

**PLANNING APPLICATIONS COMMITTEE
26 MARCH 2015**

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>Item No:</u> <u>DATE VALID</u>
	13/P3508	21/10/2013
Address/Site	Shree Ganapathy Temple, 125 – 133 Effra Road, Wimbledon, SW19 8PU	
(Ward)	Trinity	
Proposal:	PROPOSED DEMOLITION OF EXISTING PART SINGLE STOREY/PART TWO STOREY SIDE ELEMENT AND ERECTION OF REPLACEMENT TWO STOREY SIDE EXTENSION, TWO STOREY REAR EXTENSION, PROPOSED DEMOLITION OF EXISTING PART SINGLE/TWO/THREE STOREY REAR EXTENSION AND ERECTION OF TWO STOREY REAR EXTENSION, INCREASE IN SIZE OF EXISTING BASEMENT, ENLARGEMENT OF EXISTING GROUND FLOOR SIDE DOOR, REPLACEMENT FRONT WINDOWS AND DOORS AND INSTALLATION OF FRONT ARCHITECTURAL DESIGN FEATURE, INSTALLATION OF SINGLE STOREY REAR CYCLE STORAGE BLOCK, REPLACEMENT FRONT BOUNDARY WALL, AND INSTALLATION OF NEW HARD AND SOFT LANDSCAPING WITHIN THE SITE.	
Drawing Nos	2(01)00, 2(02)00, 2(03)-01, 2(03)00, 2(03)01, 2(03)02, 2(04)00, 2(04)01, 2(04)02, 2(04)03, 2(05)00, 2(05)01, 2(05)02, 2(05)03, 2(12)00 A, 2(12)01 A, 2(12)02 A, 2(13)00 A, 2(13)01 A, 2(14)00 A, 2(14)01 A, 2(14)02 A, 2(14)03 A, 2(14)04 A, and Travel Plan (dated January 2015)	
Contact Officer:	Sabah Halli (0208 545 3297)	

RECOMMENDATION

Grant Planning Permission subject to conditions and a S106 legal

agreement in respect of a Travel Plan

CHECKLIST INFORMATION

- Heads of Agreement: Travel Plan
- 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: Yes
- Number of neighbours consulted: 44
- External consultations: No
- Controlled Parking Zone: Yes (F2)

1. **INTRODUCTION**

This application is being brought to the Planning Applications Committee for determination due to it being 'called in' by a Member and the number of objections received.

2. **SITE AND SURROUNDINGS**

- 2.1 The site comprises an original, traditionally designed, church hall which has been extended over time two storey to the rear and single storey/two storey to the side.
- 2.2 The rear curtilage is paved and to the rear of the site there are small ancillary outbuildings used for storage. Side and rear boundaries comprise 1.8m high close boarded fencing.
- 2.3 There is a low front boundary wall and the front curtilage is used for informal parking.
- 2.4 Properties adjoining the site to the west and north comprise two storey terraced dwellings however adjoining the eastern side of the site is a single lane vehicular access to a light industrial unit to the side/rear of the site (145 Effra Road). Opposite the site are two storey dwellings.
- 2.5 The site has been operating as Hindu temple since 1980. The applicant has advised that prior to 1980 the site was used by a small number of Hindu devotees however the number of devotees grew over time and when the opportunity to purchase the site arose in 1980, it was bought by

a local Hindu family and the site became in complete use as the current Shree Ganapathy Hindu temple.

- 2.6 Internally, the sacred main temple (former church building) is the largest single space in the building and adjoining this is a non-sacred central hall which is a secondary worship space and primary circulation space.
- 2.7 The only external indicators of the Temple at the site are a small Ganesh shrine adjoining the front entrance of the building and a relatively small flag.
- 2.8 The site is located in a primarily residential area however is in close proximity to Wimbledon town centre. Haydons Road station and South Wimbledon station are within walking distance of the site and there are a number of bus routes which can be accessed from Haydons Road.
- 2.9 The site is located within a Controlled Parking Zone.
- 2.10 The site is not located within a Conservation Area and there are no Tree Preservation Orders within the site.

3. **CURRENT PROPOSAL**

- 3.1 The applicant has advised that among others, the following activities take place at the temple:
 - Daily religious services
 - Celebration of Hindu festivals
 - Births, weddings, funeral and death and anniversary rites
 - Talks and discussion groups by experts in religion and philosophy
 - Meditation classes, health seminars
 - Teaching of Indian religious classical music, dance, and spiritual education
 - Emotional and psychological counselling has been available at the temple since 2010 via a partnership programme with the NHS, providing weekly sessions for treatment of depression and other psychological issue on a group treatment basis as well as one-to-one basis
 - Sunday school attended by over 350 children aged from 4-16 years

- 3.2 The applicant has advised that on a wider scale, the Temple is involved in a number initiatives including contributing to Interfaith Activities in Merton and other boroughs, volunteers are Hindu chaplains at Kingston and Roehampton Universities, establishment of a Hindu chaplaincy at Croydon University hospital, and contribution to Media programmes. The temple also hosts visits from schools as part of a Schools Partnership Educational Programmed. Temple volunteers are also members of the Metropolitan Police Independent Advisor Group and provide volunteer services to homeless in central London and Clapham in association with the Salvation Army.
- 3.3 The applicant has confirmed that a typical weekly congregation comprises 2000 adult devotees and over 1000 children, and that during the holiest day of the year the congregation can exceed 5000 people.
- 3.4 Since its adoption as a wholly Hindu Temple, the site has retained its appearance as a community church hall and over time has become unfit for purpose due to the age of the building, inefficient and congested internal layout, increasing numbers of devotees visiting the site, and increasing number of activities taking place at the site.
- 3.5 In order to address these problems, the following works are proposed:
- Retractable front bollards to replace existing low level brick wall
 - New front door to main Temple
 - Installation of traditional Hindu architectural feature to front façade of main Temple
 - Replacement Ganesh shrine to side of main Temple (front)
 - Enlarged side door to main Temple
 - Installation of single storey outbuilding for cycle and buggy storage. This includes a shower and changing room for cyclists etc.
 - Creation of a rear courtyard with timber decking and move-able outdoor seating
 - Partial demolition of existing two storey rear extension and erection of replacement two storey rear extension
 - Installation of replacement rear escape stairwell

- Demolition of existing flat roofed/pitched roofed single storey/two storey side extension and erection of replacement, flat roofed, two storey side extension.
- Installation of internal lift to first floor level and the designing of the proposed extensions to create a building that would be at level threshold at ground and first floors. The applicant advises that the scheme has been designed to comply with Part M of Building Regulations.
- Proposed planting of a new tree within the front curtilage and high level planting to side boundaries to the rear of the site

3.6 The table below summarises the various floor areas as existing and as proposed:

	Main Temple	Secondary Temple	Multi-Use	WC's	Catering	Circulation/Assembly	Ancillary	Storage	Total
Existing	210.4m ²	106.6m ²	268.7m ²	15.2m ²	26.3m ²	41.3m ²	64.2m ²	50.7m ²	783m ²
Proposed	219.2m ²	99.6m ²	316.6m ²	36.5m ²	40.5m ²	97m ²	54.4m ²	67m ²	931m ²
Difference	+8.8m ²	-7m ²	+3m ²	+21m ²	+14	+55.7m ²	9.8m ²	+16.3	+148m ²

3.7 In addition to overcoming existing operational problems at the site, the other main objective of the proposed works is to use the proposed works to reflect the religious and community activities that take place on the site and to provide a greater visual expression of the Temple and its role in the community. This is proposed to be accomplished through the installation of a traditional Hindu architectural feature to the original façade, and through the proposed materials for the side extension.

3.8 In contrast to the traditional architecture and materials proposed in relation to the main Temple and the rear extension (newly painted brick work and metal framed windows), it is proposed that the new side extension will reflect the Temple use in a more contemporary way. It is proposed to clad the extension with concrete tiles based on traditional Sari patterns and that windows would be obscured with moveable metallic shutters, also detailed in a Sari pattern. Other materials used would be Sari patterned metal cladding, fire-rated glazing with fixed, semi-permeable patterned screen.

- 3.9 No details have been provided in terms of proposed materials for the new rear outbuilding. The rear curtilage would be of timber panel/decking where not paved.
- 3.10 Herringbone paving is proposed to be laid to the front and rear in such a way as to indicate the main front entrance and also the traditional procession route around the Temple. This would be continued internally through the laying of similar directional tiles.
- 3.11 No details have been provided for existing/proposed refuse and recycling storage.

4. **PLANNING HISTORY**

08/P0906 - INSTALLATION OF AIR CONDITIONING UNITS – Approved

04/P0269 - ERECTION OF A SINGLE-STOREY FRONT EXTENSION AND A FIRST FLOOR EXTENSION TO PROVIDE TEACHING FACILITIES WITH AN EXTERNAL STAIRCASE AT THE REAR (AMENDMENT TO PLANNING APPROVAL REF.02/P2557) - Approved

02/P2557 - ERECTION OF A SINGLE-STOREY FRONT EXTENSION AND A FIRST FLOOR EXTENSION TO PROVIDE TEACHING FACILITIES WITH AN EXTERNAL STAIRCASE AT THE REAR – Approved

98/P0569 - RETENTION OF SINGLE STOREY EXTENSION AT THE REAR OF THE PREMISES TO PROVIDE TOILET AND WASHROOM FACILITIES TO TEMPLE - Approved

92/P0012 - ENCLOSURE OF COURTYARD AT FRONT TO PROVIDE STORAGE AREA - Approved

90/P1104 - ERECTION OF SINGLE STOREY EXTENSION AT REAR OF PREMISES TO PROVIDE TOILET FACILITIES – Approved

86/P1366 - ERECTION OF A PART SINGLE PART TWO STOREY REAR EXTENSION TO PROVIDE A COMMUNAL AREA AND ADMINISTRATIVE OFFICE FOR THE TEMPLE - Approved

MER773/82 - FORMATION OF COVERED WAY – Approved

MER692/81 - USE OF CHURCH HALLS FOR RELIGIOUS WORSHIP – Refused

MER625/75 - USE OF PREMISES AS DAY NURSERY FOR 28 CHILDREN ON 5 DAYS A WEEK. – Approved

MER229/71 - CONTINUED USE AS DAY NURSERY – Approved

MER143/69 - RETROSPECTIVE PERMISSION FOR USE OF LARGE HALL AS A PLAY GROUP – Approved

MER118/68 - USE OF HALL AS PLAY GROUP – Withdrawn

5. **CONSULTATION**

5.1 The application has been advertised by site notice and letters of notification to the occupiers of neighbouring properties. 96 representations have been received. 34 are in support of the application and 62 are in objection (in addition to a 25 signature petition).

5.2 Support:

- The temple is not increasing worship space, it is increasing circulation space and facilities as such there is not going to be a sudden increase in cars and parking problems
- Parking issues are common to London as a whole and not just Effra Road
- Parking/traffic issues on the roads surrounding Effra Road have been present for a long time and need to be dealt with, for example traffic congestion along Haydons Road
- Numbers of worshippers attending the temple have dropped in the past few years due to the number of other temples
- The Temple has been in the area long before many of the objectors
- Works will improve the appearance of the existing main building
- The Temple has made efforts to address neighbour concerns regarding noise by fitting double glazed windows and installing air conditioning units, and changing prayer times
- Effra Road should be made a one-way road and double yellow lines should be painted outside of driveways
- The Temple cannot relocate elsewhere because the site is

consecrated and therefore there is a strong spiritual tie to the site

- The Temple holds many community services
- The design of the proposed extension will fit in well and improve the site
- It is positive that the temple has included more facilities to encourage cycling e.g. cycle storage and shower facilities
- The site will be much for accessible for the elderly and those with disabilities
- The traditional architecture and feature to the main building are important for the overall appearance of the temple and more clearly reflect its identity as a Temple
- The Temple is an important community facility for people of all ages and is not fit for purpose at present e.g. no lift, and limited storage
- The Temple are trying to reduce car use to the site however this is difficult and needs to co-operation of Merton Parking Services
- The Temple has been a part of the community for more than 30 years, more than most of the residents
- The proposed Travel Plan is thorough and is welcome

5.3 Wandsworth Community Empowerment Network – Supports the application. The Shree Ganapathy Temple is amongst their most important organisational members. They offer a wide range of community and health facilities/programmes and the proposed development will allow this to continue.

5.4 London Borough Faiths Network – Supports the application. The network brings together religious, multi-faith and intercultural communities across London which are working towards the benefit of their neighbourhoods and wider community. The temple has been a part of the network for many years and is held as an example of what can be achieved by a local place of worship working in close co-operation with the public sector. The work of the Temple should be encouraged through the support of this application and improved facilities.

5.5 Merton Tamil School – Supports the application. The school is volunteer organization which provides educational and religious services to the local community. The proposed works will assist the school by providing much

better quality facilities for students.

- 5.6 Oily Cart Theatre Group – Supports the application. The Temple has provided them teaching space for rehearsals and is an important community facility. The proposed extension is also well designed.
- 5.7 Merton Sai Centre – Supports the application. They are based at the Temple and are a voluntary organization who work with the temple to produce and distribute food for the homeless. The facilities in the temple are out of date and in need of repair and upgrading.
- 5.8 Wimbledon and Wandle District Scouts – Supports the application. The Temple approached them about becoming involved in 2011 and a new Scout group was started. This is important in today's multi-cultural and multi-ethnic society. The Scout leaders were involved in the planning of the proposed extension and the works are necessary to allow a fuller range of Scout activities to be offered in addition to other activities. For example, the lack of storage means some items have to be stored off-site and brought in by Scout leaders and this is not practical. The new lift will allow children with disabilities to be become involved also.
- 5.9 Objection:
- Loss of amenity from noise due to proposed construction works and increase in Temple visitors and use of outside areas
 - Late night Temple events, particularly festivals, cause much noise disturbance
 - Impact of increased lighting from the Temple on the amenities of adjoining properties
 - Loss of privacy to the rear gardens of properties at Birkbeck Road
 - Air pollution from cooking smells from the Temple
 - The impacts of the Temple are worse at weekends
 - There is large amount of litter dropped by users of the Temple which ends up on the street in or in residents front gardens
 - The proposed modern extension does not complement the existing traditional building
 - The proposed extension and alterations are not in keeping with the Victorian character and residential nature of the road

- The proposed traditional Hindu feature will over-dominate the front of the building
- The proposed extension should be of a more subtle design
- Severe traffic and problems at present will get worse
- Driveways are constantly blocked despite Temple Stewards attempting to move drivers to park elsewhere
- The submitted Travel Plan is insufficient to resolve the existing problems
- The local infrastructure is not equipped to cope with the level of usage of the site
- There should be formal 'Dropping Off' area included as part of the plans to discourage stopping in the middle of the road and blocking traffic
- Merton Parking Services need to patrol more to discourage illegal parking
- The shuttle buses proposed within the Travel will still block traffic along the road
- 50% of people travel to the site by car and it is not considered that the Travel Plan will be able to reduce this since many will refuse to consider alternative travel options
- The inclusion of 10 bicycle spaces will not be enough to encourage Temple users to cycle
- Public transport is unreliable and this will further deter Temple users from using it
- Loss of highways safety due to number of cars using Effra Road and potential accidents with pedestrians and cyclists
- If there is extra land on site it should be used for parking
- The parking problems on Effra Road as a result of the Temple lead to parking issues on surrounding roads as Temple users and residents of Effra Road have to seek alternative parking there

- The building outgrew its location many years ago and the site is not large enough for the number of users and its increasing popularity
 - The Temple should seek an alternative larger site
 - The Temple is not used much for community facilities
- 5.10 Transport Officer – The key transport issue on this application is the current impact on the local parking environment.
- 5.11 The application refers to a congregation comprising of in excess of 2000 adult devotees and over 1000 children per week. The majority of whom attend spiritual education or music classes at the Temple. During the holiest day of the calendar, the congregation can exceed 5000 people. The Sunday school is attended by over 350 children, ranging from the age of 4-16 years.
- 5.12 The proposal is not to attract more users but to better facilitate the existing users, although added trip generation is a possible consequence. Refusal of the proposed works will not alleviate the problem but provides the temple the opportunity to address these issues as part of this application and is probably the best opportunity to mitigate.
- 5.13 A travel plan is essential and with reference to the application for a temple on High Path last year we recommend the travel plan is two fold: Day to Day, and events, and it is secured through S106 obligation. It is of primary importance that the applicant provides the details of a responsible officer for the management of the travel plans and they demonstrate a serious commitment to the plan.
- 5.14 Added to that, if it is minded to approve this application we would recommend conditions and an informative in respect of the provision of cycle parking, submission for approval of a construction management plan, and submission for approval of a delivery and servicing plan be added to any approval.
- 5.15 Environmental Health Officer – No objection subject to conditions in respect of windows being double-glazed, insulation of plant/machinery, hours of use, amplified sound, construction vehicles, and construction times being added to any approval.
- 5.16 Climate Change Officer - The development should be designed in accordance with Policy CS15 of Merton's Core Planning Strategy (2011). The development should:

- Achieve a high standard of sustainability and make efficient use of resources and material and minimise water use and CO2 emissions
- Demonstrate that it has been designed in accordance with the Mayor's energy hierarchy (be lean; be clean; be green) outlined in Policy 5.2 of the Further Alterations to the London Plan (2014) and Policy CS15 part b of Merton's Core Planning Strategy (2011). This advocates a 'fabric first' approach and maximising energy efficiency before seeking to address any shortfall in performance through the use of renewable technologies.
- Be sited and designed to withstand the long term impacts of climate change

In addition, all non domestic development over 500m² will be expected to be built to a minimum of BREEAM (Building Research Establishment Assessment Method) 'Very Good' standard **and** meet CO2 reduction targets in line with Policy 5.2 of the Further Alterations of the London Plan (2014). This currently equates to a 25% reduction in CO2 emissions arising from regulated building energy consumption.

- 5.17 Design Review Panel (May 2014) - The Panel supported the contemporary approach and felt the architecture was generally very good. They appreciated the way the new building reflects the institutional character of the temple and announces it to the surrounding townscape.
- 5.18 There was some discussion about how the buildings addressed the street. The new space was welcomed. It was felt a shame to park cars in the new open space. It may be possible to keep this area clear of parking, and reinstate on street parking across the frontage. Shade trees would help soften the paved forecourt and improve the microclimate, since it is south facing. The existing low wall in front of the church could be removed to create a unified and more open and welcoming frontage.
- 5.19 Where the extension meets the church, particularly in view of the processional route around the building, use of a recessed gap between old and new could be a good way to make a successful distinction between the two. It was felt that as this was essentially a public building it was appropriate for it to have some distinctiveness in the street scene. The Panel urged the applicant to explore with the neighbours how the wood-yard entrance could be improved.
- 5.20 The Panel welcomed the model. Overall, this was felt a potentially very good scheme and it would only take a few changes to make it highly successful. Although it is a current application, the applicant confirmed that they would be willing to revise the scheme to take account of these

comments. If these adjustments are made the Panel felt that the scheme would merit a Green verdict.

VERDICT: GREEN

6. **POLICY CONTEXT**

6.1 The relevant policies within the Adopted Sites and Policies Plan (July 2014) are:

DM C1 (Community facilities, DM O2 (Nature conservation, trees, hedges and landscape features), DM D2 (Design Considerations in all developments), DM D3 (Alterations and extensions to existing buildings), DM EP2 Reducing and mitigating noise, and DM T2 (Transport impacts of development).

6.2 The relevant policies within the Adopted Merton Core Strategy (July 2011) are:

CS13 (Open Space, Nature Conservation, Leisure and Culture), CS 14 (Design), CS 15 (Climate Change), CS 18 (Active Transport), CS 19 (Public Transport), CS 20 (Parking, Servicing, and Delivery) DM T3 Car parking and servicing standards

6.3 Design – SPG

6.4 The relevant policies in the London Plan (2011) are:

6.3 Assessing effects of development on transport capacity
6.13 Parking
7.1 Building London's neighbourhoods and communities
7.4 Local character
7.6 Architecture
7.15 Reducing noise and enhancing Soundscape

6.5 National Planning Policy Framework (2012)

7. **PLANNING CONSIDERATIONS**

7.1 The principal planning considerations concern the design and appearance of the proposed replacement extension and alterations and their impact on the character and appearance of the surrounding area, neighbour amenity, and parking.

7.2 Design

7.3 The existing Temple is currently split into three main elements:

- A. The Main Temple
- B. The Central Hall (main circulation space)
- C. Secondary Temple

7.4 The original building has been extended over time single, two, and three storey on an ad hoc basis and this has resulted in a building which does not have a cohesive or efficient layout, and which has created a number of problems for users of the temple in terms of function and storage for example.

7.5 Whilst the existing original building is considered a good example of its time and worthy of retention and upgrading, the extensions are not considered to be of any architectural merit and their replacement/upgrading is supported subject to a suitable scheme.

7.6 It is intended to retain the original hall building and install a new front entrance door, install new/replacement windows/doors, and install a new architectural decorative entrance feature. The works to this main building would retain its existing more traditional appearance whilst clearly giving it an identity as a Hindu temple, which it is currently lacking. At present the only indicator of that the site is in use as a Hindu temple and community facility is a small external Ganesh shrine to the side of the building. This is set well back from the public highway and not overly visible.

7.7 It is also proposed upgrade an existing two storey rear extension and to demolish and replace the existing single/two storey side extension.

7.8 The replacement two storey side extension would be of a more modern appearance however has been designed to blend in with the existing building through the carrying through of the ornate external cladding of this extension to the main building. In design terms it would contrast to the main building however would appear subordinate due to the set back from the front building of the main building and lower roof height.

7.9 The proposed development has been assessed by the Council's Design Review Panel and achieved a 'Green' rating. Following the Design Review Panel, the scheme was also further amended through the replacement of the proposed low front brick wall with retractable bollards and the improvement of the proposed front shoe storage facilities. A new tree has also been proposed within the front curtilage.

- 7.10 The proposed hard surfacing has been designed to relate to the religious function of the site whereby a directional 'herringbone' pattern is proposed which continues through the building and around the site to reflect the processional route around the building during religious festivals.
- 7.11 The works proposed to the rear would involve the installation of replacement hard standing, new landscaping, and the erection of a single storey rear outbuilding for cycle and buggy storage.
- 7.12 The Temple buildings are well used and provide a number of community facilities and the purpose of the proposed works is to rationalise and upgrade the building and site as a whole to provide a fully accessible Temple and ancillary floor space and a much more efficient layout. The purpose of the works is also to improve the appearance of the site as a whole through removing the existing ad hoc extensions and replacing/upgrading with a new and cohesive extension/alterations and replacement of the existing hard standing and rear outbuildings. It is considered that this has been achieved in design terms.
- 7.13 Conditions can be added to any approval requiring details of materials to be used for the extension and alterations and details of the proposed hard surfacing and landscaping to be submitted to the Council for approval in writing prior to development commencing.
- 7.14 Neighbour Amenity
- 7.15 Given that the proposed extensions, save for the new single storey rear outbuilding, are replacing existing extensions and would be of a similar siting, footprint and massing, it is not considered that there would result a detrimental impact on the outlook of the occupiers of the adjoining and surrounding properties.
- 7.16 The extensions and alterations are considered to have been sensitively designed and given the distance of the site buildings from adjoining properties, it is not considered that they would result in these buildings appearing excessively large or overbearing.
- 7.17 It is not considered that there would result a detrimental impact on the privacy of the occupiers of the adjoining property since no new windows are proposed at first floor to the existing Temple building and only two small side windows to the rear of the two storey side extension are proposed and these can be obscure glazed by. A condition has been added prohibiting the use of any flat roofed areas as terraces and for maintenance only.

7.18 The proposed works would result in the buildings being more efficiently used and an upgrading of existing facilities to modern standards. The site is well used, with a high number of devotees visiting each week and a number of different activities taking place, each generating different levels of noise. As such, the Councils' Environmental Officer has recommended that conditions in respect of the double-glazing of new windows, sound insulation/attenuation measures for any plant/machinery, restrictions on the hours of use to 0900-2200 (Mon-Sun), no music or amplified sound generated on the premises to be audible at the boundary of any residential accommodation adjacent or in the vicinity of the site, the submission of a construction method statement, and construction times, be added to any approval.

7.19 Landscaping

7.20 There is little vegetation within the site at present however it is proposed to plant one tree within the front curtilage and to install planting along the side boundaries, to the rear of the site. This is considered acceptable in principle and a condition can be added to any approval requiring approval of the proposed hard and soft landscaping prior to commencement of works.

7.21 Highways

7.22 A number of representations have been made regarding existing parking problems along Effra Road as a result of the use of the Temple and concerns have been raised that the proposed development would exacerbate these existing issues. The Council's Transport Officer has assessed the proposal and on balance, has no objections subject to the requirement for an up-to-date and regularly monitored Travel Plan being imposed by a S106 legal agreement.

7.23 A Travel Plan has been submitted to and approved by the Council's Transport Officer for inclusion within a S106 legal agreement.

8 SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS

8.1 The proposal is for minor development and an Environmental Impact Assessment is not required in this instance.

8.2 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms an EIA submission.

- 8.3 The development would be required to achieve a 'Very Good' BREEAM rating.

9 MAYORAL COMMUNITY INFRASTRUCTURE LEVY

- 9.1 The proposed development is liable to pay the Mayoral Community Infrastructure Levy, the funds for which will be applied by the Mayor towards the Crossrail project. The CIL amount is non-negotiable and planning permission cannot be refused for failure to agree to pay CIL.

10 MERTON'S COMMUNITY INFRASTRUCTURE LEVY

- 10.1 Merton's Community Infrastructure Levy was implemented on 1st April 2014. This will enable the Council to raise, and pool, contributions from developers to help pay for things such as transport, decentralised energy, healthcare, schools, leisure and public open spaces - local infrastructure that is necessary to support new development. Merton's CIL has replaced Section 106 agreements as the principal means by which pooled developer contributions towards providing the necessary infrastructure should be collected except for affordable housing.

11 S106 LEGAL AGREEMENT

- 11.1 To ensure that the development does not result in an undue impact on local parking conditions and to comply with policy on sustainable transport, the requirement for a Travel Plan to be imposed, used, and regularly updated/enforced, should be ensured through a S106 legal agreement.

12 CONCLUSION

- 12.1 In conclusion, it is considered that the principle of the development is acceptable and would not adversely visually impact on the mostly residential character of the area. The proposed extensions and alterations are considered acceptable in design terms and would allow a well-used religious facility to be upgraded to modern standards and to have a clear visual identity within the street for the wider community.
- 12.2 The residential amenities of the occupiers of the adjoining the site would not be sufficiently affected to warrant a refusal and the imposition and use of a Travel Plan, enforced by a S106 legal agreement, is considered would adequately mitigate for any increased vehicular movements/help to ameliorate existing parking problems as a result of the use of the site over time.

RECOMMENDATION

GRANT PLANNING PERMISSION

Subject to the completion of a S106 agreement covering the following heads of terms:

1. Imposition of the agreed Travel Plan
2. The developer agreeing to meet the Council's costs of preparing, drafting, or checking the agreement
3. The developer agreeing to meet the Council's costs of monitoring the agreement.

And the following conditions:

1. A1 Commencement of Development (full application)
2. A7 Plans
3. B1 External Facing Materials to be Approved
4. B4 Details of Site/Surface Treatment
5. B5 Details of Walls/Fences
6. C1 No Permitted Development (Extensions)
7. C2 No Permitted Development (No further windows)
8. C3 Obscure Glazed Windows (First floor side elevation of extension)

9. C6 Refuse & Recycling
10. C7 Refuse & Recycling (Implementation)
11. C8 No Use of Flat Roof
12. D1 Opening Hours (0900 – 2100) (Mondays to Sundays))
13. D5 Soundproofing of Plant and Machinery

14. D3 Restriction on Music/Amplified Sound
15. D9 No external Lighting
16. D11 Hours of Construction
17. E5 Use of the Site for D1 (Temple) Use only
18. E6 Outbuilding only for cycle/buggy storage
19. F2 Landscaping (Implementation)
20. F9 Hardstandings
21. H6 Provision of Cycle Storage
22. H10 Construction Vehicles (Wash down facilities etc)
23. H7 Cycle Parking - Implementation
24. H12 Delivery and Servicing Plan
25. Non –Standard Condition: Prior to commencement of the development details of the windows to be installed, including details of the acoustic attenuation offered by the windows, are to be submitted to and approved in writing by the Local Planning Authority. The windows shall be fixed shut and shall be permanently retained thereafter.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2011 and policies DM D2, DM D3, DM EP2 and DM EP4 of Merton's Sites and Polices Plan 2014.

26. L6 BREEAM - Pre-Commencement (New Build Non-Residential)
27. L7 BREEAM - Pre-Occupation (New Build Non-Residential)

Informatives:

INF12 Works affecting the public highway

Note 1

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