

PLANNING APPLICATIONS COMMITTEE

25th April 2019

APPLICATION NO.

DATE VALID

18/P4132

16/01/2019

Address/Site

36 Durham Road, West Wimbledon, SW20 0TW

Ward

Raynes Park

Proposal:

ERECTION OF A TWO BED DWELLINGHOUSE WITH "GREEN ROOF" AT REAR OF GARDEN INCLUDING CONSTRUCTION OF BASEMENT. ERECTION OF A TWO STOREY REAR EXTENSION TO EXISTING DWELLING, AND FIRST FLOOR SIDE EXTENSION AT THE STREET FRONT, RESULTING IN 1 X 1 BED FLAT AT GROUND FLOOR AND 1 X 2 BED FLAT AT FIRST FLOOR. SHOP AT FRONT TO BE RETAINED.

Drawing Nos

310 – Rev N, 210 – Rev N, 211 – Rev N, 212 – Rev N, 213 – Rev N, 214 – Rev N, 215 – Rev N, 216 – Rev N, 217 – Rev N, 218 – Rev N, 219 – Rev N, 220 – Rev N, 222 – Rev N.

Contact Officer:

Anna Woodward (020 8545 3112)

RECOMMENDATION

GRANT Planning Permission subject to conditions and Section 106 agreement

CHECKLIST INFORMATION.

Heads of agreement: - Section 106 agreement – Parking permit free development

Is a screening opinion required: No

Is an Environmental Statement required: No

Has an Environmental Impact Assessment been submitted – No

Press notice – No

Site notice – Yes

Design Review Panel consulted – No

Number of neighbours consulted – 16

1. **INTRODUCTION**

- 1.1 The application has been brought before the Planning Application Committee for consideration due to the number of objections received.

2. **SITE AND SURROUNDINGS**

- 2.1 The application site comprises a two-storey semi-detached building with a shop in the ground floor and a flat above it. The rear of the site is occupied by an outbuilding which is used as office space, and a store room/workshop space in association with the shop. There is also an open lean-to to the rear of the existing main building. There is a forecourt in front of the shop for shop parking. There is a vehicle access along the south of the building which leads to a courtyard area at the rear.

The surrounding area is a mixed use environment. There are terraced dwellings and rear gardens directly to the east of the site, and a mix of uses along Durham Road.

The site is not within a designated shopping frontage or a town centre.

The site is located within a Controlled Parking Zone (RPC). It is within an area with a PTAL rating of 5.

3. **CURRENT PROPOSAL**

- 3.1 This application seeks planning permission for the demolition of the existing lean-to to the rear of the main building and the erection of a two storey rear extension to this. This building would then be converted into 1 x 1 bed flat at ground floor and 1 x 2 bed flat at first floor, along with the existing shop to be retained in the ground floor at the front of the building.
- 3.2 The existing porch to the front of the shop would be demolished and replaced with a solid structure with an additional depth of 0.2m. The shop front window and door would be replicated on the new front elevation.
- 3.3 It is proposed to extend the first floor to the side of the main building at the street front to adjoin 34 Durham Road. Access to the rear of the site would still be available beneath this extension.
- 3.4 It is proposed to demolish the existing buildings at the rear of the site

associated with the shop, and replace these with a new single storey two-bed dwellinghouse with a basement containing a cinema/games room, shower room and utility room.

3.5 The scheme would provide the following accommodation:

Rear two bed house: 2 bed/4 people/two storey: 139m²
Front ground floor flat: 1 bed/2 people/single storey: 46m²
Front first floor flat: 2 bed/4 people/single storey: 72m²

3.6 There are three different outdoor courtyards proposed for the dwellings. The ground floor front flat would have one courtyard of approximately 7m² and the rear dwelling would have two separate areas of approximately 34m² total. The first floor flat wouldn't have any outdoor space.

4. **PLANNING HISTORY**

4.1 07/P3196: DEMOLITION OF OUTBUILDING, RETENTION & EXTENSION OF EXISTING FRONT BUILDING TO FORM 5 x 1 BED AND 1 x 2 BED FLATS PLUS RETAIL/GENERAL PREMISES – Permission refused 16/01/2008, Appeal dismissed 29/07/2008.

4.2 The above scheme was significantly different to the current proposal. The Council and the Appeal Inspector raised objection to a large mansard roof extension at the front and the impact of a two storey building at the back of the site on the amenities of neighbouring properties. Officers have considered this previous appeal decision in light of the current scheme and are happy that the current scheme does not conflict with this previous decision.

5. **CONSULTATION**

5.1 The application has been advertised by standard site notice procedure and letters of notification to the occupiers of neighbouring properties.

5.2 In response to consultation, 9 letters of objection to the original plans were received. It is noted that two of these letters were received from the same objector. A letter was received from the Amity Grove Residents Association, and another from the Secretary of the Association. The letters raised the following concerns:

- The proposal constitutes a backland development and would set a precedent;
- The proposal represents an overdevelopment of the site that is out of character with the area's Victorian and Edwardian heritage;
- The privacy of several gardens and houses in Amity Grove will be

affected by overshadowing and overlooking;

- The flying first floor will create a terrace;
- Plans don't provide adequate provision for amenity, car or cycle parking or storage of refuse;
- With the absence of car parking on the site there should be a permit free agreement;
- Plans don't indicate how the side alley would be utilised;
- Measurements on plans inaccurate indicating bigger residential units than reality;
- Light pollution to Amity Grove gardens from rooflights;
- Concerns around the height of the rear wall (double in height) and its impact on the rear gardens of properties along Amity Grove – block view and light and overlooking impacts,
- Overlooking impacts from roof terrace proposed;
- Irregularities in the application: site area smaller than stated, the ground floor one bed flat doesn't meet the NPPF standard, the bedroom in the first floor apartment doesn't meet the minimum area for a double bedroom;
- Concerns around the safety of accessing the proposed dwellings;
- Inadequate access to sunlight/daylight for the proposed flats and their outdoor spaces as they are not north facing and are enclosed;
- Excavation of basement within enclosed site would disrupt residential amenity in the surrounding area;
- Basement and development extends to the rear of No. 38 Durham Road;
- Concerns around which properties were consulted;
- The proposed building at the rear is not subordinate to the existing;
- Concerns around the boundary wall at No. 19 Amity Grove being demolished.

5.3 It is noted that all adjoining properties were consulted on the application.

6. **Amended plans**

6.1 The plans were subsequently amended to remove the first floor of the rear building and reduce the size of that unit from three bedrooms to two. Two objections were received from one objector following this. This outlined the following additional points:

- Not clear on the revised plans, the height of the replaced boundary wall at No. 19 Amity Grove;
- Would also want to ensure that the proposed dwelling would have a similar exterior finish in terms of materials.

6.2 Two objections were withdrawn following further discussions between the applicant and neighbouring occupiers after the amendments were made to

the plans and the re-consultation undertaken.

6.3 The Council's Transport Planner was consulted and provided the following comments:

“Observations:

The location of the property has a Public Transport Accessibility Level rating of 5, which indicates a good level of connections and accessibility to public transport for current and future occupiers.

The local area forms part of Controlled Parking Zone RPC. Restrictions are enforced on both sides of the carriageway at different times of the day. On the east side of Durham Road, the Parking is restricted to resident permit holders Mon- Sat between 10am- 4 pm with pay and display for 1 hour and no return within 2 hours. On the western side of Durham Road, parking is restricted to permit holders on Mon- Noon between 11am-Noon.

The development is to be ‘Permit Free’ in line with policy CS.20 of the Core Planning Strategy, which seek to reduce reliance on private motor vehicles in locations with good access to public transport facilities.

The development be designated ‘permit free’ secured through a S.106 Agreement.

No occupant whilst residing using and /or occupying the development shall purchase or procure the purchase of a parking permit for a residential Parking Bay within the CPZ

Cycle Parking: *The proposed plans do not show cycle parking provision. The London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space (secure and undercover) for cycles at the following level:*

- *1 per studio and one bed dwellings;*
- *2 per all other dwellings and*
- *1 short term visitor space per 40 residential units.*

Refuse:

Waste collection points should be located within 30 metres of residential units and within 20 metres of collection vehicles.

Recommendation: *Raise no objection Subject to:*

- *No occupant whilst residing using and /or occupying the development shall be eligible to purchase or procure the purchase of a parking permit for a Parking Bay within the CPZ to be secured by via S106 legal agreement.*
- *Cycle parking in accordance with the London Plan should be submitted to LPA for approval before commencement of work.*

- *Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.”*

6.4 The Councils Flooding and Drainage Engineer was consulted and provided the following comments as well as recommending conditions which have been included in the recommendation at the end of this report:

“I have reviewed the details submitted for 36 Durham Road 18/P4132 and have the following flood risk and drainage comments.

The site is located in Flood zone 1 and is not shown to be at risk of surface water flooding.

The existing site is covered with roofs or impermeable hard surfacing. No detailed drainage strategy, including drainage design calculations and pipe layouts have been submitted to support the application.

The CMS does include some details on the proposed drainage and groundwater issues at the site. The proposed roof will be green roof which will provide some rainwater storage in peak rainfall events, subject to the depth of the sub-base being designed appropriately. Furthermore, we would support some areas of the ground floor layout being allocated to gardens covered with topsoil. This will serve to decrease surface water runoff rates from the site and therefore the demands on the existing sewer system.

The CMS states that if existing groundwater levels and soil conditions found by investigation permit, consideration will be given to resurfacing the driveway with permeable paving, further decreasing surface water runoff. We would wish to ensure that permeable paving of the driveway is secured as this can act as either a lined attenuation system or via infiltration.

There is a separate foul and surface water sewer network at the site, not combined as stated. Consultation is required with Thames Water and TW consent will be required, as the site appears to be over the sewer so either a build over or diversion will be required.

In terms of groundwater, Durham Rd, slopes down to Raynes Park. There is potential for perched groundwater to exist within the gravels indicated in the BGS data to underlie the site. Therefore it is considered that the basement may project into groundwater zone, any risk to a potential rise caused by a backwater effect behind the structure should be mitigated appropriately. The CMS states that any displacement of ground water will be so marginal as to be negligible, hence the proposed development is

anticipated to have no effect on the risk of ground water flooding within the site and to neighbouring properties.”

7. **POLICY CONTEXT**

- 7.1 Merton Core Planning Strategy (July 2011)
 - CS.6 Wimbledon Sub-area
 - CS.8 Housing Choice
 - CS.9 Housing provision
 - CS.11 Infrastructure
 - CS.14 Design
 - CS.15 Climate change
 - CS.17 Waste management
 - CS.18 Transport
 - CS.20 Parking servicing and delivery
- 7.2 Adopted Merton Sites and Policies Plan (July 2014)
 - DM D2 Design Considerations in All Developments
 - DM D3 Alterations and extensions to existing buildings
 - DM E3 Protection of Scattered Employment Sites
 - DM T1 Support for sustainable transport and active travel
 - DM T2 Transport impacts of development
 - DM T3 Car parking and servicing standards
- 7.3 London Plan (July 2016)
 - 3.3 Increasing Housing Supply
 - 3.4 Optimising housing potential
 - 3.5 Quality and design of housing developments
 - 3.8 Housing Choice
 - 5.1 Climate change mitigation
 - 5.2 Minimising carbon dioxide emissions
 - 5.3 Sustainable design and construction
 - 5.17 Waste Capacity
 - 6.3 Assessing effects of development on transport capacity
 - 6.9 Cycling
 - 6.13 Parking
 - 7.4 Local character
 - 7.6 Architecture
- 7.4 NPPF 2019

8. **PLANNING CONSIDERATIONS**

- 8.1 The principle planning considerations in this case relate to the loss of some of the shop space and storage space, extensions to the main building and the conversion into two flats, and the construction of a new single storey building (with basement) at the rear of the site for a new

dwelling, impact on visual amenity, the impact on neighbour and occupier amenity as well as the provision of living accommodation to a suitable standard.

8.2 Policy DM E3 of the Council's Sites and Policies Plan aims to ensure that there is a diverse mix of size, type, tenure and location of employment facilities which can support a range of employment opportunities towards creating balanced mixed use neighbourhoods in Merton. The policy states that proposals that result in the loss of scattered employment sites will be resisted except where:

- i. the site is located in a predominantly residential area and it can be demonstrated that its operation has adversely affected the amenity of the residential area;
- ii. the site characteristics make it unsuitable and financially unviable for the whole site to be in employment use; and
- iii. where marketing of the site for employment or community use for a period of 30 months has been presented.

8.3 The surrounding area is predominantly residential with a few shops. It is considered that the loss of some of the shop floor space and the storage space at the rear for the shop will not cause harm to the operation of the shop as A1 use. It is also noted that the subject site is not located within a designated shopping area or commercial area, and therefore the size of the unit is not considered to be important in this instance. However, it will still be a functional size and shape for A1 use.

8.4 Currently Policy CS.9 within the Council's Adopted Core Strategy and policy 3.3 of the London Plan state that the Council will work with housing providers to provide a minimum of 4107 additional homes (411 new dwellings annually) between 2015 and 2025. This proposal will provide one new house and one new flat and is therefore considered to accord with these policies. There will not be a loss of an employment use from the site as the shop will remain, however it will be of a smaller size.

8.5 Amendments

8.5.1 Following discussions with the applicant, the scheme was amended. The first floor on the rear dwelling was removed and therefore the wall along the rear boundary reduced in height and the dwelling reduced from three bedrooms to two.

8.6 Character and appearance

- 8.6.1 London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DMD2 and DMD3 require well designed proposals that will respect the appearance, scale, bulk, form, proportions, materials and character of the original building and their surroundings.
- 8.6.2 The proposal introduces only a small area of additional building coverage above the existing situation. The site is mostly hardscaped currently with a small area of landscaping along the south boundary. Therefore, the overall principle of the additional area of building, and the general hardscaped character of the proposal is considered to be acceptable.
- 8.6.3 Due to its low roofline and the slight setback from the front elevation of the host dwelling, the proposed first floor side extension at the street front of the site is considered to look subordinate and sympathetic to the host building. It is particularly noted that there is no uniformity in the streetscape of Durham Road along this side of the road. The addition of this extension over the vehicle accessway and the partial enclosing of the gap between the buildings is not considered to cause harm to the streetscape or the character of the surrounding area.
- 8.6.4 The proposed ground floor extension to the front of the shop is considered to be in keeping with the existing character and scale of the host building. It will project 0.2m further forwards which will not be easily noticeable. There is an existing roof on this structure and a side wall along the boundary. Therefore, the difference will be the shopfront will be extended closer towards the road and a side wall erected. Due to these reasons and the setback of the building from the road, this will not cause harm to the streetscape.
- 8.6.5 The proposed rear extension to the main building will not be visible from Durham Road, therefore not impacting on the streetscene. It will be visible from neighbouring properties, however, it is considered that due to its flat roof design, will generally be subordinate to the host dwelling. It is also considered to generally be in keeping with the scale of development along the east side of Durham Road.
- 8.6.6 The proposed single storey dwelling at the rear of the property, due to its minimal scale, with part of it having a pitched roof similar to existing, is considered to be in keeping with the existing scale and general character of development on the site, and in the surrounding area. A green roof is proposed over part of the building which will soften the appearance from the upper floors of the buildings along Durham Road and Amity Grove. The height of this building (approximately 3.7m) ensures that the visual impact will be low.
- 8.6.7 As such, the proposed extensions and new building at the rear are considered to be in keeping with the character and scale of development

in the surrounding environment and therefore complies with SPP Policies DMD2 and DMD3.

8.7 Neighbouring amenity

8.7.1 SPP policy DM D2 states that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of loss of light, quality of living conditions, privacy, visual intrusion and noise.

8.7.2 Impacts on properties to the north of the subject site (No. 38 Durham Road, 40 Durham Road and 46A Durham Road) will be negligible because there is an existing single storey building (of approximately 3.73m height) at the rear of the site adjoining the north boundary. The proposed wall along this boundary will be a similar height. The proposed rear two storey extensions to the main building will adjoin a single storey building at No. 40/46A Durham Road to the north. It will not result in harm to the main building on this site as there are no rear facing windows which is will enclose.

8.7.3 Due to its location on the site, the proposed two storey rear extension is not considered to cause harm to the amenity of any property. It may reduce some outlook from No. 34 Durham Road across the rear of the buildings. However, due to its setback from the south boundary and the presence of a 1.5-2 storey building adjoining it to the north, this is not considered to cause material harm. There is a window proposed on the southern side which will overlook the rear of No. 34 Durham Road. However, it will mostly be overlooking roofs, rather than outdoor amenity areas, and is therefore not considered to cause harm.

8.7.4 There is a window proposed at first floor level at the rear of the first floor rear extension which will provide some views towards the rear of the properties along Amity Grove. It is considered that as this would be set back from the windows at these properties by approximately 27m, it will not cause material harm to the privacy of these properties.

8.8 Standard of Accommodation

8.8.1 London Plan policies 3.3, 3.4 and 3.5, Sites and Policies Plan Policy DMD2 and Core Strategy 2011 policy CS14 all seek to ensure good quality residential accommodation with adequate space, levels of privacy, daylight and sunlight for existing and future residents, the provision of adequate amenity space and the avoidance of noise, vibration or other forms of pollution. London Plan policy 3.5 sets out the minimum Gross Internal Area requirements for new housing.

8.8.2 Table 3.3 of the London Plan (2016) requires a minimum gross internal area (GIA) of 79m² for a two bed, four person, two storey dwelling, 50m² for a single bedroom, two person, single storey dwelling and 70m² for a two bed, four person, single storey dwelling. All but one of the flats meet these requirements. The ground floor single bedroom dwelling would fall short of the 50m² required by 4m². It is considered that this is acceptable in this instance as the flat doesn't comply by virtue of the bedroom being a double size. The plan shows the flat being laid out well with enough space for storage, furniture and circulation space. Further, the living area opens onto a courtyard of approximately 6.75m² which would add to the amenity of the flat. Officers therefore consider that reducing the bedroom size would not create a better living environment for the future occupiers.

8.8.3 The London Plan requires a minimum of 5m² of private outdoor space to be provided for 1-2 person dwellings and an extra 1m² for each additional occupant. The ground floor, one bedroom flat would exceed this with a courtyard of 6.75m² and the two bedroom dwelling at the rear would have two separate courtyards with a combined area of 36.1m². The first floor flat wouldn't have any private outdoor space. As there is an existing flat in this location with no access to private amenity space, and there is a park (Cottenham Park) within a ten minute walk of the subject site, this arrangement is considered to be acceptable. It is not considered that Officers could reasonably recommend refusal on these grounds.

8.9 Landscaping

8.9.1 No protected trees or hedgerows would be removed as part of the proposed works and no objection is raised on this basis. The proposal will introduce a green roof and some small areas of landscaping on the ground. This is considered an improvement to a site which is mostly landscaped currently.

8.10 Transport, parking and cycle storage

8.10.1 Core Strategy policy CS20 and London Plan policy 6.9 aim to ensure pedestrian movement and safety is not compromised by development, consideration is given to the parking requirements of a proposed development.

8.10.2 Core Strategy Policy CS 18 promotes active means of transport and the gardens of the houses provide sufficient space for the storage of cycles without the need to clutter up the front of the development with further cycle stores. Core Strategy Policy CS 20 seeks to implement traffic management by supporting permit free developments in areas where CPZ's benefit from good access to public transport. The subject site is in

an area with a PTAL rating of 5 which means it has excellent access to public transport.

8.10.3 There would not be any impact on parking or highway safety as a result of the proposed works as the applicant has agreed to enter into a legal agreement which prohibits the occupants of the proposed additional two units (the 2-bed unit dwellinghouse and the additional flat) from obtaining parking permits. As such, it is not considered that the proposal would unduly impact upon parking pressure in the area.

8.10.4 Table 6.3 of the London Plan (2016) requires one cycle parking space for the single bedroom unit and two cycle parking spaces for the other two units. The proposed development therefore requires secure storage for 5 cycles. No cycle parking has been indicated on the plans. As such, a condition is recommended requiring details of this to be approved by LBM and implemented prior to occupation.

8.11 Refuse storage and collection

8.11.1 Policy 5.17 of the London Plan and policy CS 17 of the Core Strategy require adequate refuse storage. There is a small bin store indicated on the plans. This does not conform to the Councils refuse storage requirements. As such, it is recommended that a condition is included on the permission requiring details of refuse storage to be provided and approved by LBM and implemented prior to occupation.

8.12 Basement

8.12.1 SPP Policy DMD2(b) and (c) set out the requirements for basements.
7.6.1 The basement will not cause harm to any heritage assets. It will be underneath an area where there is currently a building and will therefore not be under a garden. There are two open voids proposed to provide light to the basement. However, these will not cause harm to the character or amenity of the site and surrounding area, due to the locations of the lightwells within the site. It will not cause harm to any trees. A Construction Method Statement was submitted with the application which has been reviewed by the Councils drainage and flooding engineer, and is discussed further below. As such, it is considered that subject to appropriate conditions requiring further details of the basement scheme for approval, the proposal will meet SPP Policy DMD2(b).

8.13 Drainage and Flooding

8.13.1 The Council's flooding and drainage engineer has reviewed the proposal in terms of drainage and flooding issues. As mentioned above, the Construction Method Statement provided by the applicant includes some details on the proposed drainage and groundwater issues at the site. The green roof proposed will provide some rainwater storage in peak rainfall events, subject to the depth of the sub-base being designed appropriately. Further, the proposed gardens should be laid with topsoil to decrease surface water runoff rates and demands on the sewer system. A condition is recommended requiring that the driveway is resurfaced with permeable paving to further decrease surface runoff. The permeable paving of the driveway can act as either a lined attenuation system or via infiltration.

8.13.2 There is a separate foul and surface water sewer network at the site, not combined as stated. Consultation is required with Thames Water and their consent will be required, as the site appears to be over the sewer. Either a build over or diversion will be required.

8.13.3 In terms of groundwater, Durham Road, slopes down to Raynes Park. There is potential for perched groundwater to exist under the site. Therefore it is considered that the basement may project into groundwater zone. Any risk to a potential rise caused by a backwater effect behind the structure should be mitigated appropriately. The Construction Method Statement submitted with the application states that any displacement of ground water will be so marginal as to be negligible, hence the proposed development is anticipated to have no effect on the risk of ground water flooding within the site and to neighbouring properties. A condition is recommended requiring a final scheme to reduce the potential impact of groundwater ingress both to and from the proposed development for approval by LBM.

8.14 Sustainable design and construction

8.14.1 London Plan policy 5.3 and CS policy CS15 seek to ensure the highest standards of sustainability are achieved for developments which includes minimising carbon dioxide emissions, maximising recycling, sourcing materials with a low carbon footprint, ensuring urban greening and minimising the usage of resources such as water.

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

9. CONCLUSION

- 9.1 It is considered that due to the proposed scale, design and positioning of the new building at the rear of the property, the two storey rear extension to the front building, the side extension at first floor level, and the ground floor front extension, it would not harm the amenities of neighbouring residents or the character and appearance of the surrounding area.
- 9.2 The development would provide good quality living accommodation for future occupants. The proposal would not have a detrimental impact on highway safety or parking pressure, subject to a section 106 agreement restricting occupants from obtaining parking permits. The proposal would result in two additional residential units and increased density in line with planning policy. The proposal would accord with the relevant National, Strategic and Local Planning policies and guidance and approval could reasonably be granted in this case. It is not considered that there are any other material considerations, which would warrant a refusal of the application.
- 9.3 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 for permit free development and the following planning conditions:

1. A.1 Commencement of Development
2. A7 Approved Plans
3. B3 External Materials as Specified
4. C01 No Permitted Development (Extensions) – New building at the rear
5. C02 No Permitted Development (Windows and Doors) – New building at the rear
6. C06 Refuse and Recycling (Details to be submitted)
7. C08 No Use of Flat Roof
8. D11 Construction times
9. H6 Cycle Parking (Details to be submitted)
10. Sustainability
No part of the development hereby approved shall be occupied until

evidence has been submitted to, and approved in writing by, the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 19% improvement on Part L regulations 2013, and internal water consumption rates of no greater than 105 litres per person per day.

Reason:

To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: Policy 5.2 of the London Plan 2015 and Policy CS15 of Merton's Core Planning Strategy 2011.

11. No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) at the agreed runoff rate (no more than 2l/s), in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

12. Prior to the commencement of development, the applicant shall submit a detailed construction method statement (CMS) produced by the respective contractor/s responsible for building the approved works, to the approval of the Local Planning Authority. The construction method statement shall also detail how drainage and any groundwater will be managed during and post construction, based on site specific ground investigation and groundwater monitoring results via a standpipe.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

13. No development approved by this permission shall be commenced until a final scheme to reduce the potential impact of groundwater ingress both to and from the proposed development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall address the risks both during and post construction. Should dewatering be required during construction, the detailed Construction Method Statement will need

to address the measures to minimise silt dispersal and pollutants detail where waters will be discharged to. This shall be informed by site specific ground investigation including groundwater monitoring results.

Reason: To ensure the risk of groundwater ingress to and from the development is managed appropriately and to reduce the risk of flooding in compliance with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policies, DM D2 and DM F2 of Merton's Sites and Polices Plan 2014.

14. Prior to the commencement of development, the detailed design and specification for the permeable paving and green roofs shall be submitted to and approved in writing by the Local Planning Authority. The design shall be carried out as approved, retained and maintained in perpetuity thereafter.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

INFORMATIVES:

INF01 - Part Walls Act

INF02 - No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer or divert or build over a sewer, the prior written approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.

INF03 - Carbon emissions evidence requirements for Post Construction stage assessments must provide:

- a. Detailed documentary evidence confirming the Target Emission Rate (TER), Dwelling Emission Rate (DER) and compliance with the 19% improvement of DER over TER based on 'As Built' SAP 10 outputs (i.e. dated outputs with accredited energy assessor name; registration number, assessment status, plot number and development address); OR, where applicable:

- b. A copy of revised/final calculations as detailed in the assessment methodology based on 'As Built' SAP 10 outputs; AND
- c. Confirmation of Fabric Energy Efficiency (FEE) performance where SAP 10 section 16 allowances (i.e. CO2 emissions associated with appliances and cooking, and site-wide electricity generation technologies) have been included in the calculation

Water efficiency evidence requirements for post construction stage assessments must provide:

- a. Documentary evidence representing the dwellings 'As Built'; detailing:
- b. the type of appliances/ fittings that use water in the dwelling (including any specific water reduction equipment with the capacity / flow rate of equipment);
- c. the size and details of any rainwater and grey-water collection systems provided for use in the dwelling; AND:
- d. Water Efficiency Calculator for New Dwellings; OR
- e. Where different from design stage, provide revised Water Efficiency Calculator for New Dwellings and detailed documentary evidence (as listed above) representing the dwellings 'As Built'.

INF04 - Water pressure

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

INF05 - Surface Water

Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to their website

https://urldefense.proofpoint.com/v2/url?u=https-3A_developers.thameswater.co.uk_Developing-2Da-2Dlarge-2Dsite_Apply-2Dand-2Dpay-2Dfor-2Dservices_Wastewater-2Dservices&d=DwlFAw&c=HmJinpA0me9MkKQ19xEDwK7irBsCvGfF6AWwfMZqono&r=HVy2BaAHoy75Et42R7vHqVgBJr4jmCMnquJWjP-jOUE&m=z5ruUnEuYGIMo-r6qDhPLAc-1ufnPDjl6Q8yGbLofBA&s=2naDqgHu9QnPbgNRAOTE3NMcsB5z3tSrrCOhAffJR40&e=

INF06 - Waste Water

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing a positive pumped device (or equivalent reflecting technological advances) to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions. Fitting only a non-return valve could result in flooding to the property should there be prolonged surcharge in the public

sewer. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality

[Click here](#) for full plans and documents related to this application.

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