

**PLANNING APPLICATIONS COMMITTEE**  
10<sup>th</sup> February 2022

**Item No:**

<b><u>UPRN</u></b>	<b><u>APPLICATION NO.</u></b>	<b><u>DATE VALID</u></b>
	21/P3402	21/09/2021
<b>Address/Site:</b>	94 Cottenham Park Road, West Wimbledon, London, SW20 0DP	
<b>(Ward)</b>	Village	
<b>Proposal:</b>	<b>DEMOLITION OF EXISTING GARAGE AND ERECTION OF 3 BEDROOM DETACHED DWELLINGHOUSE.</b>	
<b>Drawing Nos:</b>	Site Location Plan; Block Plan; 3024 Rev 0; 3025 Rev 0; SuDS Paving Diagram; SuDS System Plan & Section; Sump Pump Diagram; Swept Path Parking; SW20 Geology; Thames Water Residential Drainage and Water Search; Thames Water Sewer Plan; Design & Access Statement; Planning Statement; Tree Report; Sunlight Study; Fire Statement.	
<b>Contact Officer:</b>	Brenda Louisy-Johnson (0208 545 3169)	

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**RECOMMENDATION**

**GRANT Planning Permission Subject to Conditions**

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**CHECKLIST INFORMATION**

- Heads of agreement: None required
- 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: No
- Design Review Panel consulted: No
- Number of neighbours consulted: 19
- External consultations: None

## **1. Introduction**

- 1.1 The application has been brought before the Planning Applications Committee due to the nature and number of objections received.

## **2. Site and surroundings**

- 2.1 The site is located on the north side of Cottenham Park Road. The site is a vacant parcel of land, covered in grass and has small scale shrubs located to the boundaries. The site also incorporates the existing garage space on its north side. The site lies between 96 Cottenham Park Road and 1 Cranford Close. Between the east boundary of the site and 1 Cranford Close is an access to a row of garages to the north. Between the west boundary of the site and 96 Cottenham Park Road is another access that leads to further garaging and residential dwellings to the west. The ground level increases gradually towards the east. The surrounding area is predominantly residential.

## **3. Current Proposal**

- 3.1 Planning permission is sought for the demolition of existing garage and erection of a 3 bedroom detached dwellinghouse.
- 3.2 The proposed dwelling would have three storeys and would adjoin the row of garages at its rear, so there would be no rear amenity space. A grass amenity area would be at the front of the house, utilising the existing grassed area, together with a decked area where there would be a cycle store and a paved area to be used as a parking space. Covered bin storage would be located at the east side of the house.
- 3.3 The dwelling would be a facing brick clad building with slate tiled roof, first floor front wood-effect composite cladding and black framed aluminium windows.

## **4. PLANNING HISTORY**

No recorded planning history.

## **5. CONSULTATIONS**

- 5.1 19 neighbours were consulted via letter. 7 objections and 4 comments have been received on the following grounds:
- The house is quite a bit higher than the other houses in the road and would stand out.
  - Overlooking to houses opposite.
  - Solar panels should be at the rear to improve visual amenity.
  - Is there a tree preservation order on the Silver Birch. Otherwise the developer may remove it irrespective of what they say in the proposal.
  - Loss of green space and biodiversity.

- Severe disruption to neighbours during construction
- Noise and dust pollution due to construction.
- There is enough available living space in the area.

The Wimbledon Society:

The Wimbledon Society wishes to object to this application.

The application proposes a new dwelling house on the site of an existing garage and some associated land. However, the application suffers from the following issues:

1. The first-floor bedroom window is built into the party wall boundary. This infringes the rights of neighbouring owners to develop their property and should not be allowed.
  2. In these times of climate emergency, a 19% improvement on Part L of the Building Regulations is not adequate and more should be expected and achieved.
  3. No information is provided on the site external to the house. How will the site be fenced and what will the garden be like? Several shrubs will be lost as a result of building the new house and the garden (assuming there is one) should provide planting to compensate for this.
- We therefore ask the council to refuse the application until these defects are remedied.

The Residents Association of West Wimbledon:

They have the following comments/concerns about the application:

- The kitchen/diner ground floor window looking onto Barclay Mews parking area is in a wall which is either on or very close to the site boundary. No boundary treatment is shown on the plans other than this wall.
- The floors on the rear section of the house step down from the level at the front of the house. The kitchen/diner is two steps down from the reception room and front door creating unnecessary access issue.
- The SuDS scheme relies on the use of a pump. It is not clear how this will be managed and maintained to ensure it is functional at all times.
- There is no landscape plan.

Council's Tree and Landscape Officer:

- No objection, subject to standard conditions ensuring the protection of the silver birch tree.

Council's Transport Planner:

Observations:

Location

The site is located to the rear of no. 1 Cranford Close and fronts onto Cottenham Park Road on the western side of the access road leading to the garages of the houses in Cranford Close.

PTAL

The site lies within an area with a PTAL 1b, which is considered poor. A poor PTAL rating suggests that only a few journeys could be conveniently made by public transport.

CPZ

The site is located in a Controlled Parking Zone (RPC1) where parking is controlled from Monday to Friday between Noon – 1pm.

Car Parking

The proposal provides one car parking space in accordance with the London Plan Standards.

A swept path analysis has been provided to demonstrate how a vehicle would access the site and manoeuvre in and out of the onsite parking space.

An electric vehicle charging point will also be provided.

#### Cycle Parking

Cycle parking should be provided in accordance with standards set out within the London Plan 2021. For residential development, the London Plan stipulates a minimum of 1 space per studio/1-person 1-bedroom dwelling, 1.5 spaces per 2-person 1-bedroom dwelling and 2 spaces per all other dwellings.

The proposal provides secure enclosed storage for two cycles in accordance with the London plan Standards.

#### Refuse:

Given there is an already established collection route along this road, it is not considered the proposal would have a detrimental impact on the waste collection services in the area. Refuse and recycling store to be located within 20 metres of the carriageway.

Recommendation: The proposal is unlikely to have a significant impact on the adjoining highway. Raise no objection subject to:

- Car parking as shown maintained
- Provision of an electric vehicle charging point.
- Cycle parking provision: 2 spaces (secure & undercover).
- 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. POLICY CONTEXT

### National Planning Policy Framework 2021:

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

### London Plan 2021:

- D1 London's form, character and capacity for growth
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D8 Public realm
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- D13 Agent of Change
- GG2 Making the best use of land

- GG4 Delivering the homes Londoners need
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- SI 2 Minimising greenhouse gas emissions
- SI 3 Energy infrastructure
- SI 4 Managing heat risk
- SI 5 Water infrastructure
- SI 7 Reducing waste and supporting the circular economy
- SI 8 Waste capacity and net waste self-sufficiency
- SI 13 Sustainable drainage
- T2 Healthy streets
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking

#### **Merton Core Strategy 2011 Policies:**

- CS 8 Housing Choice
- CS 9 Housing Provision
- CS 14 Design
- CS 15 Climate Change
- CS 17 Waste Management
- CS 18 Active Transport

#### **Merton Sites and Policies Plan July 2014 Policies:**

- DM D1 Urban design and the public realm
- DM D2 Design considerations in all developments
- DM F2 Sustainable urban drainage systems (SUDS) and; wastewater and water infrastructure
- DM H2 Housing mix
- DM T1 Support for sustainable transport and active travel
- DM T2 Transport impacts of development
- DM T5 Access to the road network

#### **Other guidance:**

- DCLG Technical Housing Standards - Nationally Described Space Standard 2015
- Mayor's Housing SPG 2016
- Waste and Recycling Storage Requirements - A Guidance for Architects
- Merton's Small Sites Toolkit SPD 2021
- Merton Character Study 2021
- Merton's Explanatory Note: Approaches to Sustainable Design and Construction 2020

## **7. PLANNING CONSIDERATIONS**

The key planning considerations include the following:

- Principle of Development
- Character and Appearance
- Neighbouring Amenity
- Standard of Accommodation;

- Access & Car Parking and Cycle
- Landscaping;
- Refuse and Recycling;
- Drainage;
- Sustainability.

## 7.1 Principle of Development

- 7.1.1 The Mayor has carried out a London-wide Strategic Housing Market Assessment (SHMA) and Strategic Housing Land Availability Assessment (SHLAA). The SHMA has identified need for 66,000 additional homes per year. To deliver this, London Plan Policy H1 (Increasing Housing Supply) sets the ten-year targets for net housing completions that each local planning authority should plan for. Merton's annual housing target is 918. For London to accommodate the growth it needs to make the most efficient use of land by optimising site capacity. This means ensuring the development's form is the most appropriate for the site and land uses meet identified needs.
- 7.1.2 The NPPF, London Plan Policy H1 and the Council's Core Strategy Policies CS8 and CS9 all seek to optimise the potential of suitable sites for housing delivery in order to increase sustainable housing provision and access to a mixture of dwelling types for the local community, providing that those proposals are well designed and provide an acceptable standard of accommodation.
- 7.1.3 In particular, London Plan Policy H2 requires that boroughs should pro-actively support well Designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to significantly increase the contribution of small sites to meeting London's housing needs.
- 7.1.4 Historically small sites have been crucial to housing delivery in Merton and they continue to offer opportunities to grow Merton's housing stock. Over the last 15 years, small sites have provided over 60% of built homes borough-wide and account for over 95% of approved applications. The Council have recently adopted a Small Sites Toolkit SPD 2021 which outlines guidance on developing small sites.
- 7.1.5 The proposal to provide a single detached new residential unit to this small site and is considered to respond positively to London Plan and Core Strategy planning policies to increase housing supply and optimise small sites.
- 7.1.6 The proposal will utilise an existing vacant green space, however, the green space is not designated Open Space under local plan policy and it does not make a significant contribution to the visual amenity of the local area and is relatively small. Greater benefit would come from the provision of housing to help meet housing need.
- 7.1.7 It is considered that the proposed development on the small site (0.012ha) would contribute to meeting London housing need in accordance with the NPPF, the relevant Policies of the London Plan, the Council's Core Strategy and the Sites and Policies Plan, as such the principle of development is acceptable.

## 7.2 Character and Appearance

- 7.2.1 SPP Policies DM D2 and DM D3 require well-designed proposals that will respect the appearance, scale, bulk, form, proportions, materials and character of the original building and their surroundings. Development should relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area. Local Development Framework Policy Page 34 supports these SPP Policies.

- 7.2.2 Cottenham Park Road is characterised by houses that are traditional in appearance, with older period dwellings on the southern side and more modern development on the north side. The proposed house is modern in appearance with an asymmetrical pitched roof with solar panels on the front roof slope, windows of a wide range of sizes, a front glazed Juliette balcony and an enclosed second floor terrace.
- 7.2.3 The proposed dwelling would stand taller than the adjacent houses in Cottenham Park Road to the west and lower than the houses in Cranford Road to the east, partly due to the topography of the land which rises along Cottenham Park Road to the east.
- 7.2.4 As a detached house with a modern appearance the proposed house would to some extent stand out within the street scene, amongst the traditional houses of Cottenham Park Road. However, this would be mitigated by the fact that it would be located in a large gap between houses in Cottenham Park Road, with two vehicle access ways running either side of the site. Although different in style to surrounding houses, the proposed dwelling would use traditional external materials with brick to elevations and a slate roof. The proposal would remove a single garage which allows the building line position of the dwelling to be set back beyond both immediate neighbouring properties (96 Cottenham Park Road and 1 Cranford Close). The combination of this and the space surrounding the site officers consider results in a detached dwelling which would sit well within the streetscene and surrounding area.
- 7.2.5 The NPPF Chapter 12 (Achieving well-designed places) paragraph 130 states that planning decisions should ensure that developments “are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation”. The proposed house, although modern, would relate to neighbouring properties to some degree, in terms of its predominant external material which would be brick and while having a modern appearance, because it would not totally stand out within the street scene, its innovative design should not be “prevented or discouraged”.
- 7.2.6 As such it is considered that the proposal in terms of its character and appearance would comply with the above policies.

### **7.3 Neighbouring Amenity**

- 7.3.1 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.
- 7.3.2 The proposal would have no adverse impacts to neighbouring amenity or to the amenity of the future occupants of the proposed house. The rear first floor window of the proposed house would overlook garages. The first and second floor windows in the east elevation of the proposed house are to be conditioned to be obscure glazed to prevent overlooking and loss of privacy to the rear gardens and windows of the houses in Cranford Close, and to also protect the occupants of the proposed house from overlooking and loss of privacy.
- 7.3.3 The position of the proposal is such that the side elevation would face the rear garden and elevations of numbers 1 and 2 Cranford Close to the east. The distance of the proposal to the rear boundaries of these neighbouring properties would be 7.6 m, where beyond lies the rear garden spaces of these neighbouring properties.
- 7.3.4 The sunlight study included as part of the application assessing the impact of overshadowing to the proposed dwelling from the neighbouring properties in Cranford Close and No. 92 Cottenham Park Road. The assessment covers four separate times per day on each of the longest and shortest days of the year and the equinox, and shows only a very minimal impact on a small part

of neighbouring property and only during a brief period of the year during which it is unlikely that the affected area would be in regular use.

7.3.5 As such the proposal would comply with the above policy.

## **7.4 Standard of accommodation**

### Internal

7.4.1 Policy D6 of the London Plan 2021 requires housing developments to be of the highest quality design and provide adequately sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners, and should provide at least the gross internal floor area and built-in storage area set out in Table 3.1.

7.4.2 The proposed house is a 3 storey, 3-bedroom house. All of the bedrooms on the submitted plans are shown with double beds, but the house is not a 6-person house, because two of the bedrooms do not meet the minimum 11m<sup>2</sup> standard for a double bedroom, but meet the minimum standard for a single bedroom which is 7.5m<sup>2</sup>. Therefore, the proposed house will be treated a 4-person house. The minimum GIA for a 3 storey, 3-bedroom, 4-person house is 90m<sup>2</sup> and the proposed house is over 107m<sup>2</sup>. Therefore, the standard of internal accommodation is acceptable and complies with the above policy.

### External

7.4.3 The minimum required private garden amenity space is 50m<sup>2</sup>. The proposed garden area is 68m<sup>2</sup> which is acceptable. There is also a second floor terrace which measures 11.5m<sup>2</sup> which is not a requirement, but contributes to the amount of private outdoor amenity space. As such the standard of external accommodation is acceptable and complies with the above policy.

## **7.5 Access & Car Parking and Cycle**

7.5.1 Merton SPP Policy DM T2 seeks to ensure that development is sustainable and has minimal impact on the existing transport infrastructure and local environment. Policy DM T3 seeks to ensure that the level of residential provided is suitable for its location and managed to minimise its impact on local amenity and the road network.

7.5.2 Core Strategy Policy CS20 and SPP Policy DM T5 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, street parking or traffic management.

7.5.3 Core Strategy Policy CS18 seeks to promote active transport by requiring new development to provide cycle parking, it encourages design that provides, attractive, safe, covered cycle storage, cycle parking and other facilities (such as showers and bike cages). London Plan Policy T5 requires developments to provide appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2.

7.5.4 The site has a PTAL of 1b which is low, therefore, there is a more of a need for reliance on the car and sustainable modes of transport such as cycling.

7.5.5 In accordance with table 10.2 there is only a long stay cycle parking requirement of 2 cycle spaces given the size of the development. The applicant has provided 2 cycle spaces in a storage facility on the proposed rear decking adjacent to the rear elevation which is considered acceptable and suitable by officers.

7.5.6 London Plan Policy T6 states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Policy T6.1 requires new residential



development not to exceed the maximum car parking standards set out in table 10.3 in the London Plan. There is also a requirement that new residential development provides the infrastructure for electric vehicle charging or Ultra-Low Emissions vehicles.

- 7.5.7 In outer London areas with a PTAL of between 0 and 1 the maximum car parking standard for a 3 plus bedroom house is 1.5 cars per dwelling. The Applicant is proposing 1 car parking space which is acceptable as it would not exceed the maximum standard. The proposal would lose the garage space and associated hardstanding which is currently associated with number 1 Cranford Close. Number 1 Cranford Close has off-street parking for 2 spaces off Cranford Close via a dropped kerb and therefore officers are satisfied that no parking would be displaced as a result of the proposal. The vehicle access to the site would utilise the existing shared vehicle access with the garages to the north. The garages to the north provide parking for the properties in Cranford Close. As this road is a small-scale dead end access way, officers do not consider that vehicles would be passing through at high speeds and nor at great frequency.
- 7.5.8 The swept path analysis drawing submitted as part of the application shows that a car can enter and leave the site in forward gear. The Council's Transport Planner has not raised objection to the proposal.
- 7.5.9 A condition shall be imposed on the planning permission requiring prior to first occupation that infrastructure for electric vehicle charging is installed.
- 7.5.10 It is considered that the proposal would comply with the above policies.

## **7.6 Landscaping and trees**

- 7.6.1 The mature single silver birch tree (*Betula pendula*), currently at the front edge of the site (just beyond the site boundary) will be retained along with the natural screening provided by the hedging and shrubs around the site. The rest of the residential amenity space will be given over to grass and wildflowers to provide increased biodiversity in an outdoors living space for the future residents. The Council's Tree and Landscape Officer has reviewed the proposal and is satisfied that the proposal would not lead to harm to the tree, subject to tree protection conditions being imposed. Officers further recommend a landscaping condition to be secured, including boundary treatment, to ensure the amenity space is enhanced.
- 7.6.2 The hard landscaping will comprise a decked area at the front of the house in the amenity space and a paved area for the car parking space.
- 7.6.3 It is considered that proposal would not harm the silver birch tree and that suitable landscaping can be achieved which would enhance the character and appearance of the development and the local area. As such the proposal would comply with SPP Policy DM D1 and D2.

## **7.7 Refuse and Recycling**

- 7.7.1 Merton Core Strategy Policy CS17 requires new developments to demonstrate Integrated, well-designed waste storage facilities that will include recycling facilities. London Plan Policies SI 7 and SI 8 identifies that in order to manage London's waste sustainably, the waste management capacity of existing sites should be optimised and developments should be designed with adequate, flexibility, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food.
- 7.7.2 At the side of the proposed house an area allocated for enclosed bin storage within 20m of the carriageway. As such, the proposal would comply with Policy CS17 of the Core Strategy and Policy SI 7 of the London Plan.

## **7.8 Drainage**

- 7.8.1 London Plan policies SI 12 (Flood risk management) and SI 13 (Sustainable drainage), Core Planning Strategy policy CS16 and SPP policies DM F1 and DM F2 seek to minimise the impact of flooding on residents and the environment and promote the use of sustainable drainage systems to reduce the overall amount of rainfall being discharged into the drainage system and reduce the borough's susceptibility to surface water flooding.
- 7.8.2 The Applicant has submitted drawings and diagrams of the proposed surface and ground water drainage scheme.
- 7.8.3 Drainage will be dealt with via a sustainable drainage system which will collect pluvial run-off from the incline to the north of the site and disperse it through a soakaway below the proposed property and into surrounding topsoil and subsoil. The parking area which is a hard landscaped area will comprise permeable paving and will drain rainwater away into the soil. A suitable condition is recommended to ensure a final SuDS drainage scheme is captured for the proposal.

## **7.9 Sustainability**

- 7.9.1 All new developments comprising the creation of new dwellings should demonstrate how the development will comply with Merton's Core Planning Strategy (2011) Policy CS15 Climate Change (parts a-d) and the policies outlined in Chapter 9 (Sustainable infrastructure) of the new London Plan.
- 7.9.2 The development will need to achieve internal water usage rates not in excess of 105 litres per person per day and to demonstrate a 19% reduction in CO2 levels over and above the 2013 Building regulations.
- 7.9.3 The proposed roof would have solar panels which are sited on the south facing front roof face to optimise solar gain. However, the application is not accompanied with an Energy Strategy, however, this matter can be addressed by way of pre-occupation condition to ensure the relevant targets are met with the detail to be provided as part of the condition discharge.
- 7.9.4 Therefore, subject to imposition of the condition, the proposal would comply with the policies within Chapter 9 of the new London Plan and Policy CS15 of the Core Planning Strategy 2011.

## **8.0 CONCLUSION**

The proposal would provide a new detached dwellinghouse in a residential area. The proposed design and scale of the dwelling is considered to be acceptable. The proposal's position in relation to surrounding neighbouring houses is such that it would not cause a harmful impact. Overall, the proposal is considered to comply with policy and is recommended to grant permission.

### **Recommendation:**

Grant Permission subject to the following Conditions:

1. 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. The development hereby permitted shall be carried out in accordance with the following approved plans: Site Location Plan; Block Plan 3024 Rev 0; 3025 Rev 0; SuDS Paving Diagram; SuDS System Plan & Section; Sump Pump Diagram; Swept Path Parking; SW20

Geology; Thames Water Residential Drainage and Water Search; Thames Water Sewer Plan; Design & Access Statement; Planning Statement; Tree Report; Sunlight Study; Fire Statement.

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

3. The facing materials to be used for the development hereby permitted shall be those specified in the application form unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policies D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

4. No development shall take place until details of the proposed finished floor levels of the development, together with existing and proposed site levels, have been submitted to and approved in writing by the Local Planning Authority, and no development shall be carried out except in strict accordance with the approved levels and details.

Reason: To safeguard the visual amenities of the area and to comply with the following Development Plan policies for Merton: policy D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no extension, enlargement or other alteration of the dwellinghouse other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties or to the character of the area and for this reason would wish to control any future Development plan policies for Merton: policy D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

6. 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: In the interests of energy efficiency and sustainability. To comply with London Plan (2021) Policies SI 2 and SI3 and Merton's Core Strategy (2011) Policy CS15.

7. Before the development hereby permitted is first occupied, the windows in the east elevation shall be glazed with obscure glass and fixed shut and shall permanently maintained as such thereafter.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policies D3 and D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

8. No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policies D14 and T7 of the London Plan 2021 and policy DM EP2 of Merton's Sites and Policies Plan 2014.

10. Development shall not commence until a Demolition and Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority to accommodate:
- (i) Parking of vehicles of site workers and visitors;
  - (ii) Loading and unloading of plant and materials;
  - (iii) Storage of construction plant and materials;
  - (iv) Wheel cleaning facilities
  - (v) Control of dust, smell and other effluvia;
  - (vi) Control of surface water run-off.

No development shall be carried out except in full accordance with the approved method statement.

Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

11. No development [including demolition] pursuant to this consent shall commence until an Arboricultural Method Statement and Tree Protection Plan, drafted in accordance with the recommendations and guidance set out in BS 5837:2012 has been submitted to and approved in writing by the Local Planning Authority and the approved details have been installed. The details and measures as approved shall be retained and maintained, until the completion of all site operations.

Reason: To protect and safeguard the existing retained trees in accordance with the following Development Plan policies for Merton: policy G7 of the London Plan 2021, policy CS13 of Merton's Core Planning Strategy 2011 and policy O2 of Merton's Sites and Policies Plan 2014.

12. Site supervision: The details of the Arboricultural Method Statement and Tree Protection Plan shall include the retention of an arboricultural expert to supervise, monitor and report to the LPA not less than monthly the status of all tree works and tree protection measures throughout the course of the construction period. At the conclusion of the construction period the arboricultural expert shall submit to the LPA a satisfactory completion statement to demonstrate compliance with the approved protection measures.

Reason: To protect and safeguard the existing retained trees in accordance with the following Development Plan policies for Merton: policy G7 of the London Plan 2021, policy CS13 of Merton's Core Planning Strategy 2011 and policy O2 of Merton's Sites and Policies Plan 2014.

13. 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, unless otherwise agreed in writing by the Local Planning Authority. 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 G7 and D8 of the London Plan 2021, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, DM F2 and DM O2 of Merton's Sites and Policies Plan 2014.

14. 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 T5 of the London Plan 2021, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Policies Plan 2014.

15. No development shall take place until a scheme for the storage of refuse and recycling has been submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the scheme has been approved, and the development shall not be occupied until the scheme has been approved and has been carried out in full. Those facilities and measures shall thereafter be retained for use at all times from the date of first occupation.

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: policies SI 7 and D6 of the London Plan 2016, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

16. Prior to first occupation of the residential dwelling hereby permitted, an electric vehicle charging point shall be installed and made available for use on site and thereafter maintained.

Reason: In accordance with sustainability objectives and to comply with Policy T6.1 of the London Plan 2021.

17. Prior to the commencement of development, a detailed scheme for the provision of surface and foul water drainage shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to first occupation of the dwelling.

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.

## 18 INFORMATIVE

It is the responsibility of the developer to make proper provision for drainage to ground, watercourses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separated and combined at the final manhole nearest the

boundary. Connections are not permitted for the removal of ground water. 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).

19 INFORMATIVE: This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice.

20 INFORMATIVE

This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at the London Borough of Merton

Street Naming and Numbering (Business Improvement Division)  
Corporate Services  
7th Floor, Merton Civic Centre  
London Road  
Morden  
SM4 5DX  
Email: [street.naming@merton.gov.uk](mailto:street.naming@merton.gov.uk)