

PLANNING APPLICATIONS COMMITTEE
26th March 2015

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	14/P4537	23/12/2014
Address:	587 Kingston Road Raynes Park London SW20 8SA	
Ward	Dundonald	
Proposal	Demolition of the existing two storey buildings [537 square metres of general industrial Use Class B2 floor space] and the construction of a part three, part four, part five storey replacement building providing 193 square metres of floor space at ground floor level to be used for any of the following retail, financial and professional services, restaurant or café, business or non-residential institution use [use classes A1, A2, A3, B1 or D1] and 20 flats [3 one bedroom, 15 two bedroom and 2 three bedroom flats] at the rear of the ground floor and on the upper floors with 22 cycle parking spaces, associated landscaping and highways works to provide a new layby in Kingston Road for servicing and two disabled parking bays	
Drawing No's	PP-001; PP101-R2; PP102-R2; PP103-R2; PP201-R2; PP202-R2; PP301-R2; PP302-R2; PP303-R2; PP304-R2; PP401-R2; 1962/1C; Visualisation –view north-west from opposite 579-582 Kingston Road; contamination phase 1 Desk Study; Design and Access Statement; Statement of Community Involvement; Marketing Report; Market Report; Daylight and Sunlight Report; Energy and Sustainability Statement, Transport Statement; Management and Maintenance Plan; Viability Assessment and Commercial Report and Valuation.	
Contact Officer	Tony Ryan [020 8545 3114]	

RECOMMENDATION GRANT PLANNING PERMISSION subject to planning conditions and a S106 legal agreement.

CHECKLIST INFORMATION.

- S106: possible affordable housing, dedication of land, restriction on parking permits.
- Is an Environmental Statement required: No
- Conservation Area – No
- Archaeological Priority Zone – No
- Area at Risk from Flooding – No
- Trees – No trees are located on the application site
- Controlled Parking Zone – Yes
- Development Plan designation – None (Adjacent to a Site of Importance for Nature Conservation and adjacent to a Green Corridor)
- Design Review Panel consulted – No
- Site notice – Yes
- Press notice – Yes

- Number of neighbours consulted – 126
 - External consultations – Network Rail, Environment Agency, and Police Crime Prevention Design Advisor.
 - PTAL: 4 [TFL Planning Information Database]
 - Density – 622 habitable rooms per hectare.
-

1. INTRODUCTION

- 1.1 This application is brought before Committee for Members' consideration as a result of the public interest in the proposal.

2. SITE AND SURROUNDINGS

- 2.1 The application site [0.09 hectares] is located on the north side of Kingston Road [A238] with the Raynes Park to Wimbledon railway line on an embankment to the rear of the site. Construction work has commenced to implement a planning permission granted for the large plot of land immediately to the east of the application site. The planning permission (LB Merton ref 10/p1963) involves the construction of buildings up to five storeys in height to provide new self-storage (class B8), light industrial and office (class B1) accommodation.
- 2.2 The land to the west is occupied by a two storey commercial building with a mixture of residential and commercial buildings located beyond this building. The south side of Kingston Road in this location is predominately two storey buildings with commercial uses at ground floor level with residential accommodation above. The residential area known as 'The Apostles' is located further to the south and the application site is located between the road junctions of Edna Road and Dorien Road that form part of this area.
- 2.3 The application site is occupied by two storey brick commercial buildings with pitched roofs and a single storey flat roofed building at the rear that enclose a central open yard. The open yard has vehicular access on to Kingston Road. The existing buildings are set back from the back edge of pavement with a front hardstanding forecourt. The ground floor of the buildings have been in industrial use (Use Class B2). Following the conversion from residential use the first floor of the buildings have been used as ancillary office use (Use Class B1a).
- 2.4 The site has a Public Transport Accessibility Level rating of 4 [On a scale of 1a, 1b, and 2-5,6a, 6b where zone 6b has the greatest accessibility]. Raynes Park Railway Station is 500 metres to the west of the application site. The site is located within a controlled parking zone [zone RPS] that operates 0800hrs to 1830hrs Monday to Friday. Marked bays located opposite the application site controlled by a parking meter allow some on street car parking when the controlled parking zone is in operation.

3 CURRENT PROPOSAL

- 3.1 The current application involves the demolition of the existing two storey buildings [537 square metres of general industrial Use Class B2 floor space]. The proposal includes the construction of a part three, part four, part five storey replacement building providing 193 square metres of floor space at

ground floor level to be used for either retail, financial and professional services, restaurant or café, business or non-residential institution use [use classes A1, A2, A3, B1 or D1].

- 3.2 The upper floors of the building and land at the rear of the site provides 20 flats [3 one bedroom, 15 two bedroom and 2 three bedroom flats]. The development includes 22 cycle parking spaces for residential occupiers and 12 cycle spaces for the commercial floor space. The development includes associated landscaping and highways works to provide a new layby in Kingston Road for servicing and two disabled parking bays. Further information on the standard of the residential accommodation is provided in the table below:

Table 1: Standard of the proposed accommodation

Unit	Floor	Internal layout [Sq. M]					Amenity space[Sq. M]			
		Bedrooms	Bed spaces	Habitable rooms	Gross Internal Areas	London Plan Standards [Sq. M]	Garden	Balcony	Shared	Sites and Policies standard
1	Ground	3	5	4	136	96	15	-	196	8
2	Ground	3	5	4	127	96	61	-	196	8
3	First	2	3	3	80	61	-	7	196	6
4	First	1	2	2	53	50	-	7	196	5
5	First	2	3	3	84	61	-	7	196	6
6	First	2	4	3	77	70	-	7	196	7
7	Second	2	3	3	80	61	-	7	196	6
8	Second	1	2	2	53	50	-	7	196	5
9	Second	2	3	3	84	61	-	7	196	6
10	Second	2	4	3	77	70	-	7	196	7
11	Second	2	3	3	68	61	-	7	196	6
12	Second	2	3	3	64	61	-	7	196	6
13	Third	2	4	3	95	70	-	26	196	7
14	Third	2	4	3	88	70	-	26	196	7
15	Third	2	4	3	77	70	-	7	196	7
16	Third	2	3	3	68	61	-	7	196	6
17	Third	2	3	3	64	61	-	7	196	6
18	Four	2	3	3	70	61	-	27	196	6
19	Four	1	2	2	51	50	-	7	196	5
20	Four	2	3	3	64	61	-	7	196	6

4. PLANNING HISTORY.

4.1 The planning history associated with the application site is provided first below followed by details of a planning permission for the adjacent site at 579-583 Kingston Road as this is also considered relevant.

Application site at 587 Kingston Road

4.2 Planning permission was granted in September 1990 (LB Merton reference MER643/80) for the change of use of first floor residential accommodation to office use.

4.3 Planning permission was granted in January 1981 (LB Merton reference MER900/80) for a factory extension. Planning permission was granted in January 1981 (LB Merton reference MER900/80) for a factory extension. Planning permission was granted in October 1992 (LB Merton reference 92/p0616) for a single storey rear extension.

Adjacent site at 579-583 Kingston Road

4.4 Planning permission was granted in February 2011 (LB Merton reference 10/P1963) for a development providing new self-storage (class B8) , light industrial and office (class B1) accommodation in a building of up to 5 storeys in height including parking, access, servicing, engineering, landscaping and other associated works. This planning permission has been implemented on site.

5. CONSULTATION

5.1 The submitted planning application was publicised by means of a site notice, a press notice and individual consultation letters sent to 126 local properties.

5.2 As a result of this public consultation five letters have been received objecting to the proposal, the objections to the development were made on the following grounds:

5.3 Design and scale

- Five storeys is significantly higher than any of the surrounding buildings;
- The self-storage building should not be use as a benchmark as development has not been completed;
- The development should be of a Victorian style to match the predominant local style;
- The development will be contrary to polices on tall buildings;
- The development will be detrimental to the predominately low rise character of the surrounding area;
- The proposal represents overdevelopment.

5.4 Car Parking

- The development will result in pressure on local on street parking within the CPZ.

5.5 **Nuisance and amenity**

- The development will lead to a loss of sunlight and daylight to adjacent dwellings.

5.6 Three letters have been received in support of the development, with these letters making the following points:

- The development would improve the local area that is languishing and falling far behind other improved parts of Raynes Park;
- The development is in keeping with the area;
- The development is much more appropriate than the adjoining storage building;
- The development will remove an ugly derelict building;
- The plans represent a sensible balance between residential and commercial uses;
- The development will make the site sound, attractive and useful and fit in well with the area.

5.7 **Apostles Residents Association** The association states that the development will add value to the area and improve a site that is currently vacant and not very attractive. It is highlighted that the current design is very different from other residential developments in the area. There is a concern regarding the impact of the development on infrastructure and on demand for on street parking when the CPZ is not operating.

5.8 **Wimbledon Society** there is an objection to the proposal on the basis that the development will involve a reduction in the employment floor space; the ground floor residential flats are of a poor standard, there is a concern about the absence of on-site parking, it is unclear as to the level of cycle parking provided and the development is significantly higher (4.6 metres) than nearby house roof ridge heights.

5.9 **Metropolitan Police Crime Prevention Design Advisor** It is recommended that Secured by Design should be incorporated as a minimum standard for security in this development. There should be no link between the commercial and residential floor space and security measures should be incorporated in relation to the cycle parking, the undercroft access and the access path.

5.10 **Environment Agency** The Environment Agency consider the development to be a low environmental risk and therefore have no comments to make.

5.11 **Network Rail** The applicant should demonstrate through a 'Glint and Glare' study that glint or glare from glazing will not interfere or hinder train drivers vision. Only permitted landscaping should be used adjacent to the railway boundary. It is recommended that the developer contacts Network Rail to sign an Asset Protection Agreement

6 **POLICY CONTEXT**

Further Alterations to the London Plan 2015

6.1 The further alterations to the London Plan were published on the 10 March 2015.

6.2 The relevant policies in the London Plan [July 2011] are 3.3 [Increasing housing supply]; 3.4 [Optimising housing potential]; 3.5 [Quality and design of housing developments]; 3.6 [Children and young people's play and informal recreation facilities]; 3.3 [Increasing housing supply]; 3.4 [Optimising housing potential]; 3.5 [Quality and design of housing developments]; 3.6 [Children and young people's play and informal recreation facilities]; 3.8 [Housing choice]; 3.9 [Mixed and balanced communities]; 3.11 [Affordable housing targets]; 3.12 [Negotiating affordable housing]; 4.1 [Developing London's economy]; 4.2 [Offices]; 4.3 [Mixed Use Development and Offices]; 4.4 [Managing industrial land and premises]; 4.7 [retail and Town Centre Development]; 5.2 [Minimising carbon dioxide emissions]; 5.3 [Sustainable design and construction]; 5.7 [Renewable energy]; 5.10 [Urban greening]; 5.13 [Sustainable drainage]; 5.15 [Water use and supplies]; 6.5 [Funding Crossrail]; 6.9 [Cycling]; 6.10 [Walking]; 6.13 [Parking]; 7.1 [Building London's Neighbourhoods and Communities]; 7.2 [An inclusive environment]; 7.3 [Designing out crime]; 7.4 [Local Character]; 7.5 [Light Pollution]; 7.6 [Architecture]; 7.15 [Reducing noise and enhancing soundscapes]; 7.19 [Biodiversity and access to nature]; 8.2 [Planning Obligations].

Merton Sites and Policies Plan [adopted July 2014]

6.3 The relevant policies within the Sites and Policies Plan are as follows: DM.D1 [Urban design and the public realm]; DM.D2 [Design considerations and the public realm]; DM.E1 [Employment areas in Merton]; DM.E3 [Protection of scattered employment sites]; DM.E4 [Local employment opportunities]; DM.EP2 [Reducing and mitigating against noise]; DM.EP4 [Pollutants]; DM.F2 Sustainable drainage systems (SuDS) and; Wastewater and Water Infrastructure; DM.H2 [Housing mix]; DM.H3 [Support for affordable housing]; DM.O2 [Nature conservation, trees, hedges and landscape features]; DM.P1 [Securing planning obligations]; DM.T1 [Support for sustainable travel and active travel]; DM.T2 [Transport impacts from development]; and DM.T3 [Car parking and servicing standards].

Merton Supplementary Planning Guidance

6.4 The key supplementary planning guidance relevant to the proposals includes New Residential Development [1999]; Design [2004] and Planning Obligations [2006].

Policies within the Merton LDF Core Planning Strategy [July 2011]

6.5 The relevant policies within the Council's Adopted Core Strategy [July 2011] are; CS4 [Raynes Park]; CS7 [Centres]; CS.8 [Housing choice]; CS.9 [Housing provision]; CS.13 [Open space; nature conservation; leisure and culture]; CS.14 [Design]; CS.15 [Climate change]; CS.18 [Active transport]; CS.19 [Public transport]; and CS.20 [Parking; servicing and delivery].

National Planning Policy Framework [March 2012]

6.6 The National Planning Policy Framework [NPPF] is a key part of central government reforms '*...to make the planning system less complex and more accessible, and to promote sustainable growth*'.

- 6.7 The NPPF supports the plan led system stating that development that accords with an up to date plan should be approved and proposed development that conflicts should be refused. The framework also states that the primary objective of development management should be to foster the delivery of sustainable development, and not to hinder or prevent development.
- 6.8 To enable each local authority to proactively fulfil their planning role, and to actively promote sustainable development, the framework advises that local planning authorities need to approach development management decisions positively. Local planning authorities looking for solutions rather than problems so that applications can be approved wherever it is practical to do so. The framework attaches significant weight to the benefits of economic and housing growth, the need to influence development proposals to achieve quality outcomes; and enable the delivery of sustainable development proposals.

7. PLANNING CONSIDERATIONS

- 7.1 The main planning considerations include assessing the principle of development in terms of the loss of the existing employment floor space; the introduction of residential accommodation, the design, scale, layout and appearance of the proposed buildings, the standard of the residential accommodation including potential ground contamination, the impact on residential amenity including privacy daylight and sunlight and the potential impact on car parking and traffic generation.

Loss of the existing employment use

- 7.2 Policy DM E3 of the adopted Sites and Policies Plan aims to ensure that there is a diverse mix of size, type, tenure and location of employment facilities in the borough which can support a range of employment opportunities and that balanced mixed-use neighbourhoods are created in Merton.
- 7.3 In seeking to meet these aims, policy DM E3 sets out the circumstances where the loss of scattered employment sites [such as the application site] will be acceptable. These circumstances include where it has been demonstrated to the council's satisfaction that there is no realistic prospect of an employment use on the site or where measures are proposed to mitigate for the loss of employment land such as providing alternative sites for employment use.
- 7.4 Policy DM E1 advises that the council will support proposals for the redevelopment of existing underused employment land. The proposal will allow more efficient use of the land on the application site that is located in a sustainable location with a high level of access to public transport.
- 7.5 In support of the planning application the applicant has submitted a Marketing Report. The report sets out the marketing of the application site that has been undertaken since January 2014. The marketing has involved three commercial agencies who are experienced in the south London property market. The marketing took place for prospective occupiers who were looking for floor space within a range of different uses (A, B and D use classes). The

marketing consisted of the distribution of details of the application site to almost 400 other agents across London, advertising on the South London Business website, the agent's website, adverts in the Estates Gazette and the local Wimbledon Guardian newspaper and a board placed outside the application property. The marketing report concludes that whilst the premises were marketed at a competitive rate there has been little demand for the building.

- 7.6 After a general assessment of the premises it was found that the existing site did not meet modern light industrial requirements. It was found that the layout of the site was restrictive with inadequate vehicle access and there would be high costs involved to bring the accommodation up to modern standards. The marketing report also highlights a strong supply of modern and better equipped employment floor space within the local area that would be more attractive to prospective tenants both in terms of the building and the location.
- 7.7 With this evidence of the marketing of the site, officers are satisfied that there is no realistic prospect of a suitable alternative employment use being attracted to the current premises on the application site. It is considered that works to improve the existing floor space, would not be economically viable due to the significant investment that would be required and the uncertainty in finding a future tenant.

Replacement commercial use

- 7.8 The application site is located in an area of mixed character with both commercial and residential uses found locally. The submitted proposal includes the provision of 193 square metres of commercial floor space at ground floor level within the new development. The potential uses of the proposed commercial space include retail or professional or financial services, a restaurant or café, a light industrial use or a non-residential institution use (Planning Use Classes A1, A2, A3, B1 or D1. All of these uses are considered acceptable in this location, however planning conditions are recommended to ensure that plant or equipment associated with commercial uses does not have an adverse impact on residential amenity.
- 7.9 The applicant has stated that the current accommodation supported employment for 8 people. The applicant has stated that the proposed modern purpose built accommodation has a significantly better chance of finding a future tenant and has the potential to support employment for 20 people.

Need for additional housing.

- 7.10 The National Planning Policy Framework [March 2012] requires the Council to identify a supply of specific 'deliverable' sites sufficient to provide five years' worth of housing with an additional buffer of 5% to provide choice and competition. Policy CS. 9 within the Council's Adopted Core Strategy [July 2011] and policy 3.3 of the London Plan [2015] state that the Council will work with housing providers to provide a minimum of 4,800 additional homes [A minimum of 411 new dwellings annually, up from 320, following adoption of the London Plan 2015] between 2015 and 2025. This minimum target should

be exceeded where possible including a minimum of 500 to 600 homes in the Raynes Park sub area where the proposal site is located.

7.11 The Core Strategy states that the Council will encourage residential accommodation in 'sustainable brownfield locations'. The Core Strategy states that that it is expected that the delivery of new residential accommodation in the borough will be achieved in various ways including the development of brownfield sites. The application site is on brownfield land and is in a sustainable location adjacent to other existing residential properties. The site benefits from good access to public transport and access to other local facilities within Raynes Park Centre without the need to use a car.

7.12 In conclusion the provision of additional residential accommodation on this site is considered acceptable in principle subject to other considerations including matters of design, bulk, scale and layout, the standard of accommodation and the impact on amenity. The proposed development in this sustainable location will also assist in addressing the need for new residential accommodation in the borough that is identified in the London Plan and the Core Strategy.

Residential density

7.13 The London Plan states that in urban areas such as the application site with a Public Transport Accessibility Level of 4 the residential density should be within a range of 200 to 700 habitable rooms per hectare. With the application site covering a site area of 0.09 hectares and provision of 56 habitable rooms the residential density of the development is 622 habitable rooms per hectare.

7.14 In conclusion the residential density of the proposed development is within the density range set out in the London Plan and is considered acceptable for this location.

Housing mix

7.15 Policy CS. 8 within the Council's Adopted Core Strategy [July 2011] states that the Council will seek the provision of a mix of housing types sizes and tenures at a local level to meet the needs of all sectors of the community. This includes the provision of family sized and smaller housing units.

7.16 The application site is located in an area, where there is currently a mixture of housing types with terraced houses nearby to the site and flats on the upper floors of buildings on the opposite side of Kingston Road. The current application provides 20 residential units consisting of 3 one bedroom, 15 two bedroom and 2 three bedroom flats.

7.17 In conclusion it is considered that the proposed accommodation will increase the variety of residential accommodation available locally. It is considered that the current proposal will contribute towards the creation of a socially mixed and sustainable neighbourhood in accordance with Core Strategy policy CS8.

Building layout

- 7.18 The footprint of the proposed development forms an 'L' shape with a front block across the Kingston Road frontage with a wing extending to the rear of the site on eastern side of the site. The building at the front of the site provides the commercial floor space with a staircase core providing access to the residential; accommodation above the commercial space. A separate staircase core at the rear of the site provides access to 12 flats provided in the rear block.
- 7.19 It is considered that the proposed layout successfully addresses the Kingston Road, frontage with a building that is set back from the back edge of the pavement to reflect the layout of existing adjacent buildings. It is considered that the layout of the buildings makes efficient use of this site whilst maximising other land that is available for amenity space. The buildings have also been positioned to provide a good standard of commercial accommodation and to reduce any potential impact on residential amenity.

Building design and materials

- 7.20 The London Plan policy 7.4 requires buildings, streets and open spaces to provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in terms of orientation, scale, proportion and mass. Policy 7.6 sets out a number of key objectives for the design of new buildings including that they should be of the highest architectural quality, they should be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm, and buildings should have details that complement, but not necessarily replicate the local architectural character.
- 7.21 The existing buildings on application site are of poor quality and are considered to detract from the appearance of the local area. As a result subject to the design and appearance of a replacement building it is considered that the loss of the existing buildings will enhance the character of the area.
- 7.22 In terms of references for the design and appearance of a replacement building, there is some variety in building design present in the local area. The design of the front elevation of the proposed building fronting Kingston Road is considered appropriate in this location and would provide a rhythm that reflects that of nearby buildings. The development respects the existing building lines in Kingston Road and provides defensible space in the form of gardens in front of the proposed ground floor residential windows.
- 7.23 The submitted design and access statement lists the proposed facing materials for the new building. The proposed facing materials include London Stock brick, with silver grey powder coated metalwork; light grey powder coated metalwork to the balconies. The proposed materials are considered in keeping with the surrounding area whilst also reflecting the contemporary design of this development.

- 7.24 It is considered that the design and appearance of the proposed building respects and enhances the character of the surrounding area and the development is in keeping with the surrounding area.

Building scale and massing

- 7.25 The adjacent building in Kingston Road is two storeys height with a pitched roof. The proposed building makes reference to the height of this adjacent building with a set back from the front elevation at this height. The height of the proposed building then steps up to four and five storeys in height.
- 7.26 Planning permission was granted in February 2011 (LB Merton reference 10/P1963) for a development providing new self-storage (class B8), light industrial and office (class B1) accommodation on the neighbouring site at 579-583 Kingston Road. This adjacent development provides a building of up to 5 storeys in height including parking, access, servicing, engineering, landscaping and other associated works.
- 7.27 This planning permission on the adjacent site is relevant to the assessment of the current planning application and it is considered that the proposed building will be in keeping with the scale and massing of the proposed building on the adjacent site and the area generally.

Neighbour amenity - loss of privacy and overlooking

- 7.28 Policy DM D2 states that proposals for development will be expected to ensure appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy to adjoining gardens.
- 7.29 The closest residential accommodation to the application site is located at 595 Kingston Road and on the opposite side of Kingston Road above the ground floor commercial floor space. A distance of 14 metres and the commercial property at 591-593 Kingston Road separate the application site from the residential property at 595 Kingston Road. Whilst the side elevation of the proposed rear building wing contains windows and balconies looking towards 595 Kingston Road it is considered that due to the separation distances the new development is acceptable in this respect.
- 7.30 The first floor of the existing buildings on the application site were previously in residential use and a distance of 15 metres separates the front elevation of the existing building from the front elevation of accommodation on the opposite side of Kingston Road. The proposed building is in a similar location to the existing building and after taking into account the proposed balconies that face the public road it is considered that the development is acceptable in terms of the potential for overlooking and loss of privacy.

Neighbour amenity - loss of daylight, sunlight and visual intrusion.

- 7.31 In support of the application the applicant has conducted a detailed daylight and sunlight assessment following the Building Research Establishment (BRE) document 'Site Layout Planning for Daylight and Sunlight: a guide to good practice'. The submitted proposal was found to pass this detailed assessment.

- 7.32 With the height of the proposed development, the separation from adjacent residential buildings and the proposed orientation of the buildings it is considered that the proposed development will not give rise to visual intrusion or a loss of daylight or sunlight to adjacent residential occupiers.

Standard of residential accommodation - internal layout and room sizes

- 7.33 Policy DM D2 states that proposals for development will be expected to ensure appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy to adjoining gardens. Policies CS8, CS9 and CS14 within the Council's Adopted Core Strategy [2011] states that the Council will require proposals for new homes to be well designed.
- 7.34 Policy 3.5 of the London Plan [July 2015] states that housing developments should be of the highest quality internally and externally. The London Plan states that boroughs should ensure that new development reflects the minimum internal space standards as set out as gross internal areas in table 3.3 of the London Plan.
- 7.35 The table provided in section 3 of this current report sets out the gross internal areas for the proposed residential accommodation. The tables show that the proposed accommodation provides good levels of internal floor space that complies with the London Plan standards. The internal layout of the accommodation is considered to make good and efficient use of the space that is available with an appropriate internal layout and good provision of natural light to all habitable rooms.

Standard of residential accommodation - external amenity space

- 7.36 Sites and Policies Plan policy DM D2 states that developments will be expected to ensure appropriate provision of outdoor amenity space which accords appropriate minimum standards and is compatible with the character of the surrounding area. The standard within the Sites and Policies Plan states that in accordance with the London Housing Design Guide, there should be 5 square metres of external space provided for one and two bedroom flats with an extra square metre provided for each additional bed.
- 7.37 The proposed flats are each provided with private rear garden space with this amenity space provided as either garden space at ground floor level or balconies on the upper floor levels. The accommodation flats also have a communal amenity space covering 196 square metres. In conclusion it is considered by officers that the proposed residential accommodation is of a good general standard and makes efficient use of the land available on the site.

Standard of residential accommodation - lifetime Homes standards.

- 7.38 Policies in the London Plan and Core Strategy require all new residential properties to be built to Lifetime Home Standards. As part of the planning application the applicant has confirmed that the development aims to meet Lifetime Home Standards.

- 7.39 A planning condition is recommended to ensure prior to first occupation of the proposed new dwellings, the applicant shall provide written evidence to confirm the new dwelling units meet Lifetime Homes Standards based on the relevant criteria.

Car parking

- 7.40 Policy 6.13 of the London Plan states that the Mayor wishes to see an appropriate balance between promoting new development and preventing excessive car parking that can undermine cycling walking and public transport use. Policy CS20 of the Core Strategy [July 2011] states car parking should be provided in accordance with current 'maximum' car parking standards, whilst assessing the impact of any additional on street parking on vehicle movements and road safety. Car parking standards are set out within the London Plan at table 6.2 and require a 'maximum' of one of street space for dwellings with one or two bedrooms a 'maximum' of 1.5 spaces for three bedroom dwellings.
- 7.41 The site is located on Kingston Road [A238]. The site has a public transport accessibility level [PTAL] of 4 [On a scale of 1a, 1b, and 2 to 6a, 6b where zone 6b has the greatest accessibility]. This PTAL level indicates that the site has a good level of access to public transport services, it is highlighted that the site is within a reasonable walking distance of Raynes Park railway station and various buses servicing Raynes Park Centre. The application site benefits from access to the day-to-day facilities in the Raynes Park Centre including shops, places of employment and recreational uses.
- 7.42 The site is located within a controlled parking zone [zone RPS] that operates 0800hrs to 1830hrs Monday to Friday. Marked bays located opposite the application site controlled by a parking meter allow some on street car parking when the controlled parking zone is in operation.
- 7.43 The proposed development includes highways works to provide three vehicle bays at the front of the site. These bays will provide two parking spaces for people who have disabilities and a loading bay for the proposed commercial unit. It is considered that this provision is in line with the 'maximum' car parking standards set out within the London Plan. The application site is located within a controlled parking zone and a planning obligation is recommended that will prevent future occupants of the proposed development from obtaining on street parking permits.

Trip generation and vehicle access

- 7.44 Policy CS20 of the Core Strategy [July 2011] states that the Council will seek to implement effective traffic management by requiring developers to demonstrate that their development will not adversely affect safety and traffic management; and to incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway. The policy also requires developers to incorporate safe access to, and from the public highway.

- 7.45 The proposed development includes the removal of the existing vehicle site access and dropped kerb in the Kingston Road frontage. In order to improve the environment for pedestrians, a planning condition is recommended to seek the reinstatement of the pavement in the location of the existing vehicle access. In order to ensure that traffic and vehicles associated with the construction phase do not impact upon the public highway a planning condition is recommended seeking the submission of a Construction Logistics Plan.
- 7.46 The current proposal includes the provision of a new loading bay to the front of the application site. This layby that includes a new loading bay is considered suitable for the servicing of the proposed commercial unit. Planning conditions are recommended to ensure that the works necessary to provide this loading bay are carried out by the applicant.
- 7.47 The applicant has submitted a transport statement in support of the current planning application. This statement has been considered and it was found that the trip generation from the proposed development can be easily and safely accommodated on the existing road network.

Refuse storage and collection.

- 7.48 Policy CS20 of the Core Strategy [July 2011] states that the Council will require developers to incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway.
- 7.49 The submitted application drawings show refuse and recycling storage areas for the new flats. These storage locations are considered acceptable in principle and a planning condition is recommended to seek further details of this storage and to ensure that these facilities are provided and retained for the benefit of future occupiers.

Cycling

- 7.50 Policy CS 18 of the adopted Core Strategy [July 2011] states that the Council will promote active transport by prioritising the safety of pedestrian, cycle and other active transport modes; by supporting schemes and infrastructure that will reduce conflict between pedestrians, cyclists and other transport modes; and encouraging design that provides, attractive, safe, covered cycle storage, cycle parking and other facilities. The proposed development includes a total of 34 cycle parking spaces that include 22 for residential occupiers and 12 for the occupiers of the commercial space. A planning condition is recommended to ensure that this cycle parking is provided and retained for the benefit of future residents and users.

Trees, landscaping and biodiversity

- 7.51 Policy CS.13 within the Adopted Core Strategy [2011] states that development should seek to integrate new or enhanced habitat or design and landscaping that encourages biodiversity. A survey by the applicant found no trees located either on the application site or on adjacent land and likely to be impacted by the development.

- 7.52 Whilst the designation does not cover any part of the application site, the land at the rear of the application site is a Site of Importance for Nature Conservation and a Green Corridor. Sites and Policies Plan policy DM O2 states that development which may destroy or impair the integrity of green corridors will not be permitted and proposals in and adjacent to these corridors will be expected to enhance their nature conservation value.
- 7.53 The application site does not currently provide any natural ground with all of the site either provided as buildings or hardstanding. The current proposal will introduce a natural turf amenity area at the rear of the site adjacent to the green corridor and also provide a green roof at fourth floor level to the front of the site. A planning condition is recommended to seek further details of the proposed green roof to ensure that it is provided and maximises value to the green corridor.
- 7.54 Whilst it is known that there is a foraging route along the green corridor the applicant has carried out a bat survey of the application site which found no evidence of roosting bats on the application site and low potential for roosting in the buildings on the site. The survey concludes that based on recommendations in the Bat Workers Manual and the Bat Surveys Good Practice Guidelines the proposed works pose no threat to bats based on current knowledge and no further surveys are required.

Site contamination

- 7.55 The London Plan (Policy 5.21) indicates that the Mayor supports bringing contaminated land into beneficial use. Sites and Policies Plan policy Sites and Policies Plan policy DM EP4 states that developments should seek to minimise pollutants and to reduce concentrations to levels that have minimal adverse effects on human or environment health.
- 7.56 In light of the commercial uses on the application site there is a potential for the site to suffer from ground contamination. Planning conditions are recommended that seek further site investigation work and if contamination is found as a result of this investigation, the submission of details of measures to deal with this contamination.

Sustainable design and construction.

- 7.57 The Council's Core Strategy reinforces the wider sustainability objectives of the London Plan with policy CS15 requiring all development to demonstrate how the development makes effective use of resources and materials and minimises water use and CO2 emissions. All new development comprising the creation of new dwellings will be expected to achieve Code 4 Level for Sustainable Homes.
- 7.58 Planning conditions are recommended to seek the submission of a design stage assessment and post construction certification to show that that Code for Sustainable Homes Level 4 is achieved together with a minimum improvement in the dwelling emissions rate in accordance with current policy requirements.

7.59 With the commercial floor space less than 500 square metres [193 square metres) in accordance with Core Strategy policy CS15 there is no sustainability standard applicable to the proposed commercial floor space.

8. ENVIRONMENTAL IMPACT ASSESSMENT

8.1 The area of the application site is below 0.5 hectares and as a result the site falls outside the scope of Schedule 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2011. In this context there is no requirement for a screening opinion or for an Environmental Impact Assessment as part of this development.

9. LOCAL FINANCIAL CONSIDERATIONS

Mayor of London Community Infrastructure Levy

9.1 The proposed development is liable to pay the Mayoral Community Infrastructure Levy [CIL], the funds for which will be used by the Mayor of London towards the 'CrossRail' project. The CIL amount is non-negotiable and planning permission cannot be refused for failure to pay the CIL.

9.2 The Mayor of London Community Infrastructure Levy charge that would be payable for the proposed development would provisionally be £47,355 This is based on the charge of £35 per square metre and information provided by the applicant that states that there will be additional floor space of 1,353 square metres. This figure is subject to future reassessment in terms of whether the floor space to be lost as part of this proposal has been in lawful use.

London Borough of Merton Community Infrastructure Levy

9.3 After approval by the Council and independent examination by a Secretary of State appointed planning inspector, in addition to the Mayor of London levy the Council's Community Infrastructure Levy commenced on the 1 April 2014. The liability for this levy arises upon grant of planning permission with the charge becoming payable when construction work commences.

9.4 The Merton Community Infrastructure Levy will allow the Council to raise, and pool, contributions from developers to help fund local infrastructure that is necessary to support new development including transport, decentralised energy, healthcare, schools, leisure and public open spaces. The provision of financial contributions towards affordable housing and site specific obligations will continue to be sought through planning obligations a separate S106 legal agreement.

9.5 The London Borough of Merton Community Infrastructure Levy charge that would be payable for the proposed development would provisionally be £297,660. This is based on the charge of £220 per square metre and on the information provided by the applicant that states that there will be additional floor space of 1,353 square metres. This figure is subject to future reassessment in terms of whether the floor space to be lost has been in lawful use.

Planning Obligations

- 9.6 Regulation 122(2) of the CIL Regulations 2010 (continued in the CIL Regulations 2011) introduced three tests for planning obligations into law, stating that obligations must be:
- necessary to make the development acceptable in planning terms;
 - directly related to the development;
 - fairly and reasonably related in scale and kind to the development.

- 9.7 If a planning obligation does not meet all of these tests it cannot legally be taken into account in granting planning permission and for the Local Planning Authority to take account of S106 in granting planning permission it needs to be convinced that, without the obligation, permission should be refused.

Financial contribution towards education provision;

- 9.8 Funding towards education provision is now provided from the Merton Community Infrastructure Levy.

Financial contribution towards open space;

- 9.9 Funding towards open space is now provided from the Merton Community Infrastructure Levy.

Provision of affordable housing and other off site financial contribution towards the provision of affordable housing.

- 9.10 Policy CS. 8 within the Council's Adopted Core Strategy [July 2011] states that the Council will seek the provision of a mix of housing tenures at a local level to meet the needs of all sectors of the community including provision for those unable to compete financially in the housing market sector.

- 9.11 Having regard to characteristics such as site size, site suitability, financial viability issues and other planning contributions Core Strategy policy CS 8 states that affordable housing provision on developments of ten or more residential units should include a minimum of 40% of new units on the site as affordable housing. Within this affordable housing provision, 60% of the units should be provided as social/affordable rented and 40% as intermediate accommodation. In relation to proposals of over ten units policy CS 8 states that off-site financial contributions towards affordable housing will only be allowed in exceptional circumstances and must be justified.

- 9.12 Council officers and the applicant are currently engaged in discussions regarding the ability of the site to deliver affordable housing and for the scheme to remain viable.

Monitoring and legal fees

- 9.13 As set out in the Council's adopted Supplementary Planning Guidance the s106 monitoring fees would be calculated on the basis of 5% of the monetary contribution [to be agreed]. Legal fees for the preparation of the S106 agreement would need to be agreed at a later date.

10. **CONCLUSION**

- 10.1 The proposed development represents an effective and sustainable use of this brownfield site providing additional residential units and incorporates a design and layout sympathetic to the character of the surrounding area, whilst at the same time minimising any adverse impacts on neighbouring amenity. Accordingly, it is recommended that planning permission be granted subject to the planning conditions and planning obligations set out below.

RECOMMENDATION

GRANT PLANNING PERMISSION subject to the completion of a Section 106 Agreement and planning conditions.

S106 Heads of terms:

1. The dedication of land within the ownership of the applicant as public footpath as part of the works required to divert the existing public footpath around the proposed vehicle bays.
2. The provision of affordable housing (subject to the conclusions of further assessment)
3. A restriction preventing future occupants from obtaining on street car parking permits.
4. The developer agreeing to meet the Council's costs of drafting the Section 106 Obligations [£ to be agreed].
5. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations [£ to be agreed].

And the following conditions:

1. Standard condition [Time period] The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission. Reason for condition: To comply with Section 91 (as amended) of the Town and Country Planning Act 1990.
2. Amended standard condition [Approved plans] The development hereby permitted shall be carried out in accordance with the following approved plans: PP-001; PP101-R2; PP102-R2; PP103-R2; PP201-R2; PP202-R2; PP301-R2; PP302-R2; PP303-R2; PP304-R2; PP401-R2; 1962/1C; Visualisation –view north-west from opposite 579-582 Kingston Road; contamination phase 1 Desk Study; Design and Access Statement; Statement of Community Involvement; Marketing Report; Market Report; Daylight and Sunlight Report; Energy and Sustainability Statement, Transport Statement; Management and Maintenance Plan; Viability Assessment and Commercial Report and Valuation. Reason for condition: For the avoidance of doubt and in the interests of proper planning.
3. Non-standard condition [Land contamination – site investigation] No development shall commence until a scheme to deal with the risks associated with contamination of the site has been submitted to and approved by the Local Planning Authority with agreed measures in place prior to first occupation of any residential unit. Reason for condition: In order to protect controlled waters as the site is located over a Secondary Aquifer and may be affected by historic contamination.

4. Non-standard condition [Land contamination – site investigation] The submitted scheme to deal with the risks associated with contamination of the site shall include 1) a preliminary risk assessment identifying all previous uses and potential contaminants, a conceptual model of the site indicating sources, pathways and receptors and potentially unacceptable risks arising from contamination. 2) A site investigation scheme, based on 1 providing information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 3) The results of the site investigation and detailed risk assessment including an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in 3 are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Reason for condition: In order to protect the health of future occupiers of the site and adjoining areas in accordance with Sites and Polices policy DM EP4 and to protect controlled waters as the site is located over a Secondary Aquifer and may be affected by historic contamination.

5. Non-standard condition [Land contamination – construction phase] If during development further contamination is encountered which has not previously been identified and considered the Council's Environmental Health Section shall be notified immediately and (unless otherwise agreed in writing with the Local Planning Authority) no further development shall take place until remediation proposals (detailing all investigative works and sampling, together with the results of analysis, risk assessment to any receptors and proposed remediation strategy detailing proposals for remediation) have been submitted to and approved by the Local Planning Authority and the approved remediation measures/treatments implemented in full. Reason for condition: In order to protect the health of future occupiers of the site and adjoining areas in accordance with Sites and Polices policy DM EP4 and to protect controlled waters as the site is located over a Secondary Aquifer and may be affected by historic contamination.

6. Non-standard condition [Land contamination – validation] Prior to first occupation of the proposed new dwellings a verification report shall be submitted to and approved, in writing, by the local planning authority demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the local planning authority. Any long-term monitoring and maintenance plan shall be implemented as approved. Reason for condition: In order to protect the health of future occupiers of the site and adjoining areas in accordance with Sites and Polices policy DM EP4 and to protect controlled waters as the site is

located over a Secondary Aquifer and may be affected by historic contamination

7. Standard condition [Timing of construction work] No demolition or construction work or ancillary activities such as deliveries shall take place before 0800hrs or after 1800hrs Mondays to Fridays inclusive; before 0800hrs or after 1300hrs on Saturdays or at any time on Sundays or Bank Holidays. Reason for condition: To safeguard the amenities of the area and occupiers of neighbouring properties and to ensure compliance with Sites and Policies policy DM D2.
8. Non-standard condition [Demolition dust and noise] Prior to the commencement of development [including demolition] measures shall be in place to prevent nuisance from dust and noise to surrounding occupiers with these measures in accordance with a method statement that has previously been submitted to and approved in writing to the Local Planning Authority with the approved measures retained until the completion of all site operations. Reason for condition: To protect the amenities of occupiers of neighbouring properties and to accord with Sites and Policies policy DM D2.
9. Amended standard condition [Construction Logistics Plan] Prior to the commencement of development [including demolition], a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority and all works shall take place in accordance with approved plan Reason for condition: In the interests of vehicle and pedestrian safety and the amenities of local residents to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.
10. Amended standard condition [Construction phase impacts] Prior to the commencement of development [including demolition] a working method statement shall be submitted to and approved in writing by the Local Planning Authority that shall include measures to accommodate: the parking of vehicles of site workers and visitors; loading and unloading of plant and materials; storage of construction plant and materials; wheel cleaning facilities; control of dust, smell and other effluvia; control of surface water run-off. No development shall be take place that is not in full accordance with the approved method statement. Reason for condition: In the interests of vehicle and pedestrian safety and the amenities of neighbouring occupiers and to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.
11. Amended standard condition [Redundant Crossover] Prior to first occupation of the proposed new dwellings the existing crossover made redundant by this development shall have been removed by raising the kerb and reinstating the footway in accordance with the requirements of the Highway Authority. Reason for condition: In the interests of the safety of pedestrians and vehicles and to comply with policy CS13 of the Adopted Merton Core Planning Strategy 2011.

12. Amended standard condition [External materials] No development shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details. Reason for condition To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.
13. Amended standard condition [Service vehicle lay-by] The applicant shall enter into a Section 278 Agreement with the Council in order to create the vehicle lay-by on Kingston Road to provide two disabled bays and a vehicle loading bay. All approved works, including any diversions of statutory undertakers equipment, and necessary signage and restrictions on delivery and car parking shall be completed prior to the occupation of any part of the approved development. Reason for condition: In the interests of the safety of pedestrians and vehicles and to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.
14. Non-standard condition [Landscaping and footway improvement] The applicant shall enter into a Section 278 Agreement with the Council in relation to a landscaping and footway improvement scheme for the open land adjacent to the frontage of the site. All approved works, shall be completed prior to the occupation of any part of the development. Reason for condition: In the interests of the safety of pedestrians and vehicles and to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.
15. Non-standard condition [Waiting restrictions] The applicant shall enter into a Section 278 Agreement with the Council in relation to works to provide waiting restrictions adjacent to the frontage of the site. All approved works, shall be completed prior to the occupation of any part of the development. Reason for condition: In the interests of the safety of pedestrians and vehicles and to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.
16. Non-standard condition [Details of walls and fences] Prior to first occupation of the proposed new dwellings and notwithstanding what is shown on the submitted drawings walls and fences or other means of enclosure shall be in place that are in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority, with the walls and fences or other means of enclosure retained in accordance with the approved details permanently thereafter. Reason for condition: To ensure a satisfactory and safe development in accordance with Sites and Policies Plan policies DM D1, DM D2 and policy CS14 of the Adopted Merton Core Planning Strategy 2011.

17. Non-standard condition [Access to undercroft] Prior to first occupation of the proposed new dwellings measures to restrict general access to the proposed undercroft area shall be in place that are in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority with these measures retained for the lifetime of the development. Reason for condition: To safeguard the amenities of the area and occupiers of neighbouring properties and to ensure compliance with Sites and Policies policy DM D2 and policy CS14 of the Adopted Merton Core Planning Strategy 2011.
18. Amended standard condition [Landscaping] Prior to first occupation of the proposed new dwellings landscaping shall be in place that is in accordance with a landscaping scheme that has previously been submitted to and approved in writing by the Local Planning Authority with the landscaping scheme to include on a plan, full details of the size, species, spacing, quantities and location of plants, and measures to increase biodiversity together with any hard surfacing and means of enclosure. Reason for condition: To enhance the appearance of the development in the interest of the amenities of the area and to comply with policy CS13 of the Adopted Merton Core Planning Strategy 2011.
19. Non Standard Condition [Landscape Management Plan] Prior to the occupation of any part of the development a landscape management plan including long term design objectives, management responsibilities and maintenance schedules for open space within the site and all communal and incidental landscaped areas within the site shall be submitted to and approved in writing by the Local Planning Authority. The landscape shall be managed in accordance with the approved management plan unless otherwise agreed in writing by the Local Planning Authority. Reason for condition To enhance the appearance of the development and the amenities of the area in accordance with policy CS13 of the Adopted Core Strategy [July 2011].
20. Non Standard Condition [Green roof] Prior to the occupation of any part of the development a green roof shall be in place that is in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority. The green roof shall be maintained in accordance with the approved plan for the lifetime of the development. Reason for condition To enhance the appearance of the development, the amenities of the area and to improve the management of surface water runoff in accordance with policy CS13 of the Adopted Core Strategy [July 2011] and DM D1 and DM F2 of Merton's Sites and Policies Plan 2014.
21. Non Standard Condition [Commercial plant/machinery soundproofing] Noise from any new plant/machinery associated with the relevant commercial floorspace shall not increase the background noise level by more than 2dB [A] L 90 [5 minute measurement period] with no increase in any one-third octave band between 50 Hertz and 160Hertz. Reason for condition To safeguard the amenities of the area and the occupiers of neighbouring properties and to ensure compliance with Development Plan policies: policies 7.14 and 7.15 of

the London Plan 2015, policy CS7 of Merton's Core Planning Strategy 2011 and policies DM EP2 and DM EP4 of Merton's Sites and Polices Plan 2014.

22. Non Standard Condition [Kitchen ventilation system installation] Prior to occupation of the commercial unit as a restaurant or café (Planning Use Class A3) purposes, detailed plans and specifications of a kitchen ventilation system; including details of sound attenuation for a kitchen ventilation extract system and odour control measures shall be submitted to and approved in writing by the Local Planning Authority. The kitchen ventilation extract system shall be installed in accordance with the approved plans and specifications before the use commences and shall be permanently retained as such thereafter. Reason for condition To safeguard the amenities of the area and the occupiers of neighbouring properties and to ensure compliance with Development Plan policies: policies 7.14 and 7.15 of the London Plan 2015, policy CS7 of Merton's Core Planning Strategy 2011 and policies DM EP2 and DM EP4 of Merton's Sites and Polices Plan 2014.
23. Non Standard Condition [Kitchen ventilation system standards] Any kitchen ventilation system must meet the following standards: Noise from the fan motor and air noise from the ductwork and exhaust flue shall not increase the background noise level by more than 2 dB[A]L 90 [dB[A] L90 [dB[A]] [5 minute measurement period] and there shall be no increase in any one-third octave band between 50 Hertz and 160 Hertz at the boundary of the nearest noise-sensitive property; the extract terminal discharge of the ductwork shall terminate vertically at least a metre above eaves level without any obstruction/cowl; odour control measures shall be used with carbon filters as a minimum; and flexible couplings and anti-vibration mountings shall be used between the ductwork and walls. Reason for condition To safeguard the amenities of the area and the occupiers of neighbouring properties and to ensure compliance with the following Development Plan policies for Merton: policies 7.14 and 7.15 of the London Plan 2015, policy CS7 of Merton's Core Planning Strategy 2011 and policies DM EP2 and DM EP4 of Merton's Sites and Polices Plan 2014.
24. Amended standard condition [Code for Sustainable Homes Pre-Commencement - New build residential] Prior to the commencement of development a copy of a letter shall be submitted to and approved in writing by the Local Planning Authority from a person that is licensed with the Building Research Establishment (BRE) or other equivalent assessors as a Code for Sustainable Homes assessor confirming that the development is registered with BRE or other equivalent assessors under Code For Sustainable Homes and a Design Stage Assessment Report shall be submitted demonstrating that the development will achieve not less than Code for Sustainable Homes Level 4 together with a minimum improvement in the dwelling emissions rate in accordance with the most up to date London Plan policy. Reason for condition: To ensure the development achieves a high standard of sustainability and makes efficient use of resources and to comply with policies 5.2 of the Adopted London Plan 2015 and CS 15 of the Adopted Merton Core Planning Strategy 2011.

25. Amended standard condition [Code for Sustainable Homes Pre-Occupation-New build residential] Prior to first occupation of the proposed new dwellings a Building Research Establishment or other equivalent assessors Final Code Certificate shall be submitted to, and acknowledged in writing by the Local Planning Authority providing confirmation that the development has achieved not less than a Code 4 level for Sustainable Homes together with confirmation that a minimum improvement in the dwelling emissions rate has been achieved in accordance with the most up to date London Plan policy. Reason for condition: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with policies 5.2 of the Adopted London Plan 2015 and CS 15 of the Adopted Merton Core Planning Strategy 2011.
26. Amended standard condition [Lifetime homes] Prior to first occupation of the proposed new dwellings, the applicant shall provide written evidence to confirm the new dwelling units meet Lifetime Homes Standards based on the relevant criteria. Reason for condition: To meet the changing needs of households and comply with policy CS8 of the Adopted Core Strategy [July 2011].
27. Amended standard condition [Screening of external amenity areas] Prior to first occupation of the proposed new dwellings screening to the proposed external amenity areas above ground floor shall be in place that is in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority with the approved screening maintained permanently thereafter. Reason for condition: To safeguard the privacy and amenities of the occupiers of neighbouring properties and to comply with Sites and Policies Plan policy DM D2 and policy CS14 of the Adopted Merton Core Planning Strategy 2011.
28. Non-standard condition [Cycle storage and parking] Prior to first occupation of the proposed new dwellings or the commercial floor space the cycle storage for occupiers or users and cycle parking for visitors for the relevant floor space shall be in place that is accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority, with the cycle storage and parking retained in accordance with the approved details permanently thereafter. Reason for condition: To ensure the provision of satisfactory facilities for the storage of cycles and to comply with policy CS18 of the Adopted Core Strategy [July 2011].
29. Non-standard condition [Refuse and recycling facilities] Prior to first occupation of the proposed new dwellings or the commercial floor space refuse and recycling facilities shall be in place for the relevant floor space that are in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority, with the refuse and recycling facilities retained in accordance with the approved details permanently thereafter. Reason for condition: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with policies CS13 and CS14 of the Adopted Core Strategy [July 2011].

30. Amended standard condition [External Lighting] Any new external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary. Reason for condition In order to safeguard the amenities of the area, the occupiers of neighbouring properties and wildlife using the green corridor at the rear of the site and to ensure compliance with Sites and policy DM D2 and policies CS13 and CS14 of the Adopted Merton Core Planning Strategy 2011.
31. Non-standard condition [Glint and glare study] Prior to first occupation of the proposed development a report providing the conclusions of a “glint and glare” study shall have been submitted to and approved in writing by the Local Planning Authority with the recommendations of the study fully implemented before occupation of the development and retained for the lifetime of the development. Reason for condition In order to maintain the safe operation of the railway line located at the rear of the application site.
32. Non-standard condition Prior to first occupation of the proposed development a report setting out biodiversity mitigation and enhancement measures shall be submitted to and approved in writing, with the approved measures implemented in full and maintained before occupation and for the lifetime of the development. Reason for condition In order to safeguard the amenities of the area, the occupiers of neighbouring properties and wildlife using the green corridor at the rear of the site and to ensure compliance with policies DM D1, DM O2 of the Sites and Policies Plan and policy CS13 of the Adopted Merton Core Planning Strategy 2011.

INFORMATIVES:

- a) The applicant is advised that details of Lifetime Homes standards can be found at www.lifetimehomes.org.uk
- b) The applicant is advised that in accordance with paragraphs 186 and 187 of the National Planning Policy Framework, The London Borough of Merton takes a positive and proactive approach to development proposals focused on solutions. The London Borough of Merton works with applicants or agents in a positive and proactive manner by suggesting solutions to secure a successful outcome; and updating applicants or agents of any issues that may arise in the processing of their application. In this instance the Planning Committee considered the application where the applicant or agent had the opportunity to speak to the committee and promote the application.
- c) The applicant is advised to contact the Council’s Highways team on 020 8545 3151 before undertaking any works within the Public Highway in order to obtain the necessary approvals and/or licences.
- d) The applicant is advised that the demolition works should avoid the bird nesting and bat roosting season. This avoids disturbing birds and bats during a critical period and will assist in preventing possible contravention of the Wildlife and Countryside Act 1981, which seeks to protect nesting birds/bats and their nests/roosts. Buildings should be also be inspected for bird nests and bat roosts prior to demolition. All species of bat in Britain and their roosts are afforded special protection under the Wildlife and Countryside act 1981. If bats are found, Natural England should be contacted for advice (telephone: 020 7831 6922).

- e) The applicant is reminded of the need to comply with the Control of Asbestos Regulations 2012 in relation to the demolition of the existing buildings on the application site, with further advice available at the following link: <http://www.hse.gov.uk/asbestos/regulations.htm>.

This page is intentionally left blank