

Planning APPLICATIONS COMMITTEE

December 2020

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	20/P0781	18/03/2020
Address/Site:	Garages rear of 30-40 Barnes End New Malden KT3 6PB	
Ward:	West Barnes	
Proposal:	DEMOLITION OF 24 GARAGES AND CONSTRUCTION OF 2 DWELLINGS WITH ASSOCIATED PARKING AND LANDSCAPING.	
Drawing No.'s:	Site Location Plan; B-01 Rev G; B-02 Rev G; Flood Risk Assessment Issue 4	
Contact Officer:	Jourdan Alexander (020 8545 3112)	

RECOMMENDATION

Grant planning permission subject to conditions.

CHECKLIST INFORMATION

- S106: No
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 29
- External consultations: 1
- Conservation area: No
- Listed building: No
- Tree protection orders: No
- Controlled Parking Zone: No
- Flood zone: Yes – Zone 2 (in the area of proposed development)
- Archaeological priority zone: No

1. INTRODUCTION

- 1.1 This application is being brought to the Planning Applications Committee for determination due to the number of objections received.
- 1.2 The site was granted approval by planning committee in March 2018 for the

demolition of 24 garages and the construction 2 new 3 bedroom dwellings with associated parking and landscaping (Ref: 17/P3989). The proposal now before Committee is for a revised scheme, in which the main changes include:

- Barn hip of roof raised by 900mm from existing
- Loft level floor added. This has increased each house's floor area by 25sqm from existing.
- Internal layout altered to provide 4 bedrooms rather than 3 as existing.
- Rooflights added to front roof slope.
- First floor side windows repositioned.
- Front bathroom windows altered.
- Elevations changed from brick and timber to brick only.
- Green roof omitted.

1.3 The changes proposed would increase the designed level of occupancy within each house from 4 to 7 individuals.

2. SITE AND SURROUNDINGS

2.1 The application site is a broadly triangular parcel of land (approximately 793sqm) located to the rear of nos. 38 & 40 Barnes End and is bounded on all sides by the rear gardens of adjacent properties. Access is via a turning head at the end of Barnes End, a cul-de-sac which is separated from the adjacent road, Cobham Avenue by a 2.1m high brick wall.

2.2 The site is entirely surfaced with concrete with no soft landscaping. The existing garages form part of the boundaries of the site. Surrounding properties are generally large two-storey semi-detached dwellings with walls of red brick or render with some tile-hanging and predominately hipped tiled roofs. The site cannot be seen directly from any of the surrounding public roads.

2.3 The site has a PTAL (public transport accessibility level) of 2 which is considered to be poor (1 being very poor and 6 being excellent).

3. CURRENT PROPOSAL

3.1 This application seeks planning permission for the demolition of 24 garages and the construction of 2 x dwellings with associated parking and landscaping. The proposed buildings would have a footprint of approximately 150sqm. The semi-detached buildings will be mirror images of each other.

3.2 The site would retain vehicle access from Barnes End with 2 parking spaces being provided for each dwelling onsite. The footprint of the two buildings would be irregular in shape and would be set in from the site boundaries. Landscaping has been proposed within the private rear garden areas and the shared front garden area.

3.3 Plot 1 is located on the southern portion of the subject site. The proposed dwelling would be located approximately 1m from the shared southern boundary at its closest point, increasing to approximately 2.8m; it would be set back from the south-eastern boundary by approximately 10.89m at its closest point and it would be set in from the north-western boundary by approximately 10.9m.

3.4 Plot 2 is located to the north-east of Plot 1. The proposed dwelling would be located approximately 1.2m from the shared north-eastern boundary at its closest point,

increasing to approximately 3.5m; it would be set back from the south-eastern boundary by approximately 10.89m at its closest point and it would be set in from the north-western boundary by approximately 10.8m.

- 3.5 The main building envelope would be irregular in shape with a dual pitched roof. The buildings elevations would be finished in brick. The pitched roof would be tiled in red smooth-faced clay tiles. Projecting from the north-eastern face of Plot 2 and the south-western face of Plot 1 will be a single storey element with a flat roof. The installation of a roof garden would be on the abovementioned flat roofs. The roof will have a catslide to the rear (with 2 large and 4 small roof lights) enabling a reduction in the height of the main roof.
- 3.6 The proposed dwellings will be symmetrical and would have the following key dimensions:
- Main dwelling:
 - 11.6m deep/long;
 - 11.1m wide;
 - 3.0m high to the eaves on the south-eastern face;
 - 6.1m high to the eaves on the south-western and north-eastern faces;
 - 6.1m high to the eaves on the south-western and north-eastern faces;
 - 5.3m high to the eaves on the north-western face;
 - 9.36m maximum height.
 - Single storey projection:
 - 4.65m deep/long;
 - 2.58m wide;
 - 2.87m maximum height.
 - The above measurements match those of the previously approved scheme ref: 17/P3989, albeit the hip of the main roof would be 900mm taller.

4. PLANNING HISTORY

4.1 Relevant planning history is summarised as follows:

Land rear of 30-40 Barnes End and land to rear of 49-55 Barnes End – 2 plots of land connected by a driveway comprising 33 lock up garages and located at the northwestern end of Barnes End.

4.2 17/P2185: PRE APPLICATION ADVICE FOR THE PROPOSED CONSTRUCTION 3 X NEW DWELLINGS WITH ASSOCIATED PARKING AND LANDSCAPING.

Land rear of 30-40 Barnes End

4.3 17/P3989: DEMOLITION OF 24 LOCK UP GARAGES AND THE ERECTION OF 2 THREE BEDROOM HOUSES WITH ASSOCIATED PARKING AND LANDSCAPING. Grant permission subject to conditions (PAC decision).

Land rear 49-55 Barnes End,

4.4 17/P3991: DEMOLITION OF 9 GARAGES AND CONSTRUCTION 1 X 2 BEDROOM DWELLING HOUSE WITH ASSOCIATED PARKING AND LANDSCAPING. Grant permission subject to conditions (PAC decision).

5. CONSULTATION

5.1 Public consultation was undertaken by way of site notice along with letters sent to 29 neighbouring properties. The outcome of the consultation process is summarised as follows:

5.2 8 letters of objection which are summarised as follows:

- The initial planning application rules against a pedestrian / cycle connection between Barnes End and Cobham Avenue. In light of safety and traffic concerns.
- The proposal would alter the pedestrian access to and from the highway.
- The Transport Statement still refers in paragraph 17 to a pedestrian link between the development and Blake's Terrace. This link has been removed from the Plan in Appendix A .
- Concern about the size of the dwellings resulting in harm to privacy.
- The proposal would reduce the sunlight / daylight received to neighbouring houses.
- The developer's motive are to increase profits.
- The larger houses would put increased pressure on local resources and infrastructure. .
- The submitted documents are incorrectly refers to 'existing garages', this is incorrect because they were which were demolished many months ago.
- Security, traffic and parking issues associated with the opening of the party wall between Barnes End and Cobham Avenue;
- The proposal may damage the existing historic wall.

A letter from the Wimbledon Swift Group was also received which provides information concerning swift population health in the UK, and measures that could be employed to safeguard swift health. An informative concerning this letter has been included.

5.3 Planning Officer's comments to the objections:

The objections are noted and discussed where applicable within the relevant sections of the committee report. In terms of a pedestrian link, the proposed plans and drawings for this application do not propose the creation of a pedestrian link. The pedestrian and highways arrangements proposed within this application are exactly the same those within the previously approved application. Granting of this proposed development would not infer Council approval of a pedestrian link.

Internal:

5.4 Environmental Health Officer: No objection subject to conditions. Conditions are recommended relating to noise mitigation and the potential for contamination to be found on-site.

5.5 Flood Risk Engineer: No objection subject to conditions, requiring that the development is built in accordance with the mitigation and recommendations contained within the applicant's flood risk assessment.

5.6 Transport/Highways Officer: No objection subject to conditions. The proposed parking provisions are in line with London Plan standards. Proposed cycle storage in is in line with London Plan standards. Conditions are recommended relating to a construction logistics plan and details of refuse and cycling.

External:

- 5.7 Environment Agency: No objection subject to a condition requiring the development to follow and implement the measures detailed in the Flood Risk Assessment submitted with this application.

6. POLICY CONTEXT

6.1 National Planning Policy Framework (2019)

- 5. Delivering a sufficient supply of homes
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change

6.2 London Plan (2016)

Relevant policies include:

- 2.6 Outer London: Vision and strategy
- 2.8 Outer London: Transport
- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.17 Waste capacity
- 5.21 Contaminated land
- 6.3 Assessing the effects of development on transport capacity
- 6.9 Cycling
- 6.11 Smoothing traffic flow and easing congestion
- 6.12 Road network capacity
- 6.13 Parking
- 7.2 An Inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.14 Improving air quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 8.3 CIL

6.3 Merton Local Development Framework Core Strategy – 2011 (Core Strategy)

Relevant policies include:

- CS 8 Housing choice
- CS 9 Housing provision
- CS 14 Design
- CS 15 Climate change
- CS 17 Waste management
- CS 18 Transport
- CS 19 Public transport
- CS 20 Parking servicing and delivery

6.4 Merton Sites and Policies Plan – 2014 (SPP)

Relevant policies include:

- DM H2 Housing mix
- DM D1 Urban Design
- DM D2 Design considerations
- DM EP2 Reducing and mitigating noise
- DM EP3 Allowable solutions
- DM EP4 Pollutants
- DM T2 Transport impacts of development
- DM T3 Car parking and servicing standards
- DM T4 Transport infrastructure

6.5 Supplementary planning considerations

London Housing SPG – 2016

Merton Design SPG – 2004

Technical Housing Standards – Nationally described space standard 2015

7. PLANNING CONSIDERATIONS

7.1 Material Considerations

The key issues in the assessment of this planning application are:

- Principle of development.
- Design and impact upon the character and appearance of the area.
- Impact upon neighbouring amenity.
- Standard of accommodation.
- Transport, highway network and parking.
- Refuse storage and collection.
- Sustainable design and construction.
- Flooding and sustainable urban drainage.
- Contamination
- Developer contributions

Principle of development

7.2 Policy 3.3 of the London Plan 2016 states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher Page 16 densities. The emerging London Plan, Policy D6 seeks to optimise density, and states that density should be appropriate for its context and with consideration towards transport accessibility and infrastructure. The principle of a residential development on the site has already been accepted by the Council, albeit a little smaller than now proposed.

7.3 Given the above, it is considered the proposal is acceptable in principle; subject to compliance with the relevant London Plan policies, Merton Local Development Framework Core Strategy, Merton Sites and Policies Plan and supplementary planning documents.

Design and impact upon the character and appearance of the area

7.4 The NPPF, London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policy DM D2 require well designed proposals which make a positive contribution to the public realm, are of the highest quality materials and design and which are appropriate in their context, thus they must respect the appearance, materials, scale, bulk, proportions and character of their surroundings.

- 7.5 The main changes externally to the building include raising the hip of the roof by 900mm on each side, the use of brick to provide the finish to all external walls rather than a mix of brick and timber as per the previous scheme, roof light would also be installed at loft level within the front roof slope. Overall these changes entail fairly modest adjustment to the scheme previously approved by committee. Officer's views are that the scheme would be unreasonable to resist given that the proposal would continue to appear visually acceptable within a back land site.
- 7.6 The core design elements of the scheme have already been articulated within the previous committee report (March 2018). For continuity this text has been largely repeated within this committee report, while adjustments have been made where necessary to reflect alterations in design between the previously approved and the subject scheme.
- 7.7 The proposed semi-detached dwelling will be located at the end of a cul-de-sac and down a shared driveway (approximately 20m). The backland nature of the site, along with the distance from the street and the screening provided by the surrounding dwellings, would obstruct the vast majority views towards the proposed dwellings from public areas. While parts of the proposal may be visible when viewed from the gaps between the dwellings along Barnes End, it is considered that such vantage points will be limited and confined to the end of a cul-de-sac with minimal public movement and no through traffic.
- 7.8 One of the clear design features of the proposed semi-detached dwelling is the catslide on the south-eastern face. The catslide to the rear (with 2 large and 4 small roof lights) has been introduced in order to allow a reduction in the height of the main roof, albeit, the hip of the roof has now been raised from that of the previously approved scheme. It is not considered that the profile or scale of the roof would adversely impact on adjacent properties. It is noted that the roof design incorporating a catslide is not an uncommon feature in the area, with the several dwellings along Barnes End having a catslide on the street facing elevations.
- 7.9 The building is set in from all boundaries and it is considered to fit comfortably within the site. Considering the existing built environment, the proposed 2 storey building (with loft level), is considered to be well justified in terms of bulk and height and that it would sit comfortably within its context. In addition, the massing approach, which focuses the bulk toward the centre of the site and away from the shared boundaries, while reducing in bulk toward the rear, is considered to be appropriate. Given the above, the footprint and layout of the building is considered to be well thought out and appropriate for the site.
- 7.10 Viewed holistically, it is considered that the proposed changes to the building from that formerly approved would continue to respond appropriately to the surrounding context in terms of massing, heights, layout, and materials.
- Impact upon neighbouring amenity
- 7.11 London Plan policies 7.14 and 7.15 along with SPP policy DM D2 state 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 light spill/pollution, loss of light, quality of living conditions, privacy, visual intrusion and noise.
- 7.12 The applicant has updated their sunlight and daylight report for the revised proposal. The revised scheme does not seek to introduce any additional windows to the rear or sides of the buildings. Side facing windows similar to the previously approved scheme

would be obscure glazed at first floor level. As per previously stated, the roof hip would be increased in height and roof lights installed to the front roof slope.

Light spill:

- 7.13 Light spill from the proposal is not expected to be significant given the scheme is entirely residential, and officers consider and spillage onto adjoining land would not be harmful.

Privacy:

- 7.14 The primary outlook would be provided to the front (north-west) and rear (south-east) of the subject site.
- 7.15 With regards potential overlooking impacts on adjacent properties to the north-west (15, 11, 9, 7, 5, 3 and 1 Blakes Terrace) it is noted that the proposed dwellings would be located approximately 26m from the closest adjacent building which is considered to be more than enough separation distance to maintain appropriate levels of privacy. The proposed front roof lights to the scheme would not create any new views towards neighbouring houses that could not already be attained from the front windows of the property. These front windows have already been considered acceptable and approved within the previous scheme. The impacts to privacy caused by the new front roof lights would therefore be neutral and not harmful.
- 7.16 With regards potential overlooking impacts on adjacent properties to the south-west and north-east (447, 449, 451, 453, 455 West Barnes Lane and 24, 26, 28, 30, 32, 34, 36, 38 and 40 Barnes End), the scheme proposes minimal glazing and a combination of obscure glazed and fixed shut windows at the first floor level on the south-western and north-eastern faces. It is noted that the irregular shape of the site, the orientation of the proposed dwellings and the orientation of the adjacent dwellings have allowed the applicant to provide the rear with directional outlook, to avoid directing overlooking the adjacent dwellings. While the proposal may increase the level of potential overlooking on adjacent rear gardens, it is noted that the only windows at first floor level will be associated with roof lights. It is acknowledged that due to the low ceiling height caused by the catslide, some of the roof lights will allow a certain level of overlooking when viewed from the bedrooms. However, given the separation distances from the shared boundaries and the existing level of overlooking from adjacent properties, any perception of an increase in overlooking/loss of privacy not would be warrant refusal.

Visual intrusion:

- 7.17 Given the proposed buildings would be 2 storey in height (with loft level) and would be replacing single storey garages, visual intrusion should be closely scrutinised. The proposed increase of the roof hip would have a less than minor impact on the outlook of neighbours or their sense of spaciousness when compared to that of the previously approved scheme. This change to the building from that previously approved is therefore not considered to cause any material harm that would justify refusal of the application.
- 7.18 With regard to 34 to 36 Barnes End and 38 to 40 Barnes End (dwellings to the north-east): it is noted that the primary outlook is directed toward the street front and the rear of the property. The rear outlook will generally face the proposed accessway and parking space of Plot 2; in addition, the two storey section of the building is setback from the adjacent building by approximately 12m.

- 7.19 With regard to 32 to 30 Barnes End and 28 to 26 Barnes End (dwellings to the east): it is noted that the primary outlook is directed toward the street front and the rear of the property. The rear outlook will be orientated towards the proposed rear garden of Plot 2; in addition, the two storey section of the building is setback from the adjacent building by approximately 9m.
- 7.20 With regard to 447, 449, 451, 453, 455 West Barnes Lane (dwellings to the south and south-west): it is noted that the primary outlook is directed toward the street front and the rear. The rear outlook will be orientated towards the proposed building, however the two storey section of the building will be located approximately 24m away from the closest adjacent building in addition.
- 7.21 To further mitigate the impact of visual intrusion, the proposed building would utilise a dual pitched roof, that will reduce in height the closer it gets to the shared boundaries and trees would be planted along the southern, south-eastern, eastern and western boundaries in order to reduce the visual impact of the proposal.

Daylight and sunlight:

- 7.22 The developer has provided an updated daylight and sunlight assessment to support the revised proposal. This report has been undertaken in accordance with BRE guidelines; the methodology used is the vertical sky component (VSC) and annual probable sunlight hours (APSH) for sunlight. The habitable rooms of surrounding dwellings have also been assessed.
- 7.23 As confirmed by the developer's submitted daylight and sunlight assessment, all windows, rooms, and gardens of the tested properties, fully satisfy the BRE guidelines for daylight and sunlight, showing no noticeable reduction in light. Neighbouring properties will maintain good levels of daylight and sunlight after the proposed development is completed.

Standard of accommodation

- 7.24 Policies 3.5 and 3.8 of the London Plan 2016 state that housing developments are to be suitably accessible and should be of the highest quality internally and externally and should ensure that new development reflects the minimum internal space standards (specified as Gross Internal Areas) as set out in table 3.3 of the London Plan. Policy DM D2 of the Adopted Sites and Policies Plan (2014) states that developments should provide for suitable levels of privacy, sunlight and daylight and quality of living conditions for future occupants.

Plot No.	Unit Type	Size/	Required Area	Proposed Area	Compliant
1	4b7p		121	133	Yes
2	4b7p		121	133	Yes

Where b = beds (no. of bedrooms) and p = persons (maximum occupancy)

- 7.25 As demonstrated by the table above, both dwellings exceed London Plan standards. All habitable rooms are serviced by windows which offer suitable natural light, ventilation and outlook to prospective occupants. In addition, both units are considered to be suitably private.

- 7.26 In accordance with the London Housing SPG, policy DMD2 of the SPP states that for all new houses, the council will seek a minimum garden area of 50sqm as a single usable regular shaped amenity space. Both dwellings will provide at least 56.5sqm to the rear of the site which would be supplemented by at least 60sqm of garden to the front and side. Given the proposal will provide well in excess of the minimum private amenity space, it is considered that the level of amenity space proposed would be acceptable.

Transport, highway network, parking and sustainable travel

- 7.27 London Plan policies 6.3 and 6.12, CS policies CS20 and CS18 and SPP policy DM T2 seek to reduce congestion of road networks, reduce conflict between walking and cycling, and other modes of transport, to increase safety and to not adversely effect on street parking or traffic management. London Plan policies 6.9, 6.10 6.13, CS policy CS20 and SPP policies DM T1 and DM T3 seek to promote sustainable modes of transport including walking, cycling, electric charging points and to provide parking spaces on a restraint basis (maximum standards).
- 7.28 No changes are proposed to the transport arrangements of the scheme from that previously approved.
- 7.29 The site has a PTAL of 2 which is considered to be poor, thus onsite parking is considered necessary. The proposal would provide 2 parking spaces per dwelling which is considered to be adequate and in line with London Plan standards. The submitted Transport Statement advises that the development would not have a severe impact on the local highway network, including on-street parking. The findings of the Transport Statement are considered to be fair and reasonable; it is not considered that the proposal would have an undue impact upon the highway network in terms of parking, performance or safety.

Refuse storage

- 7.30 Appropriate refuse storage must be provided for developments in accordance with policy 5.17 of the London Plan and policy CS 17 of the CS.
- 7.31 There is sufficient space on site for refuse facilities to be installed that meet Merton requirements. Details of the refuse facilities has been conditioned. The collection location for refuse is considered to be appropriate.

Sustainability

- 7.32 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.
- 7.33 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 has been recommended to include a condition which will require evidence to be submitted that a policy compliant scheme has been delivered prior to occupation.

Site contamination

- 7.34 London Plan Policy 5.21 and SPP policy DM EP4 state that developments should seek to minimise pollutants, reduce concentrations to levels that have minimal adverse effects on human or environment health and to ensure contamination is not spread.

- 7.35 When the previously approved application ref:17/P3989 was submitted to the Council, there were concerns about potential for ground contamination on site. Planning conditions requiring site investigation work and if necessary remediation were therefore conditioned. The applicant has since submitted a site contamination assessment to discharge these conditions under Council ref:19/P0667. The assessment found no soil contamination risks, and therefore no remediation was necessary. The assessment recommended that a discovery strategy should be employed on site, so that unexpected ground conditions may be dealt with on site as demolition and groundworks are carried out.
- 7.36 Given that above findings an 'unexpected contamination' condition is now considered appropriate to deal with site contamination.

Flooding and Drainage

- 7.37 The applicant has submitted a flood risk assessment to support their proposal. The assessment recommends a series of mitigation measures to be installed, methods to delay and control the rate of surface water discharged from the site, and surface water drainage strategies. The recommendations provided within the assessment are acceptable in ensuring that the development appropriately mitigates flood and drainage risk, and effectively manages surface water drainage. Conditions have been recommended to ensure that the flood risk mitigation and surface water drainage measures detailed within the assessment are completed.

Developer contributions

- 7.38 The proposed development would be subject to payment of the Merton Community Infrastructure Levy and the Mayor of London's Community Infrastructure Levy (CIL).

8. CONCLUSION

- 8.1 The principle of re-development of the site to provide two residential houses has already been accepted, which would deliver two homes that contribute towards Merton Housing Targets. The access road, and level of parking have also already been accepted, and the proposed changes to the previously approved scheme would not change these arrangements.
- 8.2 The main change to the scheme from that formerly approved is the introduction of loft level accommodation to the building, which has been achieved by increasing the height of the roof hip and introducing roof lights into the front roof slope. The timber cladding formerly approved at first floor level would also be changed to brick. However, the scale and design of these changes are considered acceptable and would not have a material impact to neighbour's living conditions when compared to the previously approved scheme. The proposal would also provide a good standard of accommodation for future occupants.
- 8.3 The proposal is considered to accord with the relevant National, Strategic and Local Planning policies and guidance and approval could reasonably be granted in this case.

RECOMMENDATION

Grant planning permission subject to the following conditions.

Conditions:

1. Standard condition [Commencement of development]: The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. Standard condition [Approved plans]: The development hereby permitted shall be carried out in accordance with the following approved plans: [Refer to the schedule on page 1 of this report].

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Standard condition [materials to be approved]: No works above foundation level shall take place until details of particulars and materials to be used on all external faces of the development hereby permitted, including window frames and doors (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: 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.

4. [Working method statement]: 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: It is necessary for the condition to be discharged prior to the commencement of development ensure vehicle and pedestrian safety and to protect the amenities of neighbouring occupiers and to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan.

5. [Construction Method Statement] No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- wheel washing facilities;
- measures to control the emission of noise during construction;
- measures to control the emission of dust and dirt during construction;

- a scheme for recycling/disposing of waste resulting from demolition and construction works;

Reason: To protect the amenities of future occupiers and those in the local vicinity.

6. [Sustainability]: No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the development has achieved CO2 reductions not less than a 19% improvement on Part L of the Building Regulations 2013 and internal water usage of not more 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 2016 and Policy CS15 of Merton's Core Planning Strategy 2011.

7. [Landscaping]: No development shall take place until full details of a landscaping and planting scheme has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved before the commencement of the use or the occupation of any building hereby approved. The details shall include on a plan, full details of the size, species, spacing, quantities and location of proposed plants, together with any hard surfacing, means of enclosure, and indications of all existing trees, hedges and any other features to be retained, and measures for their protection during the course of development.

Reason: To enhance the appearance of the development in the interest of the amenities of the area, to ensure the provision sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policies 5.1, 7.5 and 7.21 of the London Plan 2015, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, F2 and O2 of Merton's Sites and Policies Plan 2014.

8. [Cycle storage]: No development shall commence until details of secure cycle parking facilities for the occupants of, and visitors, to the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.

Reason: To ensure satisfactory facilities for cycle parking are provided and to comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2015, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Policies Plan 2014.

9. [Refuse]: The development shall not commence until detail of the refuse and recycling facilities have been submitted to and approved in writing by the Local Planning Authority. The approved refuse and recycling facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with the following Development Plan policies for Merton: policy 5.17 of the London Plan 2015, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

10. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) October 2020 / 5825 Rev 4 / Cole Easdon Consultants Ltd and the following mitigation measures detailed within the FRA:

- Finished floor levels are set no lower than 15.25m above Ordnance Datum (AOD).
- No sleeping below the first floor.
- Mitigation measures as detailed in paragraph 4.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants in line with paragraphs 155 to 165 of the National Planning Policy Framework.

11. [Sustainable Urban Drainage]: During construction of the development hereby permitted the Sustainable Urban Drainage System (SuDS) detailed within the submitted Flood Risk Assessment - October 2020 / 5825 Rev 4, shall be fully implemented and maintained thereafter in accordance with the approved details.

Reason: To reduce flood risk and to contribute to sustainability in accordance with policy CE2 of the Consolidated Local Plan.

Reason: To reduce the risk of surface and foul water flooding and to ensure the scheme is in accordance with the drainage hierarchy of London Plan policies 5.12 & 5.13 and the National SuDS standards and in accordance with policies CS16 of the Core Strategy and DMF2 of the Sites and Policies Plan.

12. The vehicle parking area shown on the approved plans shall be provided before the occupation of the buildings hereby permitted and shall be retained for parking purposes for occupiers and users of the development and for no other purpose.

Reason: To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2016, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Policies Plan 2014.

13. [Use of flat roof]: Access to the flat roof of the development hereby permitted, shall be for maintenance or emergency purposes only, and these areas shall not be used as a roof garden, terrace, patio or similar amenity area.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties 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.

14. [Unexpected contamination]: If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 170 of the National Planning Policy Framework.

Informative

1. Demolition of buildings and tree felling should avoid the bird nesting and bat roosting seasons. Anyone who takes, damages or destroys the nest of any wild bird whilst that nest is in use, or who kills, injures or disturbs bats, obstructs access to bat roosts or damages or disturbs bat roosts, even when unoccupied by bats, is guilty of an offence under the Wildlife and Countryside Act 1981. Buildings and trees should be inspected for bird nests and bat roosts prior to demolition or felling by an appropriately qualified person. If bats are found, Natural England should be contacted for advice.
2. 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).
3. The applicant should be aware that the site may provide a useful habitat for swifts. Swifts are currently in decline in the UK and in order to encourage and improve the conservation of swifts the applicant is advised to consider the installation of a swift nesting box/bricks on the site.

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