

PLANNING APPLICATIONS COMMITTEE
21st March 2019

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>Item No:</u> <u>DATE VALID</u>
	18/P4361	21/11/18
Address/Site	Wellington Works, Wellington Road, Wimbledon Park	
Ward	Wimbledon Park	
Proposal:	Single storey side extension to existing building to provide additional workshop space.	
Drawing Nos	00_0000, 00_1200, 02_2200, 04_2200.	
Contact Officer:	Anna Woodward (020 8545 3112)	

RECOMMENDATION

GRANT Planning Permission subject to conditions and Section 106 agreement

CHECKLIST INFORMATION

Heads of agreement: - S106 agreement for permit free development
Is a screening option 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 – 38
External consultations – Yes, Environment Agency
PTAL Score – 4
Flood Zone – 2
Environmental Designations - WVRP Durnsford Recreation Ground 19, WVRP 400m Buffer Bangwyn Crescent, Durnsford Wetland SINC MeBII16, Wimbledon Park Green Corridor GC19, beside Durnsford Road Recreation Ground Open Space M010.
CPZ – Yes, P3 – Restrictions in place Mon-Fri 9:30 – 16:30

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 row of single storey industrial units which provide open plan workshop/storage space. The site is located to the east of Wellington Road which borders the east and south of Durnsford Road Recreation Ground. The surrounding area is occupied by various Industrial uses. The property adjoins the rail way line to the east and the Rufus Business Centre to the north. To the north-west of the site lies the residential road Dawlish Avenue.
- 2.2 There is an existing communications mast to the north of the building.
- 2.3 The site has access from both Wellington Road and Dawlish Avenue. However, the main access into the site for both vehicles and pedestrians is from Wellington Road.
- 2.4 There is room for approximately two cars to park at the north end of the site and three cars and one service vehicle at the south end of the site.
- 2.5 The site is located within an area with a PTAL rating of 4 which means there is average access to public transport. It is also within a Controlled Parking Zone (P3) with restrictions in place between 9:30am - 4:30pm Mon-Fri.

3. **CURRENT PROPOSAL**

- 3.1 The application seeks planning permission for a single storey extension to the north elevation of the existing building. The extension would provide an additional 82m² of floor space to the existing light industrial building. The existing communication mast would be removed to make way for the extension. It is also proposed to replace the existing hard surface on the site with new permeable paving.
- 3.2 It is proposed that servicing and refuse collection will take place as per the current arrangement. Service vehicles currently travel along Wellington

Road, through the Wellington Works industrial estate and turn in front of the southern end of the building. The replacement of the hard surfaces will mean that a service vehicle can travel to the northern end of the site and leave in a forward gear via Dawlish Avenue. Emergency vehicles could also move through the site from either access.

- 3.3 The application includes one additional Blue Badge parking space to the northern end of the proposed extension. The existing parking area at the southern end of the site will remain unchanged which will allow all vehicles to enter and leave the site in a forwards gear.
- 3.4 Two secure and covered cycle parking spaces for staff would be provided on the site.

4. **PLANNING HISTORY**

- 4.1 The following is the relevant site history:

18/P1429: DEMOLITION OF INDUSTRIAL WORKSHOPS AND TELECOM TOWER AND ERECTION OF A PART 2, PART 4 STOREY BLOCK COMPRISING 307M2 OF FLEXIBLE B1 USE AT GROUND FLOOR AND 22 SELF-CONTAINED FLATS ABOVE WITH ROOF TERRACES, ASSOCIATED PARKING AND ENHANCED PEDESTRIAN/VEHICLE ACCESS FROM DAWLISH AVENUE (SIMILAR TO 17/P1400 BUT WITH UPDATED INFORMATION, INCLUDING FIRE STRATEGY AND TRANSPORT ASSESSMENT) – Yet to be determined.

18/P1163: CONVERSION OF COMMUNAL TOILETS AT COMMERCIAL SITE INTO WORKSPACE/ OFFICE – Permission granted subject to conditions 26/04/18;

17/P1400: DEMOLITION OF INDUSTRIAL WORKSHOPS AND TELECOM TOWER AND ERECTION OF A FOUR STOREY BLOCK COMPRISING 307m2 OF FLEXIBLE B1 USE AT GROUND FLOOR AND 24 SELF-CONTAINED FLATS ABOVE WITH ROOF TERRACE, ASSOCIATED PARKING AND ENHANCED PEDESTRIAN/VEHICLE ACCESS FROM DAWLISH AVENUE – Permission refused - Appeal Dismissed 13-08-2018;

17/P3060: PRIOR NOTIFICATION FOR PROPOSED DEMOLITION OF INDUSTRIAL WORKSHOPS – Prior Approval not required 11/09/17;

16/P2003: DEMOLITION OF EXISTING INDUSTRIAL WORKSHOP BUILDINGS AND TELECOMMUNICATIONS TOWER AND ERECTION OF 6 X THREE BEDROOM LIVE WORK UNITS WITH ASSOCIATED PARKING – Permission refused 12/07/16;

MER917/73(D): DETAILED APPLICATION FOR ERECTION OF BUILDING FOR LIGHT INDUSTRIAL USE AND TOILETS Application granted 01/11/1973;

MER917/73(O): OUTLINE APPLICATION FOR ERECTION OF BUILDING FOR LIGHT INDUSTRIAL USE AND TOILETS – Permission granted subject to conditions 01/11/1973;

WIM234: ERECTION OF OFFICES AND STORE SHED - Permission granted subject to conditions 16/05/1949;

WIM4768: ERECTION OF TWO STOREY BUILDING THE FIRST FLOOR BEING FOR OFFICE PURPOSES AND GROUND FLOOR AS A TOOL ROOM AND PROVISION FOR FORTY PARKING SPACES - Permission granted subject to conditions 09/02/1960;

WIM5760: DEMOLITION OF DILAPIDATED BUILDING AND ERECTION OF A SINGLE STOREY OFFICE BLOCK – Permission granted subject to conditions 11/07/1961.

5. **CONSULTATION**

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

5.2 In response to consultation, 23 letters of objection were received. The letters raised the following concerns:

- Access from Dawlish Avenue to the site is inappropriate as it is a cul-de-sac for residents and commercial traffic would create a dangerous environment for children in the area;
- The Dawlish Avenue access is inadequate being a narrow gravel drive which borders people's property, for some their front door;
- Increased commercial traffic and traffic in general means increased danger to the school and children using the park;
- Lack of provision of parking space onsite. Wellington Road is overpopulated with cars, lorries, vans, making it difficult for normal car household use. If there was an accident it would be difficult for emergency services to get through;
- Dawlish Avenue is also at capacity for parking;
- The car parking and cycle parking space should be relocated to the Wellington Road end of the plot;
- The turning circle in Wellington Works is tight in that deliveries are resulting in the knocking down of lampposts and railings. Previous

traffic calming and safety measures previously installed on Wellington Road have proven ineffective;

- Air pollution issues beside the school;
- Access to the site is via Wellington Works which is dangerous for both pedestrians and cyclists due to the single lane and absence of lighting;
- LBM Planning Officers should consider planning application 18/P4361 and should make a detailed site inspection;
- The access via Wellington Works is regularly blocked by commercial vehicles servicing the other units creating a hazard for pedestrians and blocking access for emergency vehicles;
- The Transport Statement states that priority should be given to people with restricted mobility and protected vulnerable road users. However, this wouldn't be possible given the nature of the site and surroundings;
- Given the nature of commercial activity in the adjacent Wellington Works industrial estate combined with the residential community and primary school, an increase in commercial traffic along Wellington Road should be actively avoided not encouraged;
- LBM have an obligation to prioritise existing communities over the financial goals of Goldcrest Land;
- Several issues in the surrounding area exacerbate the issue: Wimbledon Park First School expansion; Expansion of before and after school and holiday activities at the School and the Recreation Ground; expansion of plumbers merchants on Durnsford Road;
- The 'access' road seems to be used by the existing industrial business operations as the site is too narrow and small;
- Existing operation has noisy activity at unsociable hours;
- The 20mph speed limit is routinely ignored by vehicles going to the estate increasing danger in the area;
- Vehicles arrive at the site early in the morning waking up surrounding residents;
- Impacts on safeguarding of land for CrossRail 2;
- As per the previous case at the site which was appealed (17/P1400), any increase in traffic via Dawlish Avenue access isn't safe and having the parking space at the Dawlish Avenue end will likely increase this;
- Approving this case will form a precedent for future cases;
- There should be traffic monitoring to confirm the issues in the area;
- Existing use involves spraying of dangerous chemicals in the road which must breach health and safety. The Council should look into how contaminated waste is being disposed of;
- The possibility of access through the Rufus Business Centre should be considered;

An additional 12 letters of objection were received following a re-consultation to include the resurfacing of the site in the description. Three of these were from people who had previously objected. These outlined the following additional

matters:

- Application description doesn't accurately represent the proposed activity as it should include the new access to Dawlish Avenue which was not used previously.

The Environment Agency was consulted on the application due to its location within Flood Zone 2. It was requested that a condition be imposed requiring the floor level to be set no lower than 9.42m above Ordnance Datum (mAOD), to reduce the risk of flooding to the development and occupants.

The Councils Transport Planner was consulted on the application and provided the following comments:

“Observations: The proposed development would involve an extension to the existing light industrial building to provide an additional 82sqm of floor space. The existing building comprises an industrial unit (B1c Use Class, 556sqm) which is approximately 71 metres long and 7.15 metres wide.

Access: The main access into the industrial estate for both vehicles and pedestrians to the site is from Wellington Road via an access road.

Wellington Road which runs from north to south connecting with Havana Road and Durnsford Road (A218) to the north. Wellington Road is a single carriageway road with footways on both sides.

An existing secondary vehicular/pedestrian access to the site is located at the far northern end of the site connecting with Dawlish Avenue.

Dawlish Avenue is a single carriageway road with footways on both sides. The road is subject to a 30mph speed limit and is lit accordingly.

Controlled Parking Zones: The local area forms part of Controlled Parking Zone P3 Monday to Friday between 9:30 am and 4.30 pm restricting parking for permit holders only between those times.

Car Parking: Parking is not currently marked on site, however, there is space for approximately 3 cars and 1 service vehicle to park at the southern end of the site. The site is in an area with a PTAL 4, which is good and well located for many services. The site is therefore suitable for car free development subject to the provision of 1 disabled parking space.

The applicant is willing to enter into a Unilateral Undertaking which would restrict future occupiers from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones.

The proposal identifies one disabled parking space in accordance with the

London Plan.

Cycle parking: The proposal identifies two cycle spaces which satisfies the London Plan cycle parking standards.

Traffic Generation: The proposed use is predicted to generate just 1 additional vehicular movement during the evening peak hour due to the proposed extension to the industrial unit.

Therefore the impact on the proposed extension unit on the surrounding highway network would be minimal.

Refuse and servicing: All servicing, including private refuse collection (using an 8m vehicle) currently takes place on-site. Service vehicles travel along Wellington Road through the industrial estate and turn in front of the building.

Recommendation: The proposal is unlikely to have a significant impact on the surrounding highway network.

Raise no objection subject to:

- *Permit free option would be acceptable subject to the applicant enters into a Unilateral Undertaking which would restrict future occupiers of the units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.*
- *Condition requiring cycle parking (secure & undercover)*
- *Condition requiring Refuse collection.*
- *Service management plan to minimise the impact of service vehicles.*
- *Construction management plan.”*

The Councils Drainage and Flooding Engineer was consulted on the application and provided the following comments along with recommended conditions which have been included at the end of this report:

“I have reviewed the FRA for the proposed extension to the workspace at Wellington Works under application number 18/P4361.

The FRA and drainage strategy is compliant with planning policy, namely the London Plan 5.13, Design and Construction SPD and Merton’s policies DM F1 an F2.

Finished floor levels of the proposed extension will be raised above the 1 in 100 year plus 35% climate change flood level. I note that the Environment Agency may have requested a planning condition to secure the finished floor level heights.

Users of the building will have a route of safe access and egress from the site during a 1 in 100 year plus 25% and 35% climate change fluvial flood event which should be maintained in perpetuity.

An unclassified drainage ditch (an ordinary watercourse) and culvert is present to the north and west of the site. As part of the wider redevelopment of the site, a potential blockage encountered immediately upstream of the site will ultimately be cleared by the applicant and this work should be secured through an appropriate planning agreement.

In terms of surface water drainage, extensive permeable paving has been proposed and it has been demonstrated that this will provide sufficient storage to reduce surface water runoff rates from the site to the lowest practical minimum runoff rate of 1 litre / second during a 1 in 100 year plus 40% climate change event. A total attenuation volume of 105.8m³ will be required to achieve a reduction in run-off rates to 1 litre / second. The proposed development includes the incorporation of 996m² of permeable paving. Assuming a 400mm thickness and 30% void ratio, the proposed area of permeable will have the potential to provide 119.52m³ of attenuation (996 x 0.4 x 0.3)."

The Councils Environmental Health Officer was consulted on the application and provided the following comments:

"Further to your consultation in relation to the above planning application, given that the site is already B1 use, I have no objections or observations concerning this application."

The Councils Planning Policy Officer was consulted and provided the following comments:

"The applicant has provided a Preliminary Ecological Appraisal (PEA) report dated January 2019. The report refers to the original Phase 1 Habitat Survey of the site (October 2016), while also providing details of a verification walkover study that was undertaken in October 2018 to revalidate the results of the previous study.

Given that the submitted application is not proposing to demolish any existing buildings, or remove any trees, the methodology and report provided are considered suitable.

The recommendations and mitigation measures outlined on pages 14 – 17 of the PEA (January 2019) should be included as part of any decision notice for approval, to ensure the protection of birds, badgers, bats and other flora and fauna on and around the site (specifically paragraphs 4.7, 4.9, 4.10, 4.16, 4.22 and 4.23).

Should you be minded to recommend approval, I would recommend that these be added as a suitably worded condition to ensure that mitigation measures are undertaken to protect and enhance biodiversity and minimise any effects on ecology and nature conservation in accordance with Policies CS13, DM01 and DM02.”

The Councils Open Space Tree Officer was consulted and did not provide comment.

6. **POLICY CONTEXT**

6.1 London Plan (July 2016)

7.4 – Local Character

7.6 – Architecture

6.2 Merton Core Planning Strategy (July 2011)

CS12 – Economic Development

CS13 – Open space, nature conservation, leisure and culture

CS14 – Design

CS15 – Climate Change

CS16 – Flood Risk Management

CS18 – Active Transport

CS19 – Public Transport

CS20 – Parking, Servicing and Delivery

6.3 Adopted Merton Sites and Policies Plan (July 2014)

DM E1 – Employment areas in Merton

DM O1 – Open Space

DM O2 – Nature conservation, trees, hedges and landscape features

DM D2 – Design considerations in all developments

DM D3 – Alterations and extensions to existing buildings

DM F1 – Support for flood risk management

DM T1 – Support for sustainable transport and active travel

DM T2 – Transport impacts of development

DM T3 – Car parking and servicing standards

7. **PLANNING CONSIDERATIONS**

7.1 The planning considerations for an extension to an existing building relate to the impact of the proposal on the character and appearance of the host building/site along with the surrounding area, the impact upon neighbouring amenity, the impact on highways and parking, the impact on flood risk and the impact on ecology/trees.

7.2 Principle

The application site is within an existing Industrial Estate known as Wellington Works. The application site is however not classified within the Councils Sites and Policies Plan (2014) as a designated employment site. The application site is therefore classified as a scattered employment site as classified under planning policy DM E3 (Protection of scattered employment sites). These sites are protected, and there must be justification for their loss to other uses. As such, the principle of the extension of the existing building in this scattered employment site is acceptable and in line with Policy DM E3.

7.3 Character and appearance

7.3.1 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.

7.3.2 The proposed extension will be visible from the Rufus Business Centre, the back corner of the Durnsford Road Recreation Ground and from the railway line. It will only be partially visible at a long distance, from the cul de sac of Dawlish Avenue. It is considered that due to its single storey scale, and light industrial character which is in keeping with the existing building, it will have minimal impacts on the character of the host building and surrounding area. It will project on the same building line and ridge height from the host building, and will therefore not obviously appear as an extension.

7.3.3 The existing hardscaped surface would be replaced with a permeable paving to allow for better drainage. It is considered that on a commercial site, with limited views into the site from surrounding properties, this change will not cause harm in terms of character and appearance.

7.3.4 Overall, visually the proposal is considered to be of an appropriate design and scale, in compliance with policies of the local plan.

7.4 Neighbouring amenity

7.4.1 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.

7.4.2 Due to the single storey scale of the proposed extension, its location on the site, and the locality of the site with no directly adjoining residential neighbours, it is considered that it will not cause harm to any property in terms of amenity. The extension is the same height as the existing

building and would project on the same building line, therefore blending in with the existing development in terms of visual amenity. It will be setback from the boundary with the Rufus Business Centre to the north by approximately 10m, therefore not causing harm to the amenity of this property.

- 7.4.3 The proposal includes the resurfacing of the hard surfaces on the site, including the existing access route from Dawlish Avenue. The existing access lane is surfaced with loose gravel. This type of surface already generates some noise generation when in use by a vehicle. The proposed new permeable surface would be a fixed surface and it's likely noise generation with use of vehicles would not likely lead to an increase in noise and disturbance and neighbouring occupiers. Highways and parking impacts are considered further in the report. Overall, the proposal is not considered to cause harm to neighbouring amenity.

7.5 Transport, parking and highways

- 7.5.1 As discussed in the proposal description, the main access to the site would be from Wellington Road as per existing, with a secondary vehicular/pedestrian access from Dawlish Avenue. The application site has a right of access to both access points (Wellington Road and to Dawlish Avenue). The subject site is located within a Controlled Parking Zone (P3) with restrictions in place 9:30am - 4:30pm Mon-Fri, and within an area with a PTAL rating of 4 which means there is average to good access to public transport. Parking is not currently marked on the site, however there is space for approximately three cars and one service vehicle to park at the southern end. There are also parking spaces (circa 1 or 2) at the north end of the site which would be lost by the proposal.
- 7.5.2 The proposal identifies the provision of one disabled parking space at the north end of the site and two cycle parking spaces which satisfies the London Plan standards for an extension of this size. The existing three parking spaces and service vehicle spaces at the south end would remain. It is recommended that this be secured by condition of consent.
- 7.5.3 The proposed use is predicted to generate one additional vehicle movement during the peak hour, and no additional movements during other times, over and above the lawful use of the existing building. The impact on the surrounding highway network is therefore considered to be minimal.
- 7.5.4 The Councils Transport Planner has confirmed that the proposed extension of the existing use would be acceptable subject to the applicant entering into a Unilateral Undertaking to restrict future occupiers from obtaining on-street parking permits to park in the surrounding controlled

parking zones. This is due to the extension building over existing parking spaces, and the additional floor area provided. Further, the proposal would generate some additional employment generation, which could impact on parking stress in the surrounding roads.

- 7.5.5 Servicing including private refuse collection (using an 8m vehicle) currently takes place on site. Service vehicles travel along Wellington Road through the industrial estate and turn in front of the building. Due to the minimal extent of the extension proposed the existing situation is acceptable in regards to servicing and refuse collection. The proposal would allow for a refuse vehicle to enter the site from Wellington Road and leave via the Dawlish Avenue access route. Given the likely frequency of the refuse collection, it is not considered it would have a harmful effect on the surrounding highway network.

7.6 Ecological Impacts

- 7.6.1 Due to the location of the subject site, within and adjacent to various ecological designations, a Preliminary Ecological Appraisal was submitted during the course of the application. The report refers to the original Phase 1 Habitat Survey of the site, which was carried out in October 2016 for a previous scheme. It also provides details of a verification walkover study that was undertaken in October 2018 to revalidate the results of the previous study. As the proposed development doesn't include any demolition, or the removal of trees, the methodology and report provided are suitable. The report includes recommendations and mitigation measures to ensure the protection of birds, badgers, bats and other flora and fauna on and around the site. A condition is recommended which requires that these measures are implemented prior to the commencement of construction and throughout its duration, as confirmed by the Councils Planning Policy Officer.

7.7 Flooding

- 7.7.1 As the subject site is located within Flood Zone 2, the Councils Flooding and Drainage Engineer reviewed the proposal and the Flood Risk Assessment provided. It was confirmed that the floor levels of the extension would be raised above the 1 in 100 year flood level, plus the 35% climate change fluvial flood event. Users of the building would have a route of safe access and egress from the site during a 1 in 100 year event and the 25% and 35% climate change fluvial flood event. The Environment Agency have recommended a condition to secure the finished floor level above the flood level.
- 7.7.2 In terms of surface water drainage, extensive permeable paving has been proposed and it has been demonstrated that this will provide sufficient

storage to reduce surface water runoff rates from the site to the lowest practical minimum runoff rate of 1 litre / second during a 1 in 100 year plus 40% climate change event.

7.7.3 As such, the proposal is supported from a flooding and drainage perspective and conditions are recommended which require that the detailed scheme for the provision of surface and foul water drainage is implemented in accordance with the details provided. A condition is also recommended which requires detailed design and specification for permeable paving and surface water attenuation to be submitted to the LPA for approval prior to commencement. Further, it has been agreed between the Council's Flood Risk Engineer and the applicant that a culvert adjacent to the access road from Dawlish Avenue will be cleared. This is to be secured through a planning condition.

7.8 Trees

7.8.1 The proposed resurfacing of the site is within proximity to trees along Durnsford Road Recreation Ground. No objection has been made by Open Space Tree Officers to the proposed resurfacing of the site. The trees remain in Council control and will thereby remain unaffected by the proposal.

7.9 Other Matters

7.9.1 Officers have carefully considered the objections raised.

7.9.2 The planning history is a material considered and officers have assessed the recent appeal decision. The appeal scheme was for a significantly different form of development to that currently proposed. The appeal was dismissed on poor and unsafe access grounds for future occupiers, whom were largely residential.

7.9.3 The current proposal would provide an increase in floorspace to the existing lawful B1 use. The proposed access arrangements would be suitable for the existing B1 use and therefore Officers raise no objection on access and safety grounds.

8. **CONCLUSION**

8.1 The proposed extension to the existing industrial unit, by virtue of its form, design and materials would be in keeping with the character of the site and the surrounding area and will not cause harm to neighbouring amenity. The proposed extension will not have undue impacts upon trees, flooding or ecology. Transport impacts are considered to be acceptable subject to a section 106 agreement for permit free development.

Therefore, the proposal would comply with London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DMD2 and DMD3.

It is therefore recommended to grant planning permission.

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. D11 Construction times
5. H07 Cycle parking to be implemented
6. H13 Construction Logistics Plan to be Submitted
7. The mitigation measures set out in the Preliminary Ecological Appraisal by RPS, dated January 2019 shall be implemented prior to the commencement of works and maintained throughout works.
8. The finished ground floor level must be set no lower than 9.42 metres above Ordnance Datum (mAOD).
9. 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 and in consultation with Thames Water. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) at the restricted rate of no more than 1l/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.

10. Prior to the commencement of development, the detailed design and specification for the permeable paving and surface water attenuation 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.

Informative 1:

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, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

Informative 2:

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.

Informative 3:

INF 14: Demo of buildings and tree felling.

Informative 4:

If the drain on the subject site becomes blocked, it is the responsibility of the applicant to unblock it promptly.

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

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