



Appeal Decision

Site visit made on 16 September 2020

by M Allen BSc (Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 2 November 2020

Appeal Ref: APP/T5720/W/20/3250706

Abbey Wall Works, Station Road, Colliers Wood, London SW19 2LP

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by indigoScott Abbey Wall Works LLP against the decision of the Council of the London Borough of Merton.
 - The application Ref 19/P4266, dated 28 November 2019, was refused by notice dated 27 March 2020.
 - The development proposed is the demolition of existing buildings and redevelopment of site to provide a part three, part five and part six storey block of 66 flats and a commercial unit (204 sqm) at ground floor level (comprising flexible A1 (excluding supermarket), A2, A3, B1, & D1 uses) and an associated landscaping, bin/cycle storage, parking, highway works and alterations to listed wall.
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Decision

1. The appeal is allowed and planning permission is granted for the demolition of existing buildings and redevelopment of site to provide a part three, part five and part six storey block of 66 flats and a commercial unit (204 sqm) at ground floor level (comprising flexible A1 (excluding supermarket), A2, A3, B1, & D1 uses) and an associated landscaping, bin/cycle storage, parking, highway works and alterations to listed wall at Abbey Wall Works, Station Road, Colliers Wood, London SW19 2LP in accordance with the terms of the application, Ref 19/P4266, dated 28 November 2019, subject to the conditions set out in the attached Schedule.

Procedural Matters

2. Following submission of the appeal, amended plans have been submitted reducing the number of units from 70 to 66. There have been minor revisions to the elevations as well as the internal layout. Having considered the revisions in light of the "Wheatcroft Principles", I am satisfied that the revisions do not materially alter the scheme and that there would be no prejudice caused by me considering the appeal in light of the amendments.
3. Part E of the appeal form indicates that the description of development has not changed from that on the application form, nonetheless a different wording has been entered. I have used this wording provided, subject to the reduction in number of units referred to above, as it accurately describes the proposal.
4. The reasons for refusal refer to a poor standard of accommodation for new occupiers due to the proportion of single aspect units proposed. The revisions to the scheme seek to address this matter and I note that the Council accepts that this reason has been overcome. Based on what I have seen I have no reason to disagree.

5. The appellant has submitted a signed planning obligation by way of a Unilateral Undertaking (the UU) made under Section 106. The Council has been given the opportunity to comment on the UU and as such I have taken this undertaking and the obligations therein into account when making my decision.

Main Issues

6. The main issues are:

- i) the effect of the proposal on the character and appearance of the area,
- ii) the effect of the proposal on the living conditions of the occupiers of properties along Station Road, with particular regard to daylight and sunlight,
- iii) whether the scheme makes adequate contribution towards the provision of infrastructure, including affordable housing and highways improvements, and
- iv) whether contributions are necessary in respect of any other matters.

Reasons

Character and appearance

7. The appeal site comprises an area that is currently occupied by a number of one and two storey buildings, in various commercial uses, set behind a listed boundary wall. These existing buildings are utilitarian in their appearance and contribute little in positive terms to the appearance of the area. This is particularly so in light of the close relationship that the site has with nearby residential development, which comprises of a terrace of two-storey dwellings on the opposite side of Station Road.
8. Whilst the immediate vicinity of the site is characterised by two-storey development, there were taller buildings also present within the surrounding area. These included three-storey dwellings along a nearby road, as well as substantial high-rise buildings and large commercial properties.
9. The appeal scheme proposes the construction of a part three, five and six-storey building, albeit that to the five and six-storey parts of the building, the top storey would comprise roof-top elements, set in from the elevations. The three-storey parts comprise two links, recessed behind the main façade of the building.
10. The proposed building would be substantially taller than the existing dwellings located to the north, however when considered in the context of the wider area, it would not be of a scale that would be alien or discordant. Whilst noting the proximity of the two-storey dwellings, the separation of the site from them due to the length of their front gardens together with the presence of the road as a separating feature, would ensure that the proposed scheme would be viewed separately from the dwellings. In this context, the provision of a larger building would be appropriate to this site and would have an acceptable relationship with the terraced properties and other surrounding townscape features.
11. The variations in the height of the proposed building, setbacks of roof top elements, the use of materials, together with the use of linking elements, would ensure that the scale and bulk of the building is visually broken up. As such, whilst the building would undoubtedly appear as a new, modern element from a number of vantage points in the local area, it would not appear as an overly dominant

feature, but rather a large building that would integrate with the scale of buildings that are present within the wider area.

12. Accordingly, I find that the proposed scheme would have an acceptable effect on the character and appearance of the area. Thus, the proposal would accord with policy DM D2 of the Merton Local Plan - Sites and Policies Plan (2014) (the Local Plan), insofar as it seeks to ensure that development responds positively and appropriately to the scale, height and massing of surrounding buildings.
13. The site is located within the Wandle Valley Conservation Area (the CA). The Council set out that the proposed development would conserve the conservation area and I have seen nothing that would lead me to find otherwise. As such, having regard to the duty under Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, requiring that special attention be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area, I find that the scheme would preserve the character and appearance of the CA.

Living conditions

14. Properties along Station Road are located to the north of the appeal site on the opposite side of the road. The submitted Daylight and Sunlight report assesses the impact of the development on these properties in terms of any potential for the loss of both daylight and sunlight. The report identifies that the properties along Station Road currently receive high levels of daylight, comparable to levels that would be expected within a rural location. This is due to the existing buildings within the appeal site being low-rise together with the substantial separation distance between the elevations of the properties and the appeal site.
15. The report highlights that following construction of the appeal scheme, dwellings along Station Road would still experience acceptable levels of daylight, in that good levels of the Vertical Sky Component (VSC), will be retained. I note that these findings have been corroborated by the Council's independent assessor. The report further concludes that the degree of any overshadowing resulting from the proposed building would be acceptable, with there being no detrimental loss of sunlight. Furthermore, I am conscious that the assessment was made of the scheme prior to reductions in the scale of the building taking place, resulting in a further improvement on the assessments result. I have no substantive evidence before me which would lead me to conclude otherwise on these matters.
16. Accordingly, the effect of the proposed building would not be of such a level as to result in unacceptable living conditions for the occupiers of properties along Station Road, with regard to daylight and sunlight. Thus, the scheme accords with policy DM D2 of the Local Plan, insofar as it seeks to make sure development ensures that appropriate levels of sunlight and daylight are provided to adjoining buildings.

Infrastructure

17. Policy CS8 of the London Borough of Merton – LDF Core Planning Strategy (2011) (the Core Strategy) sets out that on developments providing 10 units or more, a target of 40% of the total number of units will be sought as affordable housing. The policy is clear that in seeking affordable housing, regard will be had to site characteristics, including amongst other things financial viability issues.
18. Viability information submitted with the planning application indicated that the scheme was not sufficiently viable to provide the full contribution. The details were scrutinised by an independent viability assessor who concluded that the scheme could support a partial contribution, which in this case would equate to the

provision of six units. The completed UU that has been submitted secures the contribution that it has been demonstrated that the scheme can support. In this respect, the scheme would accord with policy CS8. The UU also includes provision for further reviews of viability to ensure the delivery of the maximum viable amount of affordable housing within the scheme. I consider this to be consistent with the requirements of policy CS8.

19. The submitted UU also makes provision for a financial contribution towards highways improvements within the vicinity, specifically improvement works along Station Road, including a shared surface, and further improvement works along Merantum Way through the provision of a pedestrian and cycle way. Whilst the site is currently in commercial use, there appeared to be little in the way of pedestrian movement to and from the site. In this light, given the scale of the residential development that is proposed, pedestrian movements would increase within the vicinity. With this in mind, I find that in order to facilitate pedestrian movement and safety along Station Road, improvements will be required. In addition, the provision of pedestrian and cycle facilities along the adjacent Merantum Way would also be necessary in order to facilitate sustainable movement. Thus, subject to the provision of these highways improvements the scheme would accord with policy DM T2 of the Local Plan.
20. I am satisfied that the obligations in respect of affordable housing and highway improvements accord with the planning obligation tests as laid out in paragraph 56 of the Framework and Regulation 122 of the CIL Regulations.

Other contributions

21. The scheme is supported by an Energy Statement which sets out the commitment to delivering an efficient and low carbon building. It identifies that a financial contribution would be required to offset the shortfall against identified carbon reduction requirements. The submitted UU includes an obligation for the payment of a contribution in this respect. As such, the scheme would accord with policy CS 15 of the Core Strategy, as well as policy 5.2 of the London Plan, which seek to reduce carbon emissions.
22. The scheme would require additional resources in terms of monitoring air quality throughout construction of the development and a contribution is secured in this respect. This would ensure that the scheme is consistent with policy DM EP4 of the Local Plan, as well as policy 7.14 of the London Plan, which seek to ensure an appropriate standard of air quality.
23. The scheme includes no provision for the parking of vehicles and as such in order to facilitate a choice of transport modes for residents, the UU makes provision for the funding of a car club for use of the residents. This would be in accord with policy CS 20 of the Core Strategy, which seeks to support the provision of car club spaces.
24. Parking along Station Road is currently unrestricted, and I observed there to be a large amount of parking on, and therefore obstructing, pavements. I also noted that many of the surrounding streets were subject to parking restrictions. The UU contains an obligation to contribute towards the undertaking of a consultation exercise in respect of introducing a Controlled Parking Zone (CPZ) along Station Road.
25. The UU also includes an obligation in respect of preventing the eligibility of parking permits for residents of the proposed development. This obligation is appropriately drafted and therefore would be a secure mechanism of controlling permits. Should a CPZ be introduced, no resident of the proposed units would be entitled to a

parking permit, thus securing the development as car-free. This approach is supported by policies DM T1 and DM T3 of the Local Plan and policy CS 20 of the Core Strategy.

26. There is also provision within the UU for a contribution in respect of a monitoring fee. This would be an appropriate matter for which a contribution is required.
27. In respect of the obligations as set out above, I am satisfied that they accord with the planning obligation tests as laid out in paragraph 56 of the Framework and Regulation 122 of the CIL Regulations.

Other Matters

28. I note that concern has been raised in respect of the potential for existing properties to be overlooked by those within the proposed scheme. Whilst I note that there would be both windows and balconies that would allow views towards neighbouring properties, there are sufficient separation distances between existing and proposed buildings to ensure that any overlooking that may be possible would not be at close quarters and thus would not be of a degree that would be unacceptable.
29. The scheme, as set out above, would be car-free and as such residents would be unlikely to own cars. On this basis, any traffic movements associated with the development would not be of such a degree as to result in harm to highway safety, particularly considering that the existing commercial uses at the site will be removed.
30. Whilst I note that the density of development is relatively high, I am also conscious that density guidelines are not to be applied mechanistically. As such, given the lack of harm resulting from the scheme I find that the density of development in this instance is acceptable.
31. The site boundary includes a listed wall along Station Road. The Council are of the opinion that the wall would be enhanced by the proposed development and based on what I have seen I agree with this conclusion. Thus, having regard to the statutory duty under Section 66(1) of the Act, requiring decision makers to have special regard to preserving the setting of a listed building, I find that there would be no harm to the listed wall.
32. In respect of the commercial use at the site, whilst the existing uses will be lost, they will be replaced by a development that includes a commercial element. The Council raise no concern in this regard and there is no substantive evidence before me that would lead me to consider differently.
33. Whilst the scheme would undoubtedly change the outlook that is experienced by the occupiers of nearby properties, it would not be so obtrusive so as to result in unacceptable living conditions through loss of outlook.
34. Concern has been raised that there is no fire escape to the rear of the building along Merantum Way. The appellant highlights that the scheme complies with all relevant fire regulations and there is nothing before me that would lead me to find otherwise.
35. No substantive evidence has been provided to show that there would be any adverse effect on local services, the transport network in the vicinity or the water table in the area, and as such these matters have little bearing on my decision. I note that the scheme includes roof top garden areas and thus open space is provided for the use of occupiers.

Conditions

36. I have imposed a condition in relation to the commencement of development and in the interests of clarity a condition to ensure compliance with the submitted plans. In order to ensure that the development has a satisfactory external appearance, I have also imposed a materials condition. For the same reason, I have included surface and boundary treatment conditions, as well as conditions in respect of landscaping, including playspace equipment, albeit that I have simplified those suggested by the Council.
37. In order to ensure that refuse and recycling facilities are satisfactorily provided, I have included a condition requiring their implementation. Conditions are necessary in respect of lighting and a Construction Logistics Plan, in the interests of the living conditions of neighbouring occupiers. I have simplified and combined suggested conditions in these respects. A condition is required in respect of the use of the commercial unit, to ensure that only appropriate uses occur. Whilst the appellant submits that the suggested condition should be re-worded to refer to revised use classes, due to the planning application being submitted prior to the operative date of the revised use classes, I am required to determine the appeal having regard to the use classes in existence at the time of the application. I have however amended the suggested condition to include reference to the legislation.
38. Whilst there are no trees within the site worthy of retention, there are trees adjacent which may be impacted on by the undertaking of the development. In order to safeguard these, conditions are required in respect of tree protection. In the interests of highway safety and sustainable travel, conditions are necessary in respect of the closing up of crossovers, cycle parking, a construction logistics plan to include details of parking and loading/unloading facilities, a delivery and servicing plan in respect of the commercial unit, implementation of parking and gates opening away from the highway.
39. In the interests of public safety, conditions in respect of Secure by Design requirements are required. So that the development does not have an adverse effect on underground infrastructure or groundwater, a condition is necessary in respect of securing details of any piling that may take place, in the interests of brevity I have amended the suggested conditions. In light of the potential for archaeological remains to be present, conditions in respect of a scheme of investigation and foundation design are warranted.
40. So that there is no detriment to the environment, a condition is necessary in respect of drainage details. To protect the living conditions of both existing and future occupiers, conditions are required in respect of plant noise levels and details associated with the operation of the commercial unit, as well as a scheme for protecting future residents from noise. In order to protect biodiversity, I have imposed a condition in respect of measures to be submitted for approval.
41. The site is currently occupied by various commercial uses and as such there exists the potential for the site to contain contamination. In order to ensure that the site is suitable for the development and poses no risk to human health, conditions are necessary in respect of investigating and dealing with any contamination. In the interests of safeguarding air quality, conditions are necessary in respect of control measures during demolition and construction, that the development is carried out in accordance with the submitted air quality assessment, in respect of mobile machinery and boilers.
42. So that the development addresses matters of sustainability appropriately, including sustainable transport, conditions in respect of electric charging points,

compliance with the energy strategy and the submission of a travel plan are necessary.

43. A Grampian condition has been suggested in respect of works to the highway, which include parking bays and footpath widening. I consider such works to be necessary, but that further detail should be provided. As such I have amended the suggested condition, requiring a scheme to be submitted and then the works undertaken.
44. As required by The Town and Country Planning (Pre-commencement Conditions) Regulations 2018, I have sought the agreement of the appellant to the pre-commencement conditions I consider are required. In addition to providing agreement, the appellant has suggested that conditions 15 and 31 be combined. However, as they have been imposed for discrete reasons, I am content to proceed on the basis of two separate conditions.
45. A condition had been recommended in respect of signage; however, I consider this matter to be appropriately controlled through the advertisement consent regime and as such a condition in this respect is not necessary. A condition has also been recommended securing improvements to a pair of listed lampposts along Station Road. However, I note that the Council state that they will be unaffected by the development and, as a result of the effects of the development, their setting would be improved. As such, I find that works to the lampposts are not necessary to make the development acceptable and therefore the condition would not meet the test of necessity.

Conclusion

46. For the reasons given above, I conclude that the appeal should be allowed.

Martin Allen

INSPECTOR

Schedule of Conditions

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans:
318_GA-00 Rev 4,
GA-01 Rev 3,
GA-02 Rev 3,
GA-03 Rev 3,
GA-04 Rev 3,
GA-05 Rev 3,
GA-RF Rev 3,
GE-01 Rev 3,
GE-02 Rev 3,
GE-03 Rev 3,
GS-04 Rev 3 and
BP-01 Rev 3.
- 3) No development, other than demolition and below ground works, shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted have been submitted to the Local Planning Authority for approval. Details shall include 1:20 scaled plans showing typical features such as window reveals, brickwork and entrance surrounds etc (notwithstanding any materials specified in the application form and/or the approved drawings). 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.
- 4) No development, other than demolition and below ground works, shall take place until details of the surfacing of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, footpaths, hard and soft have been submitted in writing for approval by the Local Planning Authority. All hardstanding materials shall be made of porous materials, or provision made to direct surface water run-off to a permeable or porous area or surface within the application site. No part of the development hereby approved shall be occupied until the approved surface treatment details have been fully implemented.
- 5) No development, other than demolition and below ground works, shall take place until details of all boundary treatments have been submitted to and approved in writing by the Local Planning Authority. No part of the development hereby approved shall be occupied until the approved boundary treatment details have been fully implemented. The approved details shall be permanently retained as such thereafter.
- 6) No development, other than demolition and below ground works, 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. 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. Details of all playspace equipment shall also be provided. These works shall be carried out as approved before the commencement of the use or the occupation of any building hereby approved. Any trees which die within a period of 5 years from the completion of the development, are removed or become seriously damaged or diseased or are dying, shall be replaced in the next planting season with others of same approved specification.
- 7) The development hereby approved shall not be occupied until the refuse and recycling storage facilities shown on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.
 - 8) Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary
 - 9) No demolition or construction work or ancillary activities such as deliveries shall take place before 08:00 or after 18:00 Mondays - Fridays inclusive, before 08:00 or after 13:00 on Saturdays or at any time on Sundays or Bank Holidays.
 - 10) The commercial ground floor unit shall be used for purposes falling within Classes A1 (excluding supermarket), A2, A3, B1 or D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification), and for no other purpose.
 - 11) No development 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.
 - 12) 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 local planning authority a completion statement to demonstrate compliance with the approved protection measures.
 - 13) The development shall not be occupied until the existing redundant crossovers have been removed by raising the kerb and reinstating the footway in accordance with a scheme that has been submitted to and approved in writing by the local planning authority.
 - 14) The development hereby permitted shall not be occupied until the cycle parking shown on the plans hereby approved has been provided and made available for use. These facilities shall be retained for the occupants of and visitors to the development at all times.

- 15) Prior to the commencement of the development hereby permitted, a Demolition and Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include, but not be limited to, details of
- i) the parking of vehicles of site workers and visitors,
 - ii) facilities for the loading and unloading of plant and materials,
 - iii) areas for storage of construction plant and materials,
 - iv) wheel washing facilities,
 - v) the erection and maintenance of security hoarding including decorative -displays and facilities for public viewing, where appropriate
 - vi) measures for the control of dust, smell and other effluvia,
 - vii) measures to control of surface water run-off,
 - viii) measures to control the emission of noise and vibration during construction, and
 - ix) a scheme for recycling/disposing of waste resulting from demolition and construction.

The approved measures shall be implemented prior to any works taking place on site and shall be so maintained for the duration of the construction phase of the development.

- 16) No occupation of the commercial unit shall be permitted until a Delivery and Servicing Plan (the Plan) has been submitted to and approved in writing by the local planning authority. The approved measures shall be maintained, in accordance with the Plan, for the duration of the use.
- 17) The disabled car parking spaces as shown on the approved plans shall be permanently retained as disabled spaces.
- 18) The gates hereby approved shall not open over the adjacent highway.
- 19) The development hereby permitted shall incorporate security measures to minimise the risk of crime and to meet the specific security needs of the development in accordance with the principles and objectives of Secured by Design. Details of these measures shall be submitted to and approved in writing by the local planning authority prior to any above ground development taking place. The measures shall be implemented in accordance with the approved details and a Secured by Design final certificate shall be submitted to and approved by the Local Planning Authority, prior to occupation of the development.
- 20) No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, as well as demonstrating that there would be no unacceptable risk to groundwater, and the programme for the works) has been submitted to and approved in writing by the local planning authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.
- 21) No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology

of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- i) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works,
 - ii) Where appropriate, details of a programme for delivering related positive public benefits,
 - iii) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.
- 22) No development shall take place until details of the foundation design and construction method to protect archaeological remains have been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.
- 23) No development, other than demolition, shall take place until full details of the final drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The details shall include no drainage systems for the infiltration of surface water drainage into the ground other than for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The approved works shall be carried out as approved before the commencement of the use or the occupation of any building hereby approved.
- 24) Noise levels, (expressed as the equivalent continuous sound level) LAeq (15 minutes), from any new plant/machinery from the commercial units across the site use shall not exceed LA90-5dB at the boundary with the closest residential property.
- 25) Prior to the occupation of any new use of the commercial ground floor unit, full details of the proposed use, including, but not limited to, noise, hours of opening, odour control, cycle parking, refuse storage shall be submitted to and approved in writing by the local planning authority. The new use shall be carried out in full accordance with the details as approved by this condition.
- 26) A scheme for protecting residents from noise shall be submitted to and approved in writing by the local planning authority prior to any above ground construction work commencing. The scheme is to include acoustic data for the glazing system and ventilation system. The internal noise levels shall meet those within BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings and ProPG: Planning and Noise – Professional Practice Guide, Publ: (ANC, IOA, CIEH) May 2017 as

- a minimum. The approved scheme shall be implemented in accordance with the agreed details.
- 27) No development, other than demolition and below ground works, shall take place until full details of biodiversity measures including the provision of bird/bat boxes, bird bricks and soft landscaping 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.
- 28) No development shall commence until an assessment of the risks posed by any contamination shall have been submitted to and approved in writing by the local planning authority. This assessment must be undertaken by a suitably qualified contaminated land practitioner, in accordance with British Standard BS 10175: Investigation of potentially contaminated sites - Code of Practice and the Environment Agency's Model Procedures for the Management of Land Contamination (CLR 11) (or equivalent British Standard and Model Procedures if replaced), and shall assess any contamination on the site, whether or not it originates on the site. The assessment shall include:
- i) a survey of the extent, scale and nature of contamination;
 - ii) the potential risks to:
 - human health;
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes;
 - adjoining land;
 - ground waters and surface waters;
 - ecological systems; and
 - archaeological sites and ancient monuments.
- 29) No development shall take place where (following the risk assessment) land affected by contamination is found which poses risks identified as unacceptable in the risk assessment, until a detailed remediation scheme shall have been submitted to and approved in writing by the local planning authority. The scheme shall include an appraisal of remediation options, identification of the preferred option(s), the proposed remediation objectives and remediation criteria, and a description and programme of the works to be undertaken including the verification plan. The remediation scheme shall be sufficiently detailed and thorough to ensure that upon completion the site will not qualify as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to its intended use. The approved remediation scheme shall be carried out and upon completion a verification report by a suitably qualified contaminated land practitioner shall be submitted to and approved in writing by the local planning authority before the development is occupied.
- 30) Any contamination that is found during the course of construction of the approved development that was not previously identified shall be reported immediately to the local planning authority. Development on the part of the site affected shall be suspended and a risk assessment carried out and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the

local planning authority. These approved schemes shall be carried out before the development is resumed or continued.

- 31) Prior to the commencement of development, including demolition, a Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the Local Planning Authority. The DCEMP shall include:
- i) An Air quality management plan that identifies the steps and procedures that will be implemented to minimise the creation and impact of dust and other air emissions resulting from the site preparation, demolition, and groundwork and construction phases of the development. To include continuous dust monitoring.
 - ii) Construction environmental management plan that identifies the steps and procedures that will be implemented to minimise the creation and impact of noise, vibration, dust and other air emissions resulting from the site preparation, demolition, and groundwork and construction phases of the development.

The development shall be carried out in accordance with the approved details.

- 32) The development shall not be implemented other than in accordance with the approved Air Quality Assessment (by 15 Redmore Environmental dated 3rd March 2020).
- 33) All Non-road Mobile Machinery (NRMM) used during the course of the development that is within the scope of the GLA 'Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (SPG) dated July 2014, or any successor document, shall comply with the emissions requirements therein.
- 34) No boiler or Combined Heat and Power (CHP) shall be installed within the development hereby approved, other than one that incorporates and has installed abatement technology to reduce emissions to below 0.04 gNO_x/kWh. All systems shall be maintained in accordance with the manufacturer's instructions.
- 35) Electric vehicle charging points (EVCP) shall be provided for all three disabled car parking spaces shown on the approved plans. The EVCPs shall be installed prior to any of the residential units being brought into use and thereafter retained permanently to serve the vehicles of occupiers.
- 36) 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 in accordance with those outlined in the Energy Strategy (dated 13 March 2020), and wholesome water consumption rates of no greater than 105 litres per person per day.
- 37) Prior to the occupation of the development hereby permitted, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall follow the current 'Travel Plan Development Control Guidance' issued by TfL and shall include:
- (i) Targets for sustainable travel arrangements;
 - (ii) Effective measures for the on-going monitoring of the Plan;

- (iii) A commitment to delivering the Plan objectives for a period of at least 5 years from the first occupation of the development;
- (iv) Effective mechanisms to achieve the objectives of the Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

- 38) The development hereby permitted shall not be occupied until highway improvement works, to include double yellow lines, parking bays & increased width of footpath, have been fully implemented, in accordance with a detailed scheme that has been submitted to and approved in writing by the local planning authority.