scale and height of (proposed) surrounding buildings; and (b) result in an unneighbourly development by reason of visual intrusion, overlooking and an adverse impact on the amenity of neighbours, especially the occupiers of the (proposed) nearby new town houses. The development would therefore be contrary to Policies BE.22 and BE.25 of the Adopted Merton Unitary Development Plan (October 2003).

- 4.4 07/P3679: DEMOLITION OF EXISTING BUILDINGS AND DEVELOPMENT OF NORTHERN PART OF SITE (LAND BETWEEN THE REAR OF 5 TO 15 FAIRWAY AND BUSHEY ROAD) FOR 50 RESIDENTIAL UNITS COMPRISING FLATS AND HOUSES. APPLICATION FOR APPROVAL OF RESERVED MATTERS (LAYOUT, SCALE, APPEARANCE AND LANDSCAPING) FOLLOWING THE GRANT OF OUTLINE PLANNING PERMISSION REF 05/P2802. – Reserved matters approved 09/05/2008

- 4.5 05/P2802: DEMOLITION OF EXISTING BUILDINGS AND DEVELOPMENT OF NORTHERN PART OF SITE (LAND BETWEEN THE REAR OF 5 TO 15 FAIRWAY AND BUSHEY ROAD) FOR 50 RESIDENTIAL UNITS COMPRISING 40 FLATS AND 10 TOWN HOUSES, LANDSCAPING AND PROVISION OF 55 CAR PARKING SPACE WITH VEHICLE ACCESS FROM FAIRWAY. APPLICATION FOR OUTLINE PLANNING PERMISSION WITH ACCESS ONLY TO BE DETERMINED AT THIS STAGE. ILLUSTRATIVE PLANS SHOW 3 DIFFERENT OPTIONS FOR A POSSIBLE LAYOUT. EACH OPTION INCLUDES 4 STOREY BLOCKS OF FLATS AND HOUSING WITH THREE FLOORS OF LIVING ACCOMMODATION OVER GARAGES. – Outline planning permission refused at PAC 05/10/2006 (reason provided below). But an appeal was lodged against the LPA's refusal and the appeal was allowed 04/04/2007.

Reason - The applicant has failed to demonstrate that, in consulting with the Local community regarding the proposals, as required by PPG 17 (para.10) Planning for Open Space, Sport & Recreation, there is widespread support for the proposed access arrangements. The proposed access arrangements would give rise to unacceptable levels of traffic movement prejudicial to existing highway and pedestrian safety to the detriment of neighbouring residential amenity contrary to policy LU.3 of the Adopted Unitary Development Plan (2003).

- 4.6 02/P2681: REDEVELOPMENT OF PART OF SPORTS GROUND (1.76 HA) TO PROVIDE 69 DWELLINGS, TOGETHER WITH ASSOCIATED LANDSCAPING AND CAR PARKING, VEHICULAR ACCESS OFF FAIRWAY AND ENHANCEMENT OF Page 238 REMAINING OPEN SPACE (OUTLINE PLANNING APPLICATION) – Outline planning permission refused 16/01/2004

Reason 1 - The proposal would result in an unacceptable loss of open space, and represents an inappropriate development on a greenfield site, contrary to policies L.5 (Urban Green Space), ST.19 (Natural Environment), HP.1 (Housing Target) and ST.12 (Development on Previously Developed Land) of the Adopted Unitary Development Plan (October 2003) and PPG3.

Reason 2 - The proposal would result in the irretrievable loss of a substantial proportion of the existing sports and recreational facilities with insufficient compensatory sports and recreational benefits, contrary to policies ST.24 (Leisure and Recreation, Arts and Culture) and L.7 (Recreational Open Space) of the Adopted Unitary Development Plan (October 2003) and PPG17.

Reason 3 - The siting and layout of proposed dwellings would result in an unacceptable form of development which fails to reflect locally distinct patterns of development or provide convenient pedestrian and cycle routes, to contrary to policy BE.16 (Urban Design) of the Adopted Unitary Development Plan (October 2003). Related applications (Sun Alliance Sports Club):

- 4.7 12/P1185: APPLICATION FOR NON-MATERIAL AMENDMENTS TO LBM PLANNING PERMISSION 09/P0868 (DATED 13/08/2009) INVOLVING ALTERATIONS FROM PERFORATED TO WELD MESH ON ALL SECURITY SHUTTERS, ADDITIONAL VENTILATION LOUVRE AND RAIN WATER PIPES TO FRONT ELEVATION, INSTALLATION OF AIR SOURCE HEAT PUMP TO SIDE ELEVATION AND INSTALLATION OF SOLAR PANELS TO ROOF. – Granted 27/07/2012
- 4.8 11/P1516: APPLICATION FOR DISCHARGE OF CONDITIONS 8 [LANDSCAPING], 26 [CO2 EMISSIONS] AND 29 [SURFACE WATER] ATTACHED TO LBM PLANNING PERMISSION 09/P0868 (DATED 13/08/2009) – Granted 22/08/2011
- 4.9 11/P1419: APPLICATION FOR DISCHARGE OF CONDITION NO. 16, (FACILITIES FOR PEOPLE WITH DISABILITIES) NO. 18 ( NOISE) AND NO. 27 (BAT AND TREE SURVEY) ATTACHED TO LBM PLANNING APPLICATION 09/P0868 DATED 13/08/2009 – Granted 14/10/2011
- 4.10 11/P0581: APPLICATION FOR NON-MATERIAL AMENDMENTS TO LBM PLANNING PERMISSION 09/P0868 (DATED 13/08/2009) INVOLVING THE REMOVAL OF STEPS FROM PLAYING FIELD SIDE OF PAVILLION, CHANGE OF 3 x SLIDING/FOLDING SECURITY SCREENS TO FIXED SCREENS AND ADDITION OF 1 x NEW SLIDING/FOLDING SECURITY

SCREEN TO NORTH ELEVATION. – Non-material amendment granted 18/04/2011

- 4.11 11/P0364: APPLICATION FOR DISCHARGE OF CONDITION 14 (ARCHAEOLOGICAL WORK) ATTACHED TO LBM APPLICATION 09/P0868 DATED 13/08/2009 – Granted 12/05/2011
- 4.12 09/P0868: DEMOLITION OF EXISTING DISUSED BUILDING PROVIDING SQUASH COURTS AND REMOVAL OF EXISTING CONCRETE AND TARMAC HARDSTANDING AND CLUB HOUSE FOUNDATIONS WITH THE CONSTRUCTION OF A SINGLE STOREY PAVILION BUILDING PARALLEL WITH BARNSCROFT AND WESTWAY CLOSE PROVIDING CHANGING FACILITIES STORAGE, OFFICE AND SOCIAL AREA AND KITCHEN WITH PEDESTRIAN AND VEHICLE ACCESS FROM WESTWAY CLOSE WITH 8 CAR PARKING SPACES AND 12 CYCLE SPACES , IMPROVEMENTS TO DRAINAGE AND NEW PROTECTIVE FENCE TO THE REAR OF PROPERTIES IN LINKWAY – Granted at PAC 26/08/2009
- 4.13 01/P1198: APPLICATION FOR A CERTIFICATE OF LAWFULNESS IN RESPECT OF THE PROPOSED DEMOLITION OF THE GROUNDSMAN'S BUNGALOW – Certificate of lawfulness issued 22/06/2001 (the Bungalow was located in the land now occupied by the Pavilions development)
- 4.14 Various historic decisions pertaining to the sports club use.

## **5. CONSULTATION**

- 5.1 21-day site notice procedure and individual letters to neighbouring occupiers.
- 5.2 22 objections have been received. The concerns raised are summarised below:
- Disturbance from building works
  - Query where construction vehicles would park.
  - Concerns for safety throughout construction process.
  - Increased traffic
  - Increased parking demand
  - Additional noise for existing residents.
  - Loss of outlook due to proposed bike store.
  - Removal of green area has an adverse visual impact and reduces space for children to play.
  - Adverse visual impact from additional height.
  - Not a suitable location for a 'Tall Building'.
  - Impact on property prices, particularly the top floor flats.
  - Loss of trees and landscape
  - Loss of privacy
  - Loss of daylight and sunlight
  - Visual intrusion
  - Additional strain on local infrastructure

- An application has already been approved earlier this year - query why is there another?
- An appeal has previously been dismissed, therefore, no additional floors should be allowed.
- Structural stability concerns.
- Insufficient information submitted relating to construction programme, methodologies, construction noise, transporting of construction materials, impact on the road from construction vehicles, no report showing how scaffolding would be erected and no information as to whether services may be turned off for a period of time for existing occupiers.
- Concern regarding access for fire tenders.
- Suggest a footpath be made to link the site to Bushey Road.
- The entire site is a flood zone and this will have an impact on the foundations.
- Flood Risk Assessment is a year old and does not take into account the true risk of flooding in the area.
- Access to existing flats may be required for plumbing works.

N.B. Some objections continue to indicate that the extension is for two-storeys. However, this revised proposal is for one additional storey.

### 5.3 Wimbledon Swift Group

1 comment received from the Wimbledon Swift Group in relation to the previous application. They neither support nor oppose the application but wish to raise awareness of declining local swifts and how the building project presents a golden opportunity to help local swifts through the inclusion of artificial nest sites (i.e. swift bricks or boxes) into the new construction.

### 5.4 LBM Transport Planning

Comments in relation to the current application have not yet been received. However, comments in relation to the previous prior approval application, 21/P0380 were:

Access: Pedestrian and vehicular access to the site will be maintained as per the existing arrangement via Greenview Drive which is a private road. Fairway, from which access to Greenview Drive is taken, is a residential road and has areas of unrestricted on-street parking on the eastern side of the carriageway and double yellow line parking restrictions on the western side of the carriageway.

The site is located approximately 550m walk south west of Raynes Park Train Station.

Existing parking: Two parking courts serve the four buildings down Greenview Drive.



Proposed car parking: 12 additional car parking spaces are provided for 12 residential units which exceeds the new London Plan standards (includes one disabled space).

Cycle Parking: The proposal provides 22 long-stay cycle parking spaces and 2 short stay cycle parking spaces in accordance with the new London Plan standards.

Servicing and Refuse: The servicing and refuse strategy will remain as existing. Recommendation: The proposal is unlikely have significant impact on the surrounding highway network. The proposed development is on private land serving off a private drive. Parking allocation and its management is undertaken by a management company and LBM take no responsibility to its allocation of parking or maintenance.

**Officer comment:**

*Whilst these comments relate to the previous proposal, the level of vehicle movements created by this proposal would be lower and the level of cycle and car parking would be policy compliant.*

5.5 LBM Highways Officer

Highways comments are H9 Highways to be contacted to ensure relevant highway licenses are in place prior to works, for construction traffic crossing the public highway

5.6 LBM Environmental Health (potentially contaminated land)

The applicant wants to make changes above the first floor. In these cases, groundgas risk is not a big concern, and vehicle parking isn't a significant conland issue either, so we don't have any objections from this perspective. Please don't hesitate to let me know if I overlook some aspect of the proposal.

5.7 External consultees

5.8 Thames Water

No response received in relation to the current application. However, comments in relation to the previous prior approval application, 21/P0380 were:

No objections raised. Informatives to be included in the event of the application being granted.

5.9 Environment Agency (10<sup>th</sup> February 2022)

Environment Agency Position - We are now in a position **to remove our objection** to the proposed development, subject to the inclusion of the following condition on any permission granted.

We are satisfied that the additional residential upward extension will have no increase to the built footprint and thus no off site flood risk implications, and that the residential units proposed will be above the design flood level.

Condition The development shall be carried out in accordance with the submitted flood risk assessment (ref:5921\_FRA\_SWDS) and Site Plan Proposed (Drawing number: WP0748-A-0050-P-01) and ensure there is no raising ground levels for the proposed car parking spaces within the 1% annual probability fluvial result plus an allowance for climate change.

Reasons To ensure that there are no detrimental impacts to flood storage or flood flow routes.

This is in line with Paragraph 164 of the National Planning Policy Framework (NPPF) and Policy CS 16 of the Merton Core Strategy (2011).

### Advice to LPA

Flood resistance and resilience We strongly recommend the use of flood resistance and resilience measures. Physical barriers, raised electrical fittings and special construction materials are just some of the ways you can help reduce flood damage.

To find out which measures will be effective for this development, please contact your building control department. If you'd like to find out more about reducing flood damage, visit the Flood Risk and Coastal Change pages of the planning practice guidance. Further guidance on flood resistance and resilience measures can also be found in:

Government guidance on flood resilient construction  
<https://www.gov.uk/government/publications/flood-resilient-construction-of-new-buildings>

CIRIA Code of Practice for property flood resilience  
[https://www.ciria.org/Research/Projects\\_underway2/Code\\_of\\_Practice\\_and\\_guidance\\_for\\_property\\_flood\\_resilience.aspx](https://www.ciria.org/Research/Projects_underway2/Code_of_Practice_and_guidance_for_property_flood_resilience.aspx)

British Standard 85500 – Flood resistant and resilient construction  
<https://shop.bsigroup.com/ProductDetail/?pid=000000000030299686>

### Flood risk issues not within our direct remit

The following issues are not within our direct remit or expertise, but nevertheless are important considerations for managing flood risk for this development. Prior to deciding this application we recommend that consideration is given to the issues below. Where necessary, the advice of relevant experts should be sought.

- Adequacy of rescue or evacuation arrangements
- Details and adequacy of an emergency plan
- Provision of and adequacy of a temporary refuge

- Details and adequacy of flood proofing and other building level resistance and resilience measures
- Details and calculations relating to the structural stability of buildings during a flood
- Whether insurance can be gained or not
- Provision of an adequate means of surface water disposal such that flood risk on and off-site isn't increased

#### Advice to applicant Signing up for flood warnings

The applicant/occupants should phone Floodline on 0345 988 1188 to register for a flood warning, or visit <https://www.gov.uk/sign-up-for-flood-warnings>. It's a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email or text message. Anyone can sign up.

Flood warnings can give people valuable time to prepare for flooding – time that allows them to move themselves, their families and precious items to safety. Flood warnings can also save lives and enable the emergency services to prepare and help communities.

For practical advice on preparing for a flood, visit <https://www.gov.uk/prepare-for-flooding>

To get help during a flood, visit <https://www.gov.uk/help-during-flood>.

For advice on what to do after a flood, visit <https://www.gov.uk/after-flood>

#### Environment Agency comments (Original comments of 10<sup>th</sup> December 2021):

As part of this consultation we have reviewed the following documents:

- Phase 1 Flood Risk Assessment and Surface Water Drainage Strategy, reference: 5921 FRA SWDS, prepared by Ambiental, dated January 2021.
- Site Plan Proposed, WP-0748-A-0050-P-01, prepared by Wimshurst Pelleriti, dated 11 February 2021.
- Elevations Proposed, WP-0748-A-0200-E-01, prepared by Wimshurst Pelleriti, dated 11 February 2021.

Objection: second part of exception test failed Based on the information submitted to date, we object to this application because it fails the second part of the flood risk exception test. We recommend that planning permission is refused on this basis.

Reasons: This application lies within Flood Zone 3a, which is land defined by the planning practice guidance (PPG) as having a high probability of flooding. As shown in the Flood Zones and flood risk tables of the PPG, development classified as more vulnerable is only appropriate in these areas if the exception test is passed alongside the sequential test.

The National Planning Policy Framework (paragraph 165) makes it clear that both elements of the exception test must be passed for development to be

permitted. Part 2 of the test requires the applicant to demonstrate, via a site-specific flood risk assessment, that the development will be safe, without increasing flood risk elsewhere. Where possible, the development should reduce flood risk overall. In this instance the developer's flood risk assessment fails to consider whether flood risk will be increased in the surrounding area.

It must be ensured that there is no loss of flood flow or flood storage capacity for floods up to the 1% annual probability fluvial result plus an allowance for climate change. An additional two visitor parking places, bike store and extended bin store within this return period are included as part of this proposal. As a result, we would request that detailed drawings are provided for the additional bike and extended bin storage areas to demonstrate that they will not have a negative impact on flow and will be firmly attached to the ground. We also request confirmation that no land raising is required for the additional visitor parking, bike store and extended bin storage areas.

There are also discrepancies between the proposed development as described in the FRA and the submitted site plans and proposed elevations drawings. The FRA is for a two-storey extension to provide 12 homes and associated parking, cycle and bin storage, whereas the drawings are for a single storey extension and associated parking, cycle and bin storage. The FRA should be revised so that it accurately represents the proposed development.

Overcoming our Objection: The applicant should submit a revised FRA and detailed drawings addressing the points raised above.

### **Officer comment**

*The original Environment Agency comments of 10<sup>th</sup> December had raised objection as the proposal failed the second part of the flood risk exception test. However, further comments were received updating this position to raise no objection.*

## 6. POLICY CONTEXT

### 6.1 National Planning Policy Framework (2021)

Section 5 – Delivering a sufficient supply of homes

Section 9 – Promoting sustainable transport

Section 11 – Making effective use of land

Section 12 – Achieving well-designed places

Section 14 – Meeting the challenge of climate change, flooding and coastal change

### 6.2 London Plan (2021)

D1 London's form, character and capacity for growth

D3 Optimising site capacity through the design-led approach

D4 Delivering good design

D5 Inclusive design

D6 Housing quality and standards

D7 Accessible housing

- D9 Tall Buildings
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- D13 Agent of Change
- D14 Noise
- H1 Increasing housing supply
- H2 Small sites
- SI 2 Minimising greenhouse gas emissions
- SI 3 Energy infrastructure
- SI 4 Managing heat risk
- SI 5 Water infrastructure
- SI 7 Reducing waste and supporting the circular economy
- SI 8 Waste capacity and net waste self-sufficiency
- SI 12 Flood risk management
- SI 13 Sustainable drainage
- T1 Strategic approach to transport
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction

6.3 Merton Local Development Framework Core Strategy (2011)

- CS 8 Housing choice
- CS 9 Housing provision
- CS 14 Design
- CS 15 Climate change
- CS 17 Waste management
- CS 18 Transport
- CS 20 Parking servicing and delivery

6.4 Merton Sites and Policies Plan (2014)

- DM D1 Urban design and the public realm
- DM D2 Design considerations
- DM D3 Alterations and extensions to existing buildings
- DM F1 Support for flood risk management
- DM F2 Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure
- DM T1 Support for sustainable transport and active travel
- DM T2 Transport impacts of development
- DM T3 Car parking and servicing standards
- DM T5 Access to the Road Network

6.5 Supplementary planning considerations

- London Housing SPG 2016
- DCLG - Technical housing standards – nationally described space standard 2015
- London Character and Context SPG 2014
- Draft Local Plan

## 7.0 PLANNING CONSIDERATIONS

- 7.1 This is an application under The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020, Part 20, Class A: Development consisting of works for the construction of up to two additional storeys of new dwellinghouses immediately above the existing topmost residential storey on a building which is a purpose-built, detached block of flats.
- 7.2 Under the prior approval process, the proposal must accord with all criteria set out within Schedule 2, Part 20, Class A of the GPDO 2015 (as amended) for new dwellinghouses on detached blocks of flats.
- 7.3 In accordance with procedure for applications for prior approval under Part 20 provision B. (15) states that the local planning authority must, when determining an application –

*(b) Have regard to the National Planning Policy Framework issued by the Ministry of Housing, Communities and Local Government in February 2019, so far as relevant to the subject matter of the prior approval, as if the application were a planning application.*

### 7.4 Key Issues for consideration

- 7.4.1 Below is an assessment of the considerations against the qualifying criteria in A.1 of Class A, Part 20 of the regulations.

#### ASSESSMENT AGAINST CLASS A:

##### 7.4.2 **Section A.1. Development is not permitted by Class A if –**

***(a) The permission to use any building as a dwellinghouse has been granted only by virtue of Class M, N, O, P, PA or Q of Part 3 of this Schedule.***

Not applicable.

***(b) Above ground level, the building is less than 3 storeys in height.***

The application building is 4 storeys in height as existing.

***(c) The building was constructed before 1 July 1948 or after 5th March 2018.***

The building was granted permission under application ref. 05/P2802 and reserved matters application ref. 07/P3679 and constructed shortly afterwards.

***(d) The additional storeys are constructed other than on the principal part of the building.***

The additional storey would be constructed on the principal part of the building.

**(e) The floor to ceiling height of any additional storey, measured internally, would exceed the lower of –**

**(i) 3 metres; or**

**(ii) The floor to ceiling height, measured internally, of any storey of the principal part of the existing building.**

The floor to ceiling height of the additional floor proposed would be less than 3m and no higher than the existing ceiling to floor heights in the building.

***(f) The dwellinghouses are not flats.***

The proposed units within the newly constructed floors are all self-contained flats.

**(g) The height of the highest part of the roof of the extended building would exceed the height of the highest part of the roof of the existing building by more than 7 metres (not including plant, in each case).**

The overall height of the roof of the extended building would not exceed the height of the existing building by more than 7m (the height increase externally would be 3.3m).

***(h) The height of the highest part of the roof of the extended building (not including plant) would be greater than 30 metres.***

The extended building would be 15m in height.

***(i) Development under Class A. (a) would include the provision of visible support structures on or attached to the exterior of the building upon completion of the development.***

The completed building would have no visible support structures.

***(j) Development under Class A. (a) would consist of engineering operations other than works within the existing curtilage of the building to –***

***(i) Strengthen existing walls;***

***(ii) Strengthen existing foundations; or***

***(iii) Install or replace water, drainage, electricity, gas or other services.***

The development does not consist of engineering operations outside the existing curtilage of the building.

***(k) In the case of Class A. (b) development, there is no existing plant on the building.***

There is no existing plant on the building which requires relocating as part of the development.

***(l) In the case of Class A (b) development, the height of any replaced or additional plant as measured from the lowest surface of the new roof on the principal part of the extended building would exceed the height of any existing plant as measured from the lowest surface of the existing roof on the principal part of the existing building.***

Not applicable.

***(m) Development under Class A (c) would extend beyond the curtilage of the existing building.***

Not applicable. All development and engineering operations would take place within the curtilage of the existing building.

***(n) Development under Class A. (d) would –***

***(i) Extend beyond the curtilage of the existing building;  
(ii) Be situated on land forward of a wall forming the principal elevation of the existing building; or  
(iii) Be situated on land forward of a wall fronting a highway and forming a side elevation of the existing building.***

Not applicable.

***(o) The land or site on which the building is located, is or forms part of –***

***(i) Article 2(3) land;  
(ii) A site of special scientific interest;  
(iii) A listed building or land within its curtilage;  
(iv) A scheduled monument or land within its curtilage;  
(v) A safety hazard area;  
(vi) A military explosives storage area; or  
(vii) Land within 3 kilometres of the perimeter of an aerodrome.***

Not applicable.

7.4.3 Overall, the proposal complies with A.1 of Schedule 2, Part 20, Class A of the GPDO 2015 (as amended).



## **ASSESSMENT AGAINST A.2 CONDITIONS**

7.4.4 The development complies with A1 (as above), in addition, the proposal must be in accordance with Section A.2 which confirms that development is permitted subject to the condition that before beginning the development, the development must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to:

- (a) transport and highways impacts of the development;
- (b) air traffic and defence asset impacts of the development;
- (c) contamination risks in relation to the building;
- (d) flooding risks in relation to the building;
- (e) the external appearance of the building;
- (f) the provision of adequate natural light in all habitable rooms of the new dwellinghouses;
- (g) impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light;
- (h) whether because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15 March 2012 issued by the Secretary of State, and
- (i) where the existing building is 18 metres or more in height, the fire safety of the external wall construction of the existing building.
- (j) where the development meets the fire risk condition, the fire safety impacts on the intended occupants of the building.

Officers' assessment against the above criteria are as follows:

### **(a) transport and highways impacts of the development:**

7.4.5 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 promotes active transport and encourages design that provides attractive, safe, covered cycle storage, cycle parking.

### **Vehicle Movements**

7.4.6 The application is accompanied by a Transport Technical Note from Vectos, albeit in relation to the previous application 21/P0380, which concludes: "Overall, the proposed development will result in a minimal number of additional

trips on the local transport network. In light of this, the impact of the development proposals is not considered material or severe". Given that the current proposal is for 6 units, the vehicle movements created would be lower.

#### Car Parking

- 7.4.7 The provision of one car parking space per unit would be acceptable in planning policy terms. The London Plan expresses car parking standards as a maximum and one space per unit in a PTAL 4 area would be marginally over the London Plan standards (which specify 0.5-0.75 spaces). However, on balance, officers consider that one space per unit would not be unreasonable.
- 7.4.8 The Council's Transport officer has not yet provided comments but officers note that no concerns were raised under the previous application whereby the Transport Planner concluded that the proposal would unlikely have significant impact on the surrounding highway network. Further, as Greenview Drive is a private road, parking allocation and its management is undertaken by a management company rather than the Council.
- 7.4.9 The proposal is considered to be acceptable in terms of traffic movement generation and car parking provision

#### Cycle Parking

- 7.4.10 In terms of cycle parking, London Plan Policy T5 requires developments to provide appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2. In accordance with Table 10.2, residential dwellings should provide 1 space per studio/1 person 1 bedroom dwelling, 1.5 spaces per 2 person 1 bedroom dwelling and 2 spaces per all other dwellings.
- 7.4.11 The number and mix of units would require 12 cycle spaces. The proposal provides 11 long-stay cycle parking spaces and 2 short stay cycle parking spaces which would comfortably accord with the London Plan standards.
- 7.4.12 A limited number of representations have commented that additional cycle parking is not necessary. However, cycle storage is required for all new developments and its provision is supported by officers as it would help to promote the use of a more sustainable mode of transport, helping to alleviate congestion, contribute towards climate change, air quality targets and improve health and wellbeing through increased levels of physical activity.

#### Waste Storage

- 7.4.13 In terms of waste storage, 2 x 1100L bins have been provided for refuse and recycling. This is considered an acceptable provision and would be suitably located adjacent to the existing refuse area onsite.

#### **(b) air traffic and defence asset impacts of the development:**

7.4.14 The site is circa 15km from Heathrow, circa 27km from Gatwick and circa 20km from Biggin Hill Airport. There are no defence assets near to the site that would be impacted by the proposal.

**(c) contamination risks in relation to the building:**

7.4.15 The site is already in residential use and the development does not propose to penetrate the ground.

7.4.16 The Council's Environmental Health officer has been consulted and notes that the proposal seeks to add an extra floor on top of an existing building. Given the additional storey is to be provided at roof level over several floors of existing living-space, from the perspective of contaminated-land, no objections are raised.

**(d) flooding risks in relation to the building:**

7.4.17 London Plan policies SI 12 and SI 13, Core Strategy Policy CS16 and SPP policies DM F1 and DM F2 seek to ensure that the flood risk is minimised and mitigated for residents and the environment, and promotes 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.

7.4.18 As set out in Procedure (6) for prior approval applications made under Part 20: Where the application relates to prior approval as to the flooding risks on the site, on receipt of the application, the local planning authority must consult the Environment Agency where the development is (a) in an area within Flood Zone 2 or Flood Zone 3.

7.4.19 The site lies within Flood Zone 2 and 3.

7.4.20 The application is accompanied by a Flood Risk Assessment from Ambiental, which concludes:

"The proposed development is considered to be suitable assuming appropriate mitigation (including adequate warning procedures) can be maintained for the lifetime of the development".

7.4.21 6 car parking spaces are to be created by expanding the eastern parking court resulting in the loss of some grassed area at the centre. The submitted Flood Risk Assessment has recognised this loss but explains:

"The proposed development is located on a developed site, so there is existing drainage infrastructure on site. Site-specific sewer asset plans provided by Thames Water demonstrate that there is an existing combined sewer which passes through the site and beneath the existing building. Given that there is no watercourse located on or near the site,

in line with the SuDS hierarchy, surface water runoff from the additional car parking area will be discharged to the existing combined sewer”.

7.4.22 The Environment Agency has also been consulted on the proposals, and raises no objection.

7.4.23 Overall, no concerns are raised in relation to flood risk.

**(e) the external appearance of the building:**

7.4.24 The NPPF states that developments should function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Developments should ensure that they are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change (such as increased densities).

7.4.25 Policies CS14, DMD1 & DMD2 require that new development reflect the best elements of the character of the surrounding area, or have sufficient distinctive merit so that the development would contribute positively to the character and appearance of the built environment. Policy DM D2 of Merton’s SPP requires development to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area and to use appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting.

7.4.26 It is noted from the Planning history of the site that an application was refused in 2010 for an additional fifth storey, planning ref 09/P1391. Reason: The proposed development, by reason of its height, bulk, orientation and design would - (a) be too large for the site and would fail to respect the scale and height of (proposed) surrounding buildings.

7.4.27 The appeal against the Council’s refusal was also dismissed, Appeal ref APP/T5720/A/10/2122715, where the Inspector concluded that: “the proposed development would cause significant harm to the character and appearance of the area”.

7.4.28 The Inspector’s decision forms a material planning consideration in the assessment of the appearance of the proposed development in this prior approval submission.

7.4.29 The proposed scheme adds one additional floor to the building in a contrasting material. The previously approved scheme, 21/P0380, allowed two additional storeys and this approval is also a material planning consideration.

7.4.30 In relation to the buildings immediately north and south, within the Pavilions, the height increase introduces a more distinct transition of scale within the development but not one which would be viewed as overpowering. With the

building being positioned toward the rear/eastern end of the development, facing the main road and open space, its increased height marks it as a suitable 'corner' building.

7.4.31 Views of the proposed roof extension would be visible from Bushey Road, but this is positioned on a higher ground level with a number of trees lining its northern boundary. So, the height of the building would not be considered unduly prominent and would be partially screened toward the main road and longer views away.

7.4.32 Overall, the bulk and prominence of the roof level extension is considered acceptable and notably, would have a lesser visual impact than the previously approved scheme (21/P0380). The proposed design, orientation and layout of the roof levels would appropriately respond to the host building. As a matter of judgement officers consider that the proposals can be supported.

**(f) the provision of adequate natural light in all habitable rooms of the new dwellinghouses:**

7.4.33 The application is accompanied by a Daylight and Sunlight Report from eb7, which concludes:

“...the internal layout has also been informed by our input to ensure good amenity and high quality units. As roof extension proposals the additional units enjoy an open outlook and include the provision of multiple windows across the main living spaces such that internal amenity levels will remain high and will exceed the BRE targets. Overall, the scheme proposals respond well to the neighbours maintaining good amenity levels to the neighbouring properties as well as providing high quality homes for future residents. The proposals are therefore wholly in line with the BRE guidelines and relevant planning policy”.

7.4.34 The flats on the fourth floor level would be arranged in the same layout as the existing units on the lower levels, the location of windows and balconies would be consistent with those on the floors below.

7.4.35 Overall, the proposed units would be provided with adequate natural light in all habitable rooms.

**(g) impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light:**

7.4.36 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.

7.4.37 The Inspector's Report for the Appeal Decision of application 09/P1391 concluded in relation to neighbouring amenity for one additional storey:

*“Turning to the effect of the proposed development on the living conditions at neighbouring properties, existing residential properties in Fairway are too far away to be directly affected by this proposal. There is likewise good visual separation in relation to the recently constructed adjacent block of flats to the north. Indeed, I consider that the only properties close enough to be materially affected are the town houses that have already been approved under the previous scheme.*

*I consider that there would be a limited degree of overlooking from windows in the block of flats down onto the adjacent town houses. However, in my opinion, this would not be materially different to the situation already accepted by the Council under the approved scheme. Indeed, it could be argued that the uppermost storeys of the building would tend to look out over the roofs of the townhouses, such that the greatest degree of overlooking arises from the windows in the middle storeys.*

*Be that as it may, I find that any limited overlooking that might arise would be within acceptable limits, bearing in mind the urban character of the environment, whereby complete freedom from overlooking and visual intrusion is rarely possible. Moreover, my observations indicate that the standards of privacy and amenity within the development would be broadly consistent with the general standards of the area. The moderate increase in height, compared with the approved development, is not sufficient to lead to any significant harm in relation to light and outlook.*

*I therefore conclude, on the second issue, that the proposed development would cause no significant harm to the living conditions at neighbouring properties”.*

7.4.38 The application is also accompanied by a Daylight and Sunlight Report from eb7, which relates to the previous proposal for a two-storey roof extension (21/P0380). The report concludes:

*“The results of these tests [VSC, NSL, (daylight) and APSH (sunlight)] have shown that, whilst there will be some reductions to individual windows, the amount of daylight received within each of the neighbouring habitable rooms will remain very high and in excess of the BRE criteria. In terms of sunlight levels, all neighbouring properties retain levels in line with the BRE criteria for APSH [Annual Probable Sunlight Hours]”.*

#### 1 to 16 Greenview Drive

7.4.39 It is noted that some existing residents within the top floor flats of the adjacent block are able to view over the application building, and this view would be affected by the proposed rooftop extension. This impact has been carefully considered and whilst the loss of outlook is a material planning consideration, the loss of a view is not a material consideration which can be awarded weight

in this assessment (other than issues relating to protected views which is addressed in para 7.4.48 of this report).

7.4.40 As set out in the Inspector's assessment, para 7.4.36, there is a good visual separation from the adjacent block of flats to the north. This separation remains the same within this application and it is not considered the addition of a single storey addition, would be substantially harmful toward flats 1-16's amenity which to warrant refusal.

17 to 40 Greenview Drive (existing occupiers in the application property)

7.4.41 The one storey extension would be sited immediately above the existing units, projecting no further forward of the building's front and rear elevations. So, it is not considered the roof extension would be highly visible when looking out from the windows of the lower levels and would unlikely have an undue impact in terms of outlook or loss of privacy.

7.4.42 It is noted the existing balconies on the third floor level are currently open and would have a further balcony constructed above which would result in some loss of light and overshadowing. However, the proposed arrangement would replicate the existing layout on the other floors of the building and is not so uncommon in flatted developments. The impact would not result in a materially harmful impact on residential amenity that would warrant a refusal.

7.4.43 It is noted that a number of representations identify that the value of their existing top floor flats would decrease and the owners will "no longer be paying the premium for the coveted top floor flat". However, whilst this concern is appreciated, it is not a material planning consideration and cannot be considered in the assessment of this extension proposal.

41-50 Greenview Drive (townhouses)

7.4.44 The additional rooftop flats would introduce further windows on its south-eastern elevation, facing toward the townhouses. However, the openings replicate the existing arrangement seen on the lower levels and as concluded by the Inspector: "there would be a limited degree of overlooking from windows in the block of flats down onto the adjacent town houses...this would not be materially different to the situation already accepted by the Council under the approved scheme". The new roof level flats would likely look onto/ over the roofs of the townhouses and the greatest degree of overlooking would likely be from the existing windows in the middle storeys. Therefore, it is considered the overlooking introduced by the proposals would be limited and within acceptable limits.

7.4.45 The height increase is not considered to be overbearing, therefore it is not considered to result in significant harm in relation to light and outlook toward the townhouses.

Fairway

7.4.46 The roof extension would not project further forward of the existing building lines of the building, thereby limiting the impact.

7.4.47 The Inspector concluded that the residential properties in Fairway are too far away to be directly affected by this proposal. The same conclusion is drawn within this application.

Conclusion (neighbour amenity)

7.4.48 Overall, officers consider that whilst the new flats would be visible from the surrounding properties, the height increase would not result in a materially harmful and unacceptable impact in terms of outlook, overlooking, privacy and light. In addition, it is noted that the current proposal has a lesser bulk and massing than the previously approved scheme, 21/P0380, and therefore has a lesser impact on neighbouring amenity than this approved scheme.

**(h) whether because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15 March 2012 issued by the Secretary of State:**

7.4.49 These Directions relate protected vistas identified by the Mayor of London within the London View Management Framework SPG. The site does not fall within any of these views, therefore officers raise no concerns in relation to this matter.

**(i) where the existing building is 18 metres or more in height, the fire safety of the external wall construction of the existing building:**

7.4.50 As set out in Procedure (2)(i) for prior approval applications made under Part 20: Where the application for prior approval relates to the requirement mentioned in paragraph A.2(1)(i) or AA.2(1)(k), a report from a chartered engineer or other competent professional confirming that the external wall construction of the existing building complies with paragraph B4(1) of Schedule 1 to the Building Regulations 2010.

7.4.51 The existing building is not more than 18 metres in height, therefore a report is not required as per Procedure (2)(i) above.

**(j) where the development meets the fire risk condition, the fire safety impacts on the intended occupants of the building**

7.4.52 The building is not higher than 18m and issues of Fire safety would be addressed under Building Regulations.

**7.5 Response to other issues raised in objection letters**

7.5.1 The majority of issues raised by objectors are addressed in the body of this report. However, in addition, the following comments are provided:



- The impact of the construction process itself cannot reasonably form a reason for refusal. However, the impacts can be minimised through the provision of a construction management plan which can be secured by way of planning condition;
- Property value does not form a criteria for assessment within the GPDO, nor is it a material planning consideration;
- 6 additional car parking spaces are to be created by expanding the eastern parking court resulting in some loss of the central grassed area, the submitted Flood Risk Assessment has described the impact of this loss of permeable area (para 7.7.5). In terms of flood risk, no issues are raised. Representations have commented on how the grassed area is regularly used by residents and as a play area for children. Approximately 90sqm of the grassed area would be converted to provide the car parking spaces, retaining over 800sqm. The central grassed area does not form a designated Open space – the original permissions 05/P2802 and 07/P3679 has already accepted the loss of part of the Alliance Sports Ground designed Open space for residential development. It is a pleasant grassed area which positively contributes to the green and open environment of the development and surrounding area, but its reduction in size is not considered to be materially harmful and detrimental to the “play space” enjoyed by residents – further noting all the units within the Pavilions benefit from private balcony areas and gardens. In addition, the current proposal has a lesser impact on this green space than the previously approved scheme, 21/P0380.

## 8. CONCLUSION

8.1 This type of prior approval application has been introduced by the government as part of a raft of measures to respond to housing needs and is part of the government’s reform of the planning system to support and speed up the delivery of new homes.

8.2 The Council has a limited remit in terms of what elements can be considered in the decision making process for this prior approval type. Officers have assessed the upwards extension scheme strictly against the criteria and conditions set out in A.1 and A.2 of Class A, Part 20. For the reasons set out above in this report, it is concluded that the proposal would comply with conditions (a) to (i). The one storey roof extension would not present an overbearing addition to the existing flatted block nor cause significant harm to the amenity of neighbouring properties.

9.0 **RECOMMENDATION:** Grant prior approval subject to the following conditions:

1. 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.

2. A7 Development in accordance with Approved plans

3. The facing materials to be used for the development hereby permitted shall be those specified in the approved drawings, and the materials to “match existing” shall match those of the existing building in materials, style, colour, texture and, in the case of brickwork, bonding, coursing and pointing unless otherwise agreed in writing by the Local Planning Authority.

4. C07 Refuse & Recycling – Details to be submitted prior to occupation

5. C08 No Use of Flat Roof – Other than the areas annotated as “Terrace” on the approved plans, access to the flat roof of the development hereby permitted shall be for maintenance or emergency purposes only, and these other flat roof areas shall not be used as a roof garden, terrace, patio or similar amenity area.

6. C09 Balcony/Terrace – Screening details to be provided prior to occupation

7. H07 Cycle Parking – Details to be submitted prior to occupation

8. H09 Construction Vehicles – 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.

9. Construction Management Plan – Prior to the commencement of the development hereby permitted, a Construction Management Plan, which sets out the proposed development hours of operation and how any adverse impact of noise, dust, vibration and traffic on occupiers of the building and adjoining owners or occupiers will be mitigated, 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.

10. Non-standard condition (Thames Water): No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact/cause failure of local underground sewerage utility infrastructure.

11. The development shall be carried out in accordance with the submitted flood risk assessment (ref:5921\_FRA\_SWDS) and Site Plan Proposed (Drawing number: WP0748-A-0050-P-01) and ensure there is no raising ground levels

for the proposed car parking spaces within the 1% annual probability fluvial result plus an allowance for climate change.

Reasons To ensure that there are no detrimental impacts to flood storage or flood flow routes.

Informatives:

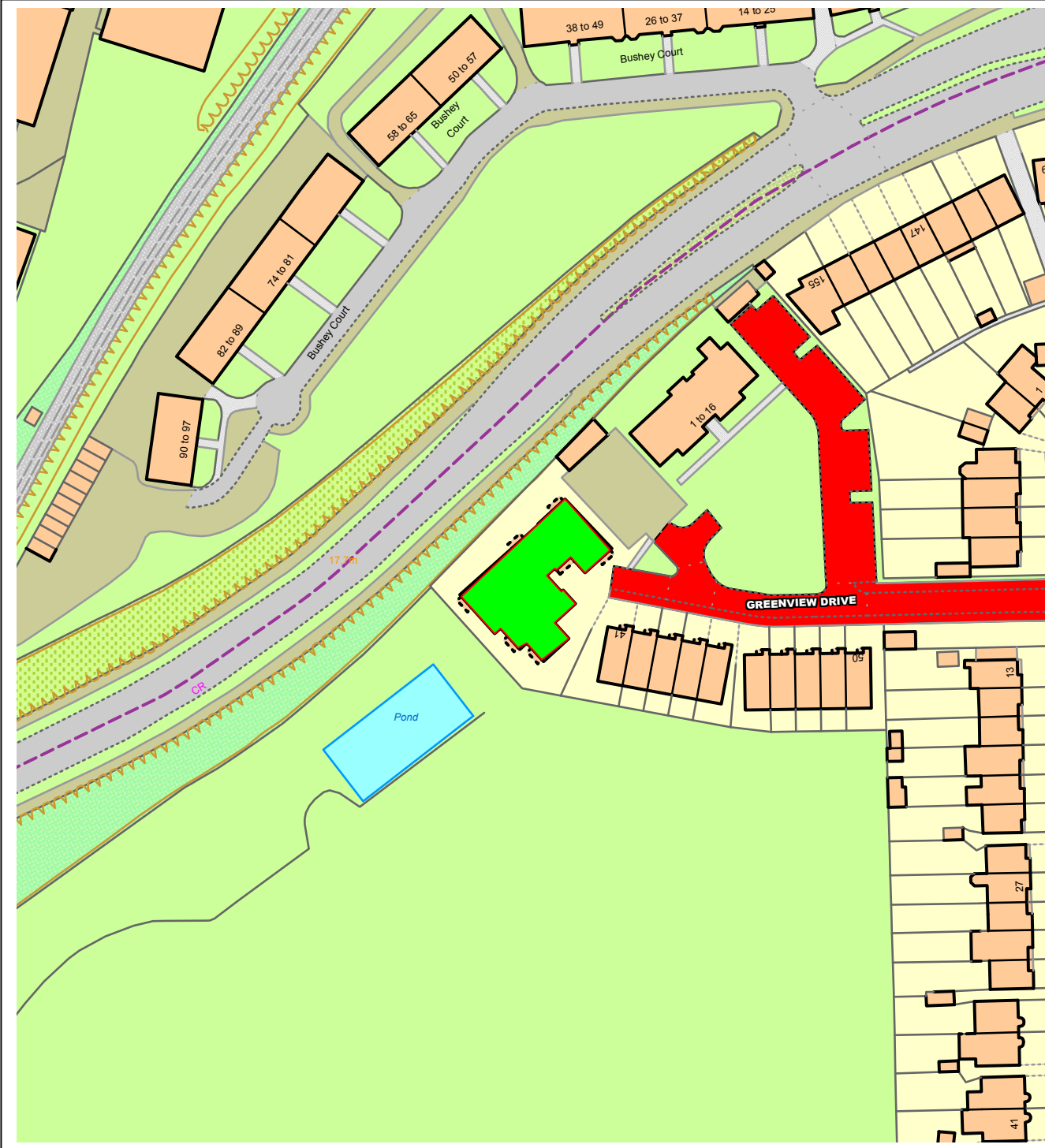
1. Thames Water Informative: Please read 'working near our assets' guide to ensure your workings will be in line with necessary processes you need to follow if you're considering above or near our pipes or other structures. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk). Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm). Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire, RG1 8DB.

2. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquires should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed online via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

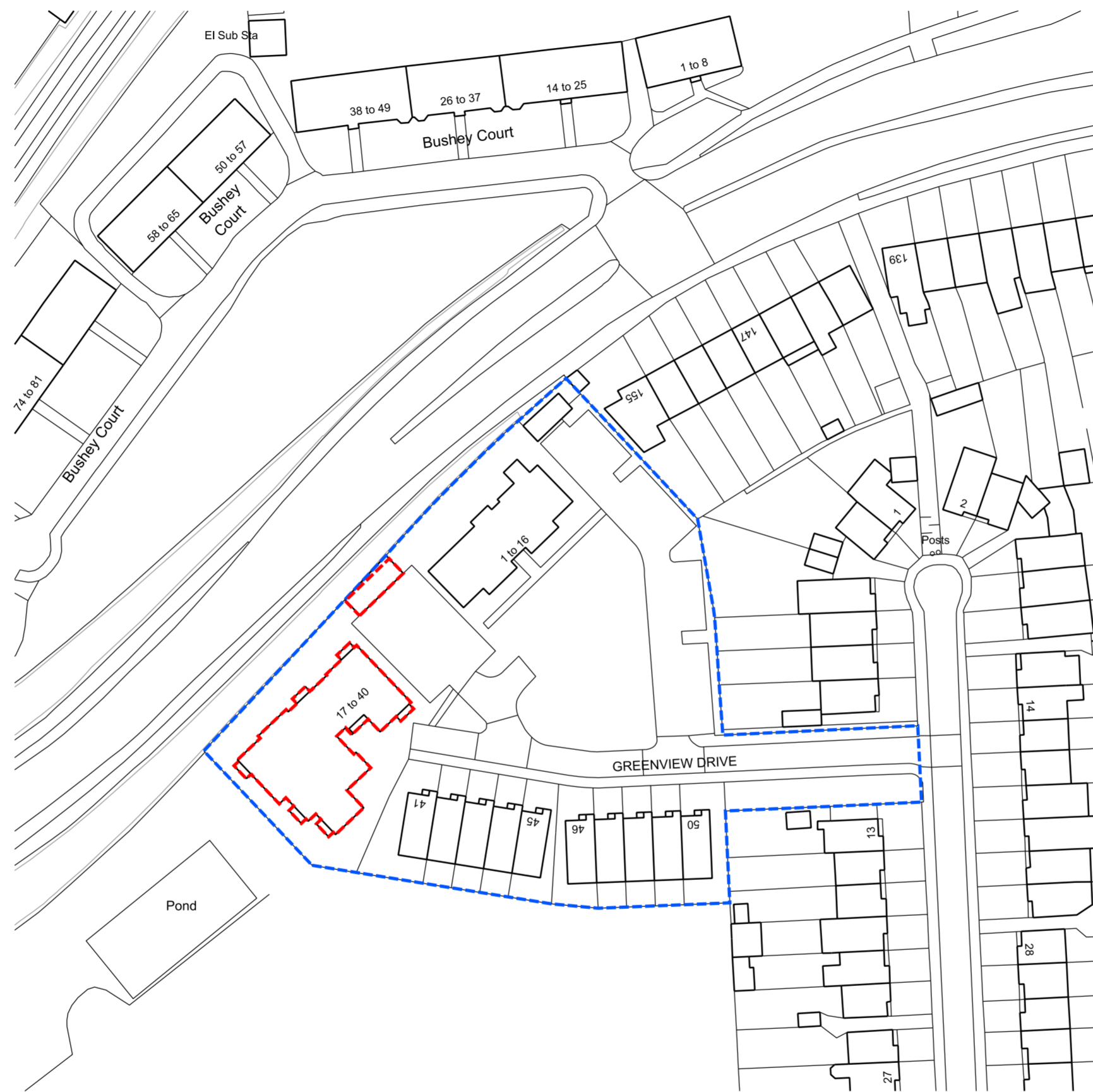
3. If you are planning on using mains water for construction purposes, it is important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/buildingwater](http://thameswater.co.uk/buildingwater).

4. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

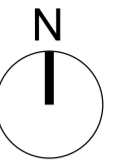
# NORTHGATE SE GIS Print Template



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Revision	Date	Description
2021-01-20	A	PD Submission

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**Project**  
**The Pavilions**  
 No. 17-40 Greenview Dr, Raynes Park, London

**Drawing Title**  
 Location Plan

Drawing Number	Revision
WP-0748-A-0000-P-00	A
Scale @ A3	Revision Date
1:1250	2021-01-20

**Drawing Purpose**  
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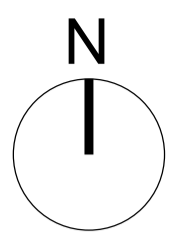
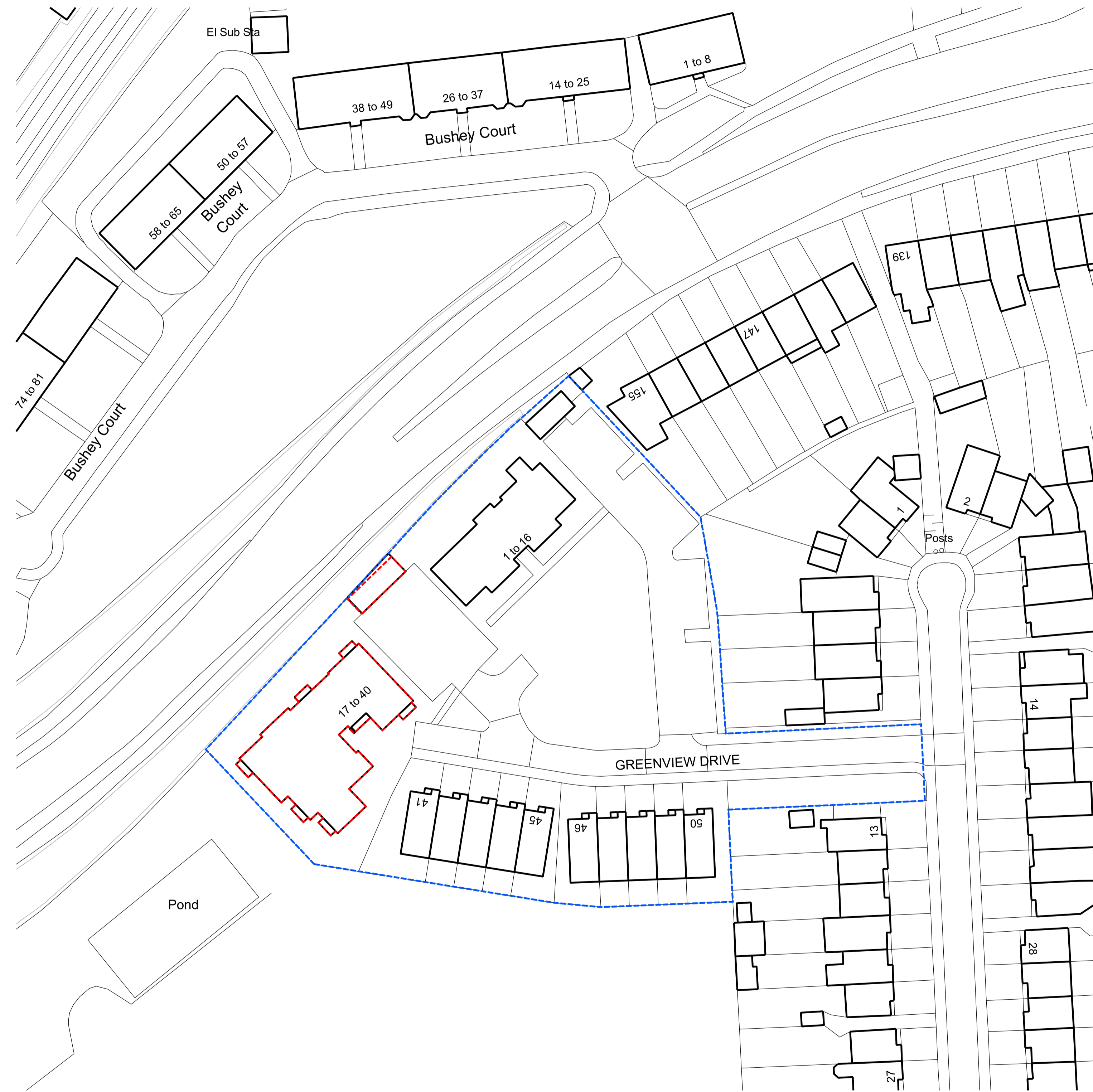
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Revision	Date	Description
A	2021-01-20	PD Submission

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**Project**  
**The Pavilions**  
 No. 17-40 Greenview Dr, Raynes Park, London

**Drawing Title**  
**Block Plan**

Drawing Number	Revision
WP-0748-A-0001-P-00	A


Scale @ A1 / A3	Revision Date
1:500 / 1000	2021-01-20

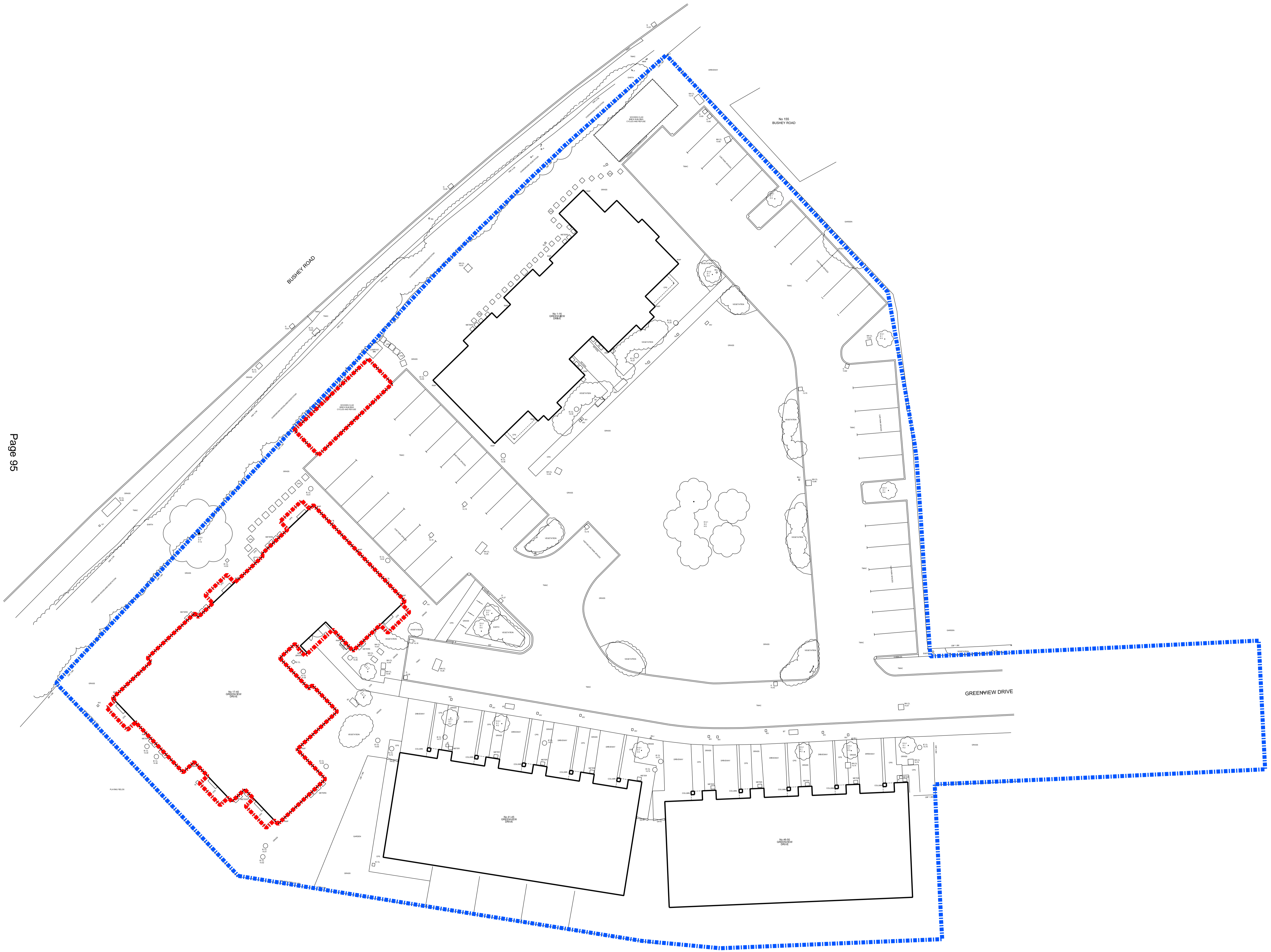
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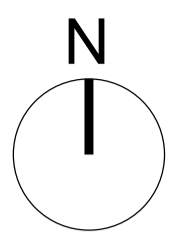
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**Project**  
**The Pavilions**  
 No. 17-40 Greenview Dr, Raynes Park, London

**Drawing Title**  
 Site Plan  
 Existing

Drawing Number	Revision
WP-0748-A-0002-P-00	A


Scale @ A1 / A3	Revision Date
1:200 / 400	2021-01-20

**Drawing Purpose**  
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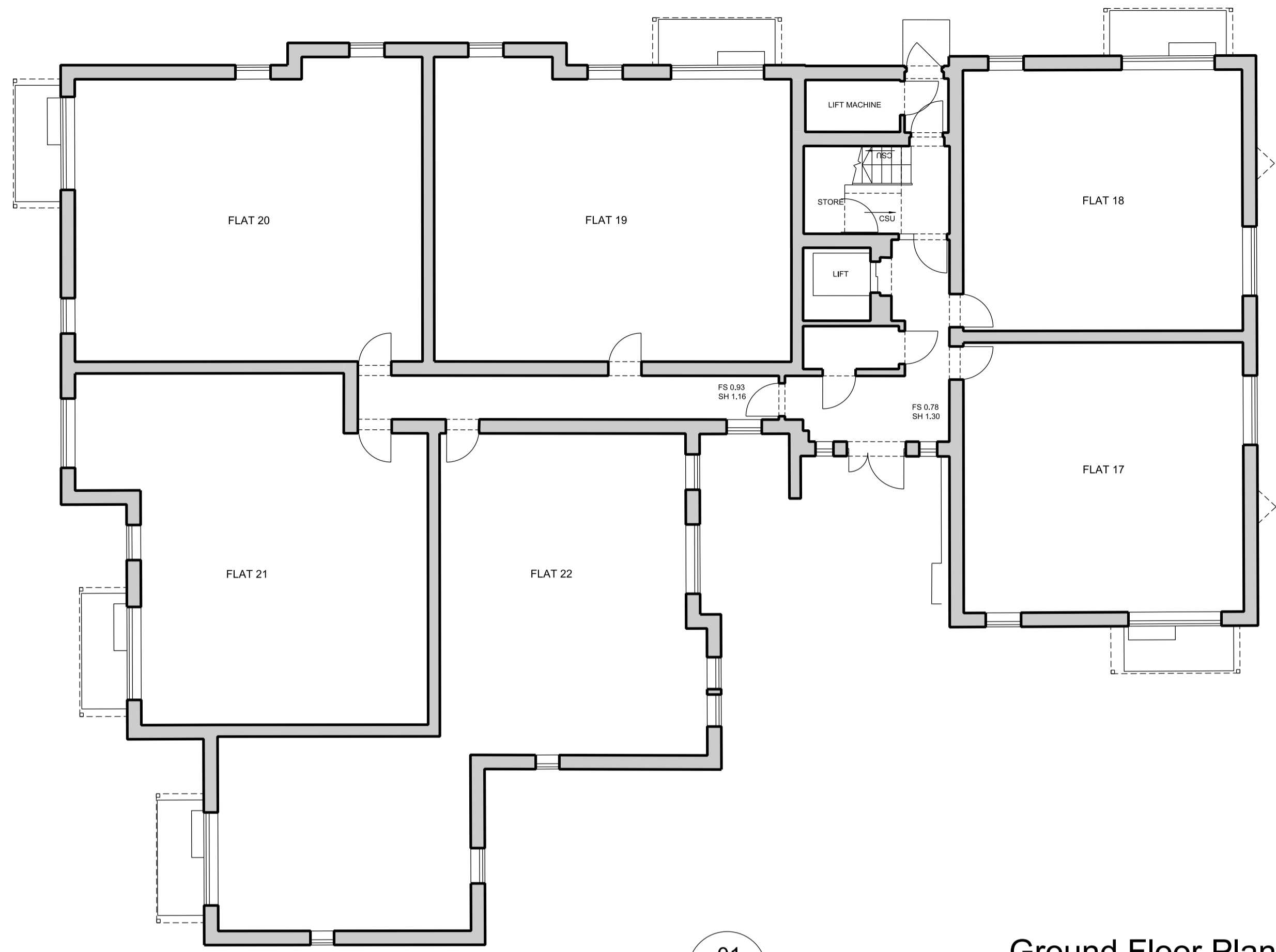
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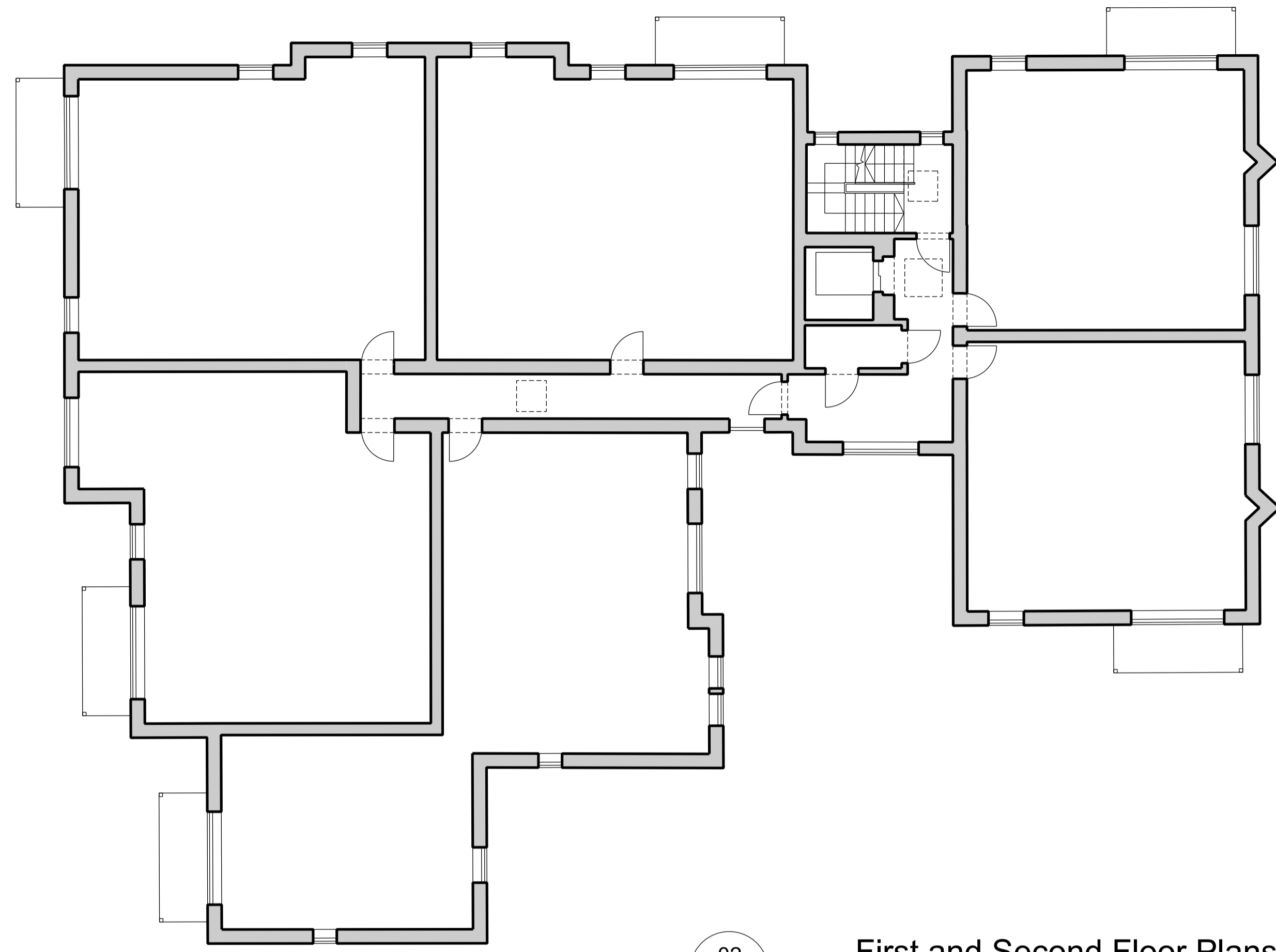
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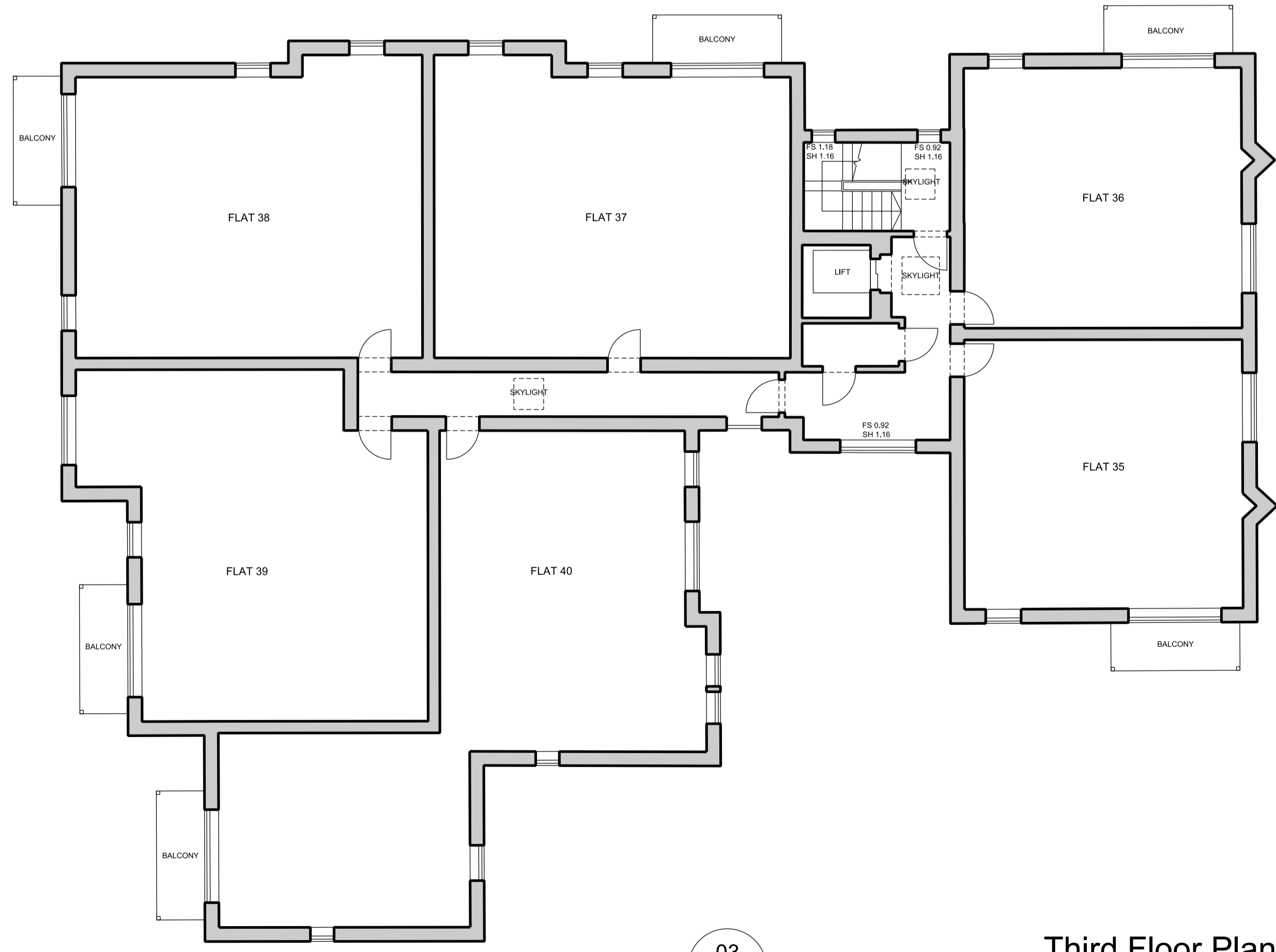




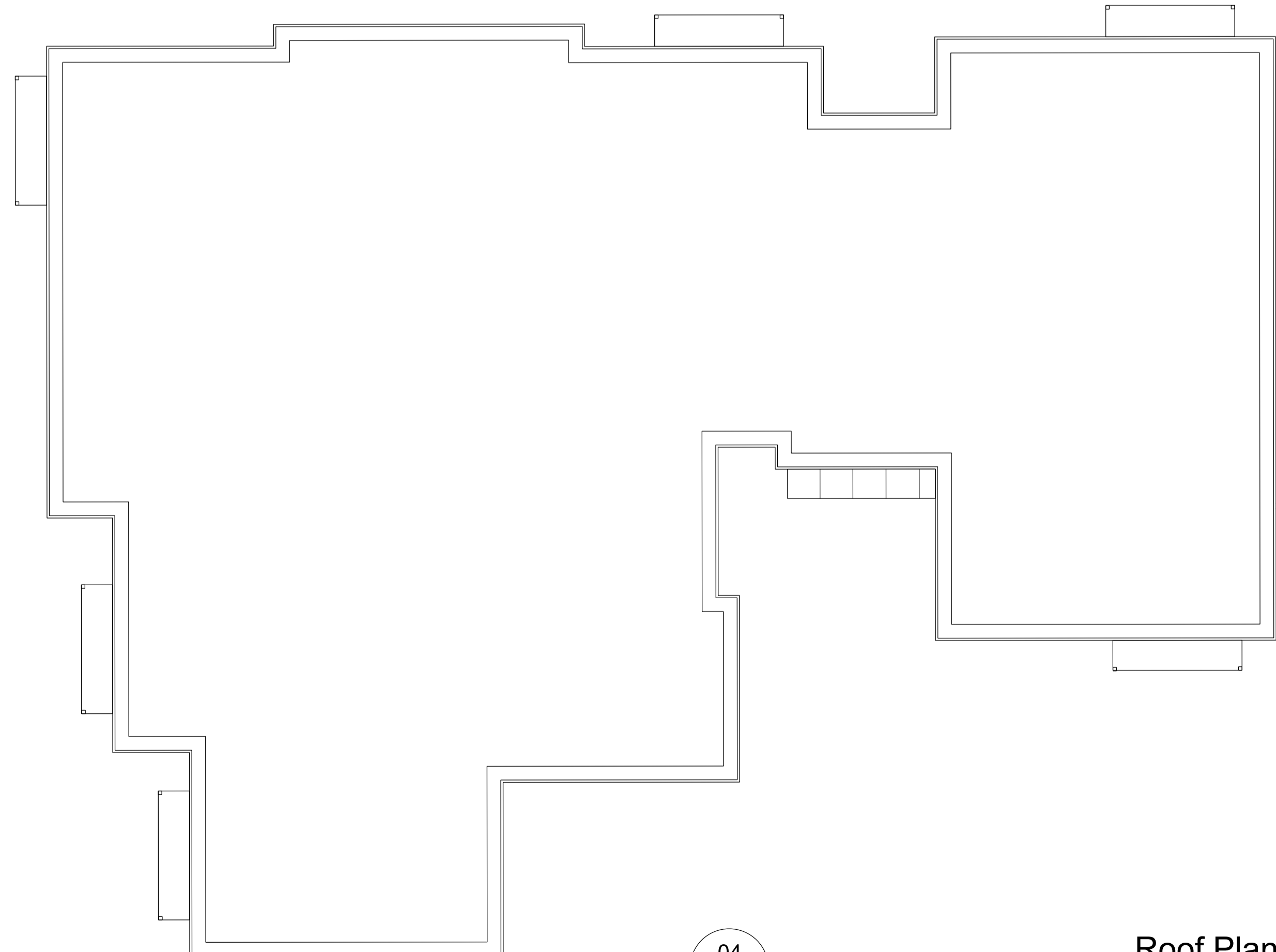
01  
0010 Existing Ground Floor Plan 1:100@A1



02  
0010 Existing First and Second Floor Plans 1:100@A1

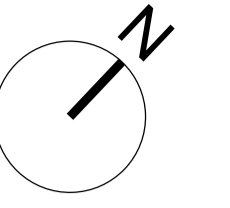


03  
0010 Existing Third Floor Plan 1:100@A1



04  
0010 Existing Roof Plan 1:100@A1

0 1m 2m 5m



Revision	Date	Description
A	2021-01-20	PD Submission

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**Project**  
The Pavilions  
No. 17-40 Greenview Dr, Raynes Park, London

**Drawing Title**  
Floor Plans  
Existing

Drawing Number	Revision
WP-0748-A-0010-P-00	A

Scale @ A1 / A3	Revision Date
1:100 / 200	2021-01-20

**Drawing Purpose**  
DRAFT

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01  
0020 Existing Elevation 1  
1:100@A1



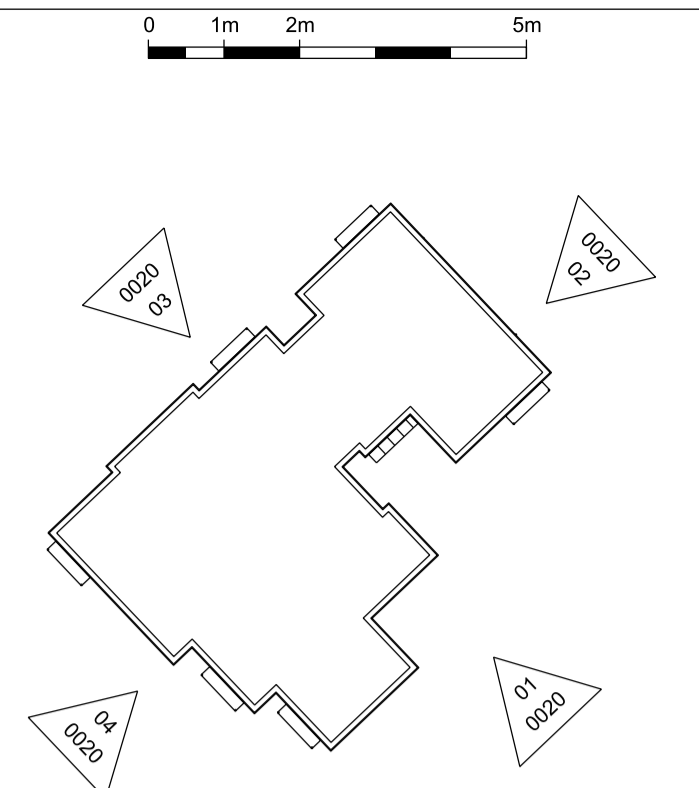
02  
0020 Existing Elevation 2  
1:100@A1



03  
0020 Existing Elevation 3  
1:100@A1



04  
0020 Existing Elevation 4  
1:100@A1



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Revision	Date	Description
A	2021-01-20	PD Submission

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**Project**  
The Pavilions  
No. 17-40 Greenview Dr, Raynes Park, London

**Drawing Title**  
Elevations Existing


Drawing Number	Revision
WP-0748-A-0020-E-XX	A

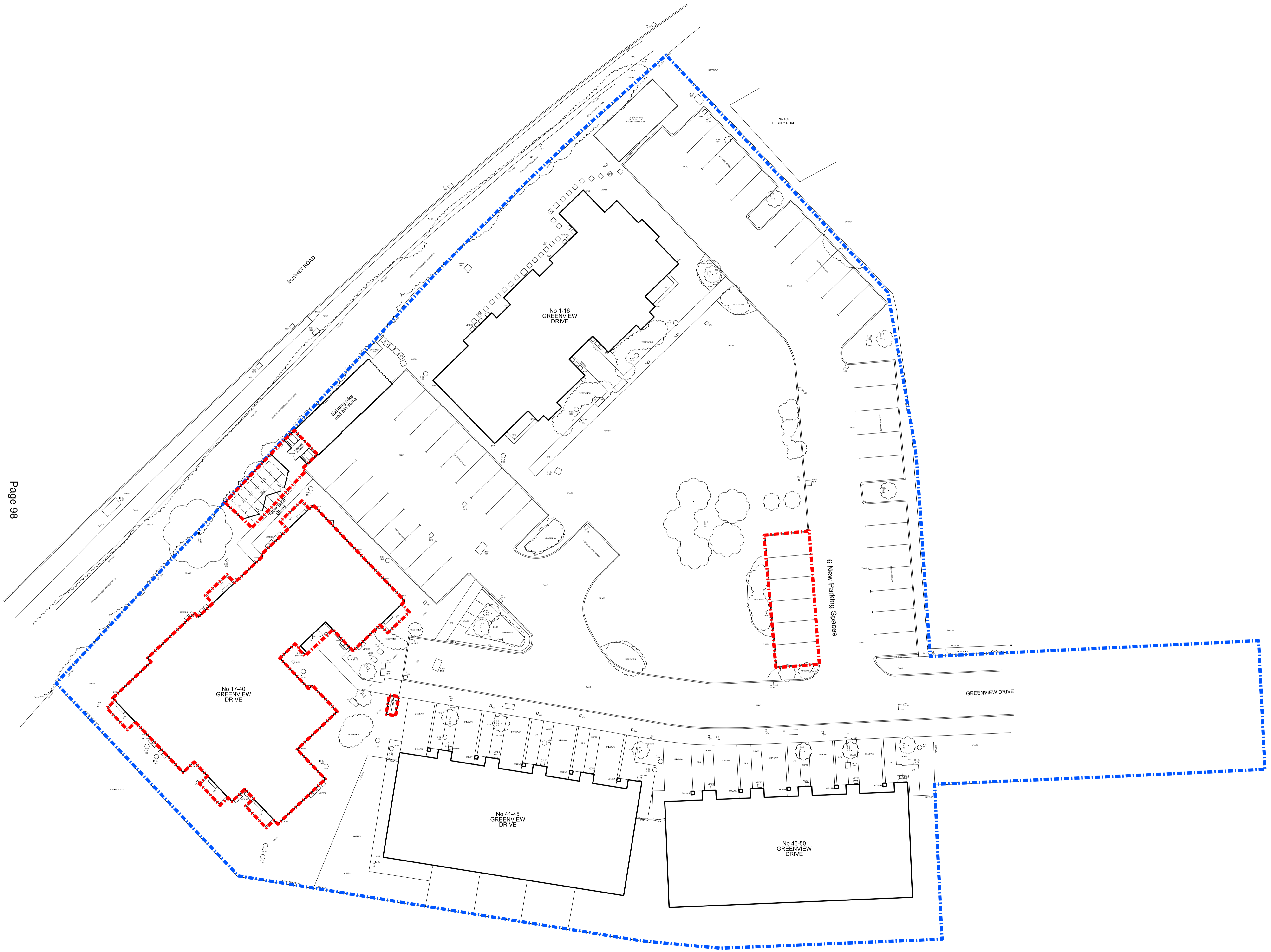
Scale @ A1 / A3	Revision Date
1:100 / 200	2021-01-20

**Drawing Purpose**  
DRAFT

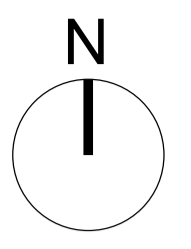
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0 1m 5m 10m



**Local Requirements**

**Cycle Parking**  
New London Plan

1.5 per 1B2P  
2 per 2B+

11 additional long stay spaces  
Plus 2 short stay spaces  
13 Total

**Waste Storage**  
Merton Requirements

Recycling 120L per unit  
Refuse 120L per unit  
2880L additional total  
2 x 1100L additional bins

**Parking**  
1 per unit  
6 additional spaces

Revision	Date	Description
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**Project**  
**The Pavilions**  
No. 17-40 Greenview Dr, Raynes Park, London

**Drawing Title**  
Site Plan  
Proposed

Drawing Number	Revision
WP-0748-A-0050-P-01	P1

Scale @ A1 / A3	Revision Date
1:200 / 400	2021-11-02

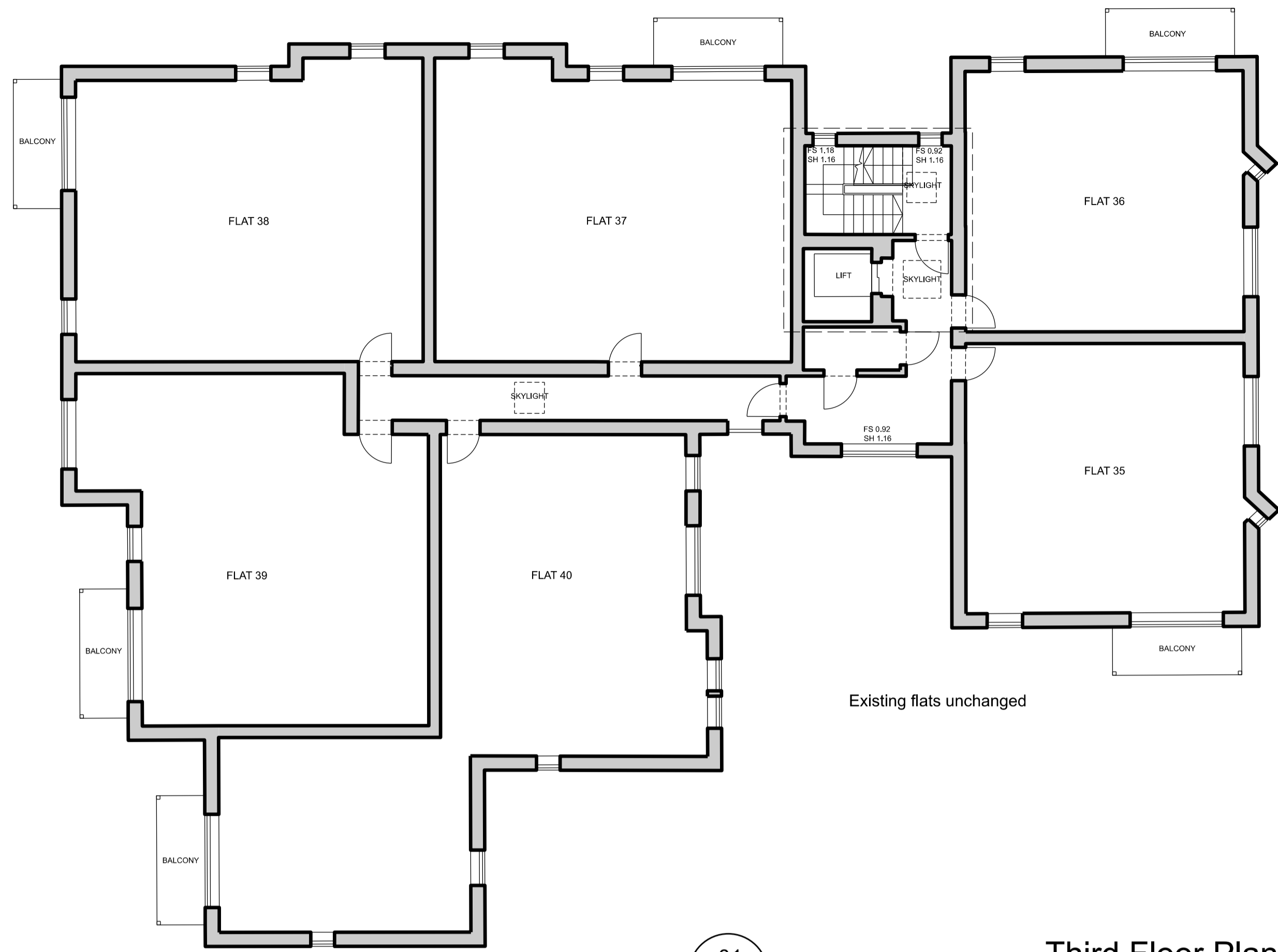
**Drawing Purpose**  
PLANNING

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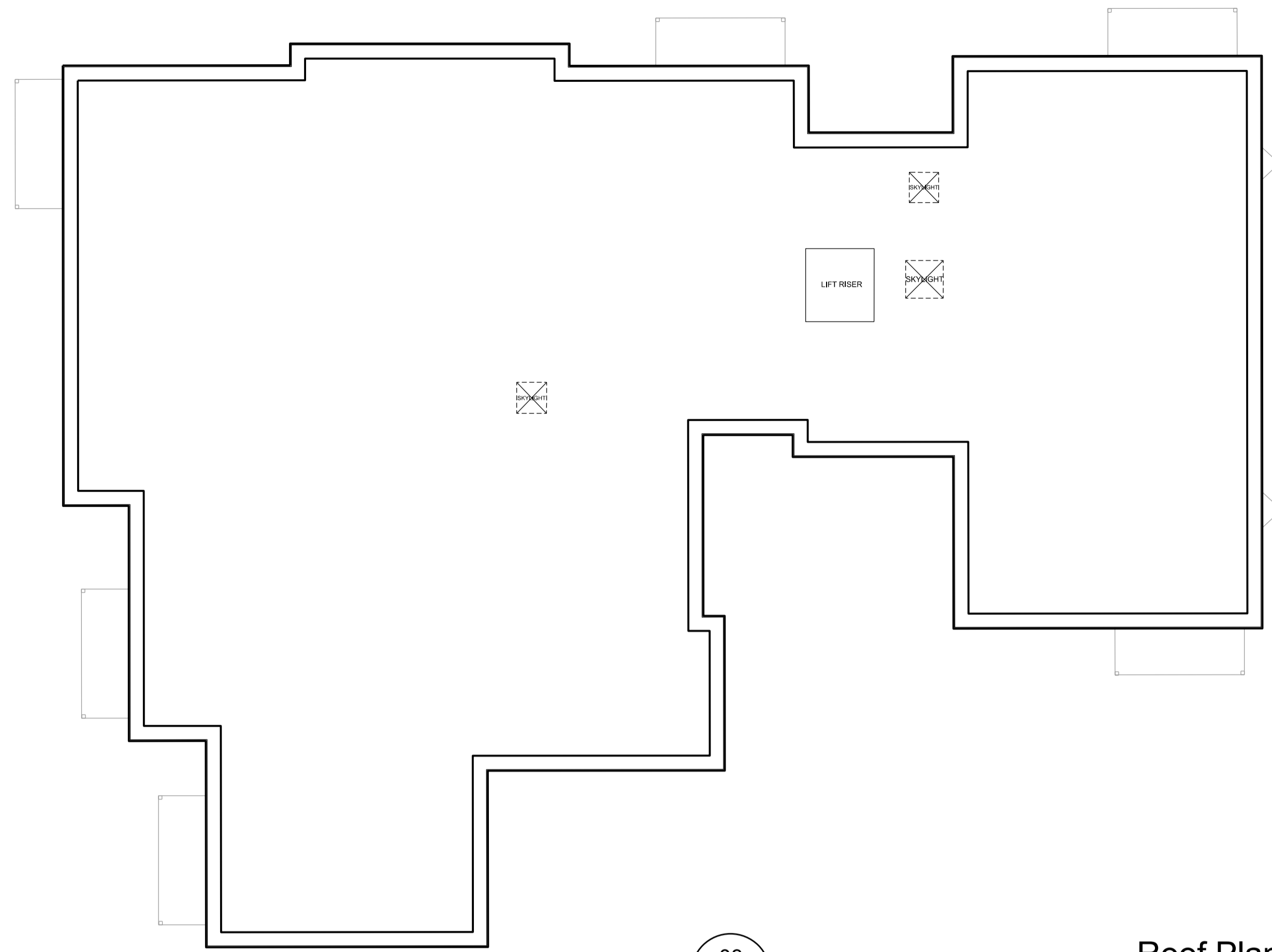
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01  
0100 Proposed Third Floor Plan 1:100@A1

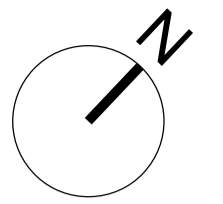


03  
0100 Proposed Roof Plan 1:100@A1



02  
0100 Proposed Fourth Floor Plan 1:100@A1

0 1m 2m 5m



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**Project**  
The Pavilions  
No. 17-40 Greenview Dr, Raynes Park, London

**Drawing Title**  
Floor Plans  
Proposed

Drawing Number	Revision
WP-0748-A-0100-P-01	P1
Scale @ A1 / A3	Revision Date
1:100 / 200	2021-11-02

**Drawing Purpose**  
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01  
0200 Proposed Elevation 1  
1:100@A1



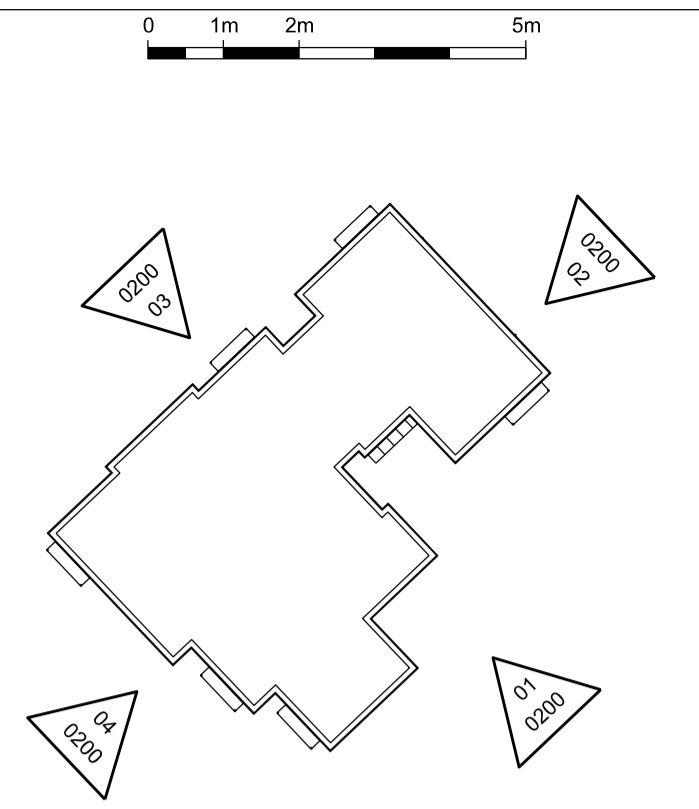
02  
0200 Proposed Elevation 2  
1:100@A1



03  
0200 Proposed Elevation 3  
1:100@A1



04  
0200 Proposed Elevation 4  
1:100@A1



Page 100

Revision	Date	Description
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**Project**  
The Pavilions  
No. 17-40 Greenview Dr, Raynes Park, London

**Drawing Title**  
Elevations Proposed

<b>Drawing Number</b> WP-0748-A-0200-E-01	<b>Revision</b> P1
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<b>Scale @ A1 / A3</b> 1:100 / 200	<b>Revision Date</b> 2021-11-02
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**Drawing Purpose**  
PLANNING

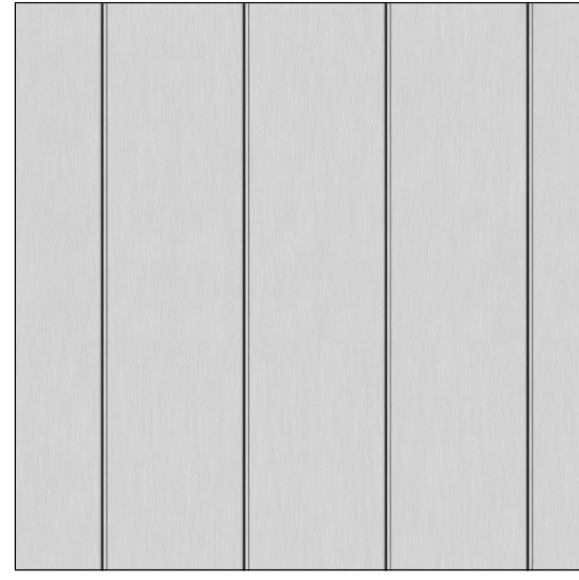
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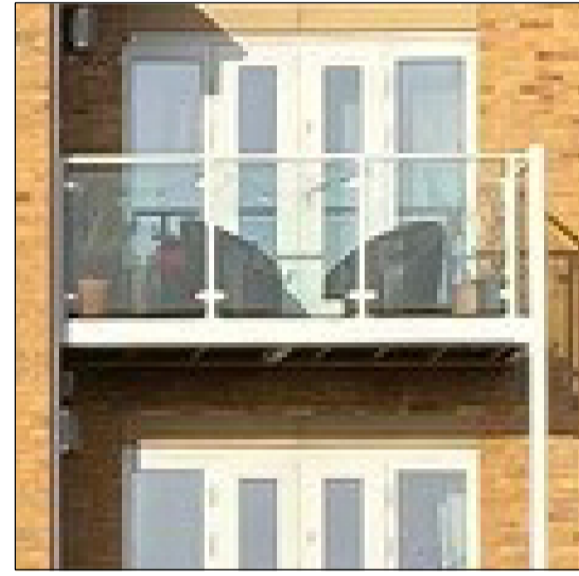




Grey aluminium frame windows and doors with clear glazing



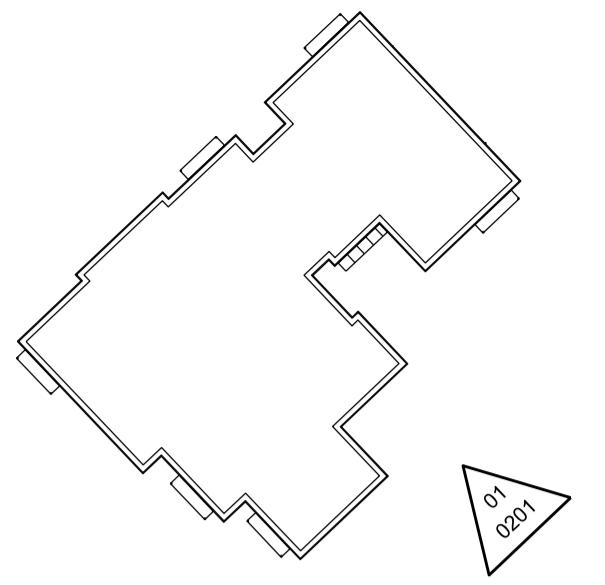
Light metal cladding with vertical standing seam



White metal balcony to match existing



0 50cm 1m 2m 3m



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**Project**  
**The Pavilions**  
 No. 17-40 Greenview Dr, Raynes Park, London

**Drawing Title**  
**Material Bay Elevation Proposed**


Drawing Number	Revision
WP-0748-A-0201-E-01	P1

Scale @ A1 / A3	Revision Date
1:50 / 100	2021-11-02

**Drawing Purpose**  
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