

Merton Council

Planning Applications Committee

Membership

Councillors

Linda Kirby (Chair)

John Bowcott (Vice-Chair)

David Dean

Abigail Jones

Philip Jones

Andrew Judge

Najeeb Latif

Peter Southgate

Geraldine Stanford

Imran Uddin

Substitute Members:

Stephen Crowe

Joan Henry

Daniel Holden

John Sargeant

Laxmi Attawar

A meeting of the Planning Applications Committee will be held on:

Date: 15 September 2016

Time: 7.15 pm

**Venue: Council chamber - Merton Civic Centre, London Road, Morden
SM4 5DX**

This is a public meeting and attendance by the public is encouraged and welcomed. If you wish to speak please see notes after the list of agenda items. For more information about the agenda and the decision making process contact democratic.services@merton.gov.uk or telephone 020 8545 3356

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Planning Applications Committee

15 September 2016

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- 2 Declarations of Pecuniary Interest
- 3 Minutes of the previous meeting 1 - 8
- 4 Town Planning Applications - Covering Report 9 - 12
Officer Recommendation:
The recommendations for each individual application are detailed in the relevant section of the reports
- 5 101 Arthur Road, Wimbledon, SW19 7DR 13 - 24
Application No: 16/P1905 Ward: Village

Recommendation: GRANT Planning Permission subject to conditions
- 6 247 The Broadway, Wimbledon, SW19 1SD 25 - 38
~~Application No: 16/P1623 Ward: Abbey~~

~~Recommendation: GRANT Planning Permission subject to completion of a S.106 Agreement and conditions~~

NOTE: ITEM NOW WITHDRAWN FROM THIS AGENDA
- 7 Garages rear of 4 Cavendish Road, Colliers Wood, SW19 2EY 39 - 54
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Recommendation: Grant planning permission subject to s106 legal agreement and conditions
- 8 443-447 Commonside East, Mitcham, CR4 55 - 70
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- 9 17 Elm Grove, Wimbledon, SW19 4HE 71 - 86

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Recommendation: GRANT Planning Permission Subject to a S106 Legal Agreement and Conditions
- 10 Haig Housing Estate, Hill Top & Rhodes Moorhouse Court, Green Lane, Morden SM4 5NS 87 - 120
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- Recommendation: Grant planning permission subject to s106 legal agreement and conditions.
- 11 150-152 Hartfield Road, Wimbledon, SW19 8EW 121 - 132
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- Recommendation: GRANT Planning Permission Subject to a S106 Legal Agreement and Conditions
- 12 32 Mount Road, Wimbledon, SW19 8EW 133 - 140
Application No: 16/P1714 Ward: Wimbledon Park
- Recommendation: GRANT Planning Permission subject to conditions
- 13 Pollards Hill Estate, Mitcham 141 - 172
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- Recommendation: Grant planning permission subject to S106 legal agreement and conditions.
- 14 64 - 70 Ravensbury Grove, Mitcham CR4 4DU 173 - 210
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- Recommendation: Grant planning permission subject to s106 legal agreement and conditions.
- 15 Land at Ravensbury Grove, Mitcham, CR4 4DU 211 - 220
Application No: 16/P2354 Ward: Ravensbury
- Recommendation: Grant planning permission subject to appropriate conditions.
- 16 Volante Site, 46-76 Summerstown, Tooting, SW17 0BH 221 - 260
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- Recommendation: GRANT Planning Permission subject to S106 agreement and conditions.
- 17 INFORMATION ITEM - Wimbledon Stadium 261 - 264
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- 18 Planning Enforcement - Summary of Current Cases
Item for INFORMATION
REPORT TO FOLLOW

Declarations of Pecuniary Interests

Members are reminded of the need to have regard to the items published with this agenda and, where necessary to declare at this meeting any Disclosable Pecuniary Interest (as defined in the The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012) in any matter to be considered at the meeting. If a pecuniary interest is declared they should withdraw from

the meeting room during the whole of the consideration of that matter and must not participate in any vote on that matter. If members consider they should not participate because of a non pecuniary interest which may give rise to a perception of bias, they should declare this, withdraw and not participate in consideration of the item. For further advice please speak with the Council's Assistant Director of Corporate Governance.

Declarations of Pecuniary Interests – Members of the Design and Review Panel (DRP)

Members of the Planning Applications Committee (PAC), who are also members of the DRP, are advised that they should not participate in an item which has previously been to DRP where they have voted or associated themselves with a conclusion reached or recommendation made. Any member of the PAC who has also sat on DRP in relation to items on this PAC agenda must indicate whether or not they voted in such a matter. If the member has so voted they should withdraw from the meeting.

NOTES

- 1) **Order of items:** Please note that items may well be not considered in the order in which they are shown on the agenda since the items for which there are many observers or speakers are likely to be prioritised and their consideration brought forward.
- 2) **Speakers:** Councillors and members of the public may request to speak at the Committee. Requests should be made by telephone to the Development Control Admin. Section on 020-8545-3445/3448 (or e-mail: planning@merton.gov.uk) no later than 12 Noon on the last (working) day preceding the meeting. For further details see the following procedure note.
- 3) **Procedure at Meetings:** Attached after this page is a brief note of the procedure at Planning Application Committee meetings in relation to
 - a. requests to speak at meetings; and
 - b. the submission of additional written evidence at meetings. Please note that the distribution of documentation (including photographs/drawings etc) by the public during the course of the meeting will not be permitted.
- 4) **Copies of agenda:** The agenda for this meeting can be seen on the Council's web-site (which can be accessed at all Merton Libraries). A printed hard copy of the agenda will also be available for inspection at the meeting.

Procedure at meetings of the Planning Applications Committee

- 1 Public speaking at the Planning Applications Committee
- 2 Submission of additional written evidence at meetings

1 Public speaking at the Planning Applications Committee

- 1.1 The Council permits persons who wish to make representations on planning applications to speak at the Committee and present their views. The number of speakers for each item will be at the discretion of the Committee Chair, but subject to time constraints there will normally be a maximum of 3 objectors (or third party) speakers, each being allowed to speak for a maximum of 3 minutes.
- 1.2 Following the issue of the agenda, even if a person has previously indicated their wish to address the Committee, they should contact either
 - the Planning Officer dealing with the application (or e-mail: planning@merton.gov.uk) or
 - the Development Control Admin. Section on 020-8545-3445/3448 (9am – 5pm); or
 - the Development Control hotline 020-8545-3777 (open 1pm – 4pm only).
- 1.3 Requests to speak must be received by 12 noon on the day before the meeting, and should include the person's name, address, and daytime contact phone number (or e-mail address) and if appropriate, the

organisation they represent; and also clearly indicate the application, on which it is wished to make representations.

- 1.4 More speakers may be permitted in the case of exceptional circumstances/major applications, but representatives of political parties will not be permitted to speak. (See also note 1.10 below on Ward Councillors/Other Merton Councillors.)
- 1.5 If a person is aware of other people who wish to speak and make the same points, then that person may wish to appoint a representative to present their collective views or arrange that different speakers raise different issues. Permission to speak is at the absolute discretion of the Chair, who may limit the number of speakers in order to take account the size of the agenda and to progress the business of the Committee.
- 1.6 Applicants (& agents/technical consultants): Applicants or their representatives may be allowed to speak for the same amount of time as the sum of all objectors for each application. (For example, if objectors are allowed to speak for three minutes each, then if there was only one objector, the applicant may be allowed to speak for a maximum of 3 minutes; but if there were 2 objectors, the applicant may be allowed to speak for a maximum of 6 minutes and so on.)
- 1.7 Unless applicants or their representatives notify the Council to the contrary prior to the Committee meeting, it will be assumed that they will be attending the meeting and if there are objectors speaking against their application, will take the opportunity to address the Committee in response to the objections.
- 1.8 When there are no objectors wishing to speak, but the application is recommended for refusal, then the Applicants or their representatives will also be allowed to speak up to a maximum of 3 minutes.
- 1.9 Applicants will not be allowed to speak if their application is recommended for approval and there are no objectors speaking. An exception will be made if an applicant (or their representative) wishes to object to the proposed conditions; and in this case they will be allowed to speak only in relation to the relevant conditions causing concern.
- 1.10 Speaking time for Ward Councillors/Other Merton Councillors: Councillors, who are not on the Committee, may speak for up to a maximum of 3 minutes on an application, subject to the Chair's consent, but may take no part in the subsequent debate or vote. Such Councillors, however, subject to the Chair's consent, may ask questions of fact of officers.
- 1.11 Such Councillors, who are not on the Committee, should submit their request to speak by 12 noon on the day before the meeting (so that their name can be added to the list of speaker requests provided to the Chair). Such requests may be made to the Development Control Section direct (see 1.2 above for contact details) or via the Councillor's Group office.
- 1.12 Points of clarification from applicants/objectors: If needed, the Chair is also able to ask applicants/objectors for points of clarification during the discussion of an application.

2 Submission of additional written evidence at meetings

- 2.1 The distribution of documentation (including photographs/drawings etc) during the course of the Committee meeting will not be permitted.
- 2.2 Additional evidence that objectors/applicants want to provide Committee Members (i.e. Councillors) to support their presentation (when speaking) must be submitted to Merton Council's Development Control Section before 12 Noon on the day before the relevant Committee meeting.
- 2.3 If an applicant or objector wishes to circulate additional information in hard copy form to Committee Members, they are required to provide 16 hard copies to the Planning Officer dealing with the application before 12 Noon on the day before the meeting.
- 2.4 Any queries on the above should be directed to:
- planning@merton.gov.uk or;
 - the Development Control hotline 020-8545-3777 (open 1pm – 4pm only).
 - Contact details for Committee Members and all other Councillors can be found on the Council's web-site: <http://www.merton.gov.uk>

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Agenda Item 3

All minutes are draft until agreed at the next meeting of the committee/panel. To find out the date of the next meeting please check the calendar of events at your local library or online at www.merton.gov.uk/committee.

PLANNING APPLICATIONS COMMITTEE

11 AUGUST 2016

(7.15 pm - 11.25 pm)

PRESENT Councillor John Bowcott, Councillor Abigail Jones,
Councillor Philip Jones, Councillor Peter Southgate,
Councillor Geraldine Stanford, Councillor Najeeb Latif and
Councillor Imran Uddin

ALSO PRESENT Councillors Charlie Chirico, Suzanne Grocott, Katy Neep, Dennis
Pearce.
Sue Wright and Jonathan Lewis, Development Control Team
Leaders.
Chris Chowns, Transport Planner.
Susanne Wicks, Democratic Services Officer.

1 APOLOGIES FOR ABSENCE (Agenda Item 1)

Apologies for absence were received from Councillors Linda Kirby, David Dean, and Andrew Judge. Councillors Judy Saunders, Joan Henry and Daniel Holden attended as substitute members.

In the absence of Councillor Linda Kirby, Councillor John Bowcott chaired the meeting.

2 DECLARATIONS OF PECUNIARY INTEREST (Agenda Item 2)

Councillor Abigail Jones declared a personal interest in agenda item 14 (40 Station Road, SW19 2LP) due to the proximity of her home to the address. She noted she would not participate in the debate or vote on that item.

Councillor John Bowcott informed the Committee that he had chaired a meeting of the Design Review Panel that considered agenda item 5 (153 – 161 The Broadway, SW19 1NE) but did not take part in the debate or vote on that item.

3 MINUTES OF THE PREVIOUS MEETING (Agenda Item 3)

RESOLVED: That the minutes of the meeting held on 14 July 2016 are agreed as an accurate record.

4 TOWN PLANNING APPLICATIONS - COVERING REPORT (Agenda Item 4)

A list of modifications for agenda items 5, 6, 7, 8, 9, 10, 11, 14 and 15 was published as a supplementary agenda.

The Committee received verbal representations detailed in the minutes for the relevant items.

The Chair amended the order of items as follows: 5, 10, 13, 14, 12, 16, 6, 7, 8, 9, 11, 15.

5 153-161 THE BROADWAY, WIMBLEDON, SW19 1NE (Agenda Item 5)

Proposal: Demolition of the existing buildings and erection of a 9 storey 176 bedroom hotel (Use Class C1) and ground floor restaurant (use Class A3) facility and car parking and associated landscaping and access (2 residential dwellings shown at rear for indicative purposes only and are subject of separate application)

The Committee noted the officer's report and presentation as well as the information supplied in the supplementary agenda. The Committee also had regard to verbal presentations from three objectors, the detailed response from the applicant and verbal representations from Councillors Katy Neep, Charlie Chirico and Suzanne Grocott.

Members noted the key concerns raised as follows:

- Lack of parking spaces for the hotel which may impact negatively on surrounding residential streets.
- Possible negative impact upon local traffic from hotel visitors and service vehicles.
- The design of the building and materials to be used, in particular their durability and quality.
- Disruption to local residents caused by site traffic access during the construction phase.

In response, officers advised that:

- the previous planning application submitted and refused in 2013 was subsequently allowed on appeal, and the revised application presents a significant improvement on the previous one, offering a number of advantages on the extant permitted application.
- With regard to design, the applicant will be required to provide detail on the specification of materials to be used. It was also noted that the Inspector considered the design in the extant permission to be acceptable and the view of officers is that the revised application represents an improvement on design. However, it was suggested that the Chair and Vice-Chair be consulted on materials to be used.
- The site is very accessible, with an estimated 80% of visitors using public transport. The applicant will be required to develop a full travel plan, as well as a contractor management plan, which will include site access details.
- Officers have requested a financial contribution towards a review of the CPZ 4F (Griffiths Road area) operating hours and implementation of extended

hours if desired by residents to prevent hotel visitors parking in residential streets.

RESOLVED: That the Planning Applications Committee

1. Grants planning permission, subject to conditions and s106 agreement relating to contribution towards CPZ review.
2. Delegates authority to the Chair and Vice-Chair of the Committee to consult with officers and the applicant on the specification of construction materials.

6 2 CAVENDISH RD, COLLIERS WOOD, SW19 2EU (Agenda Item 6)

Proposal: Demolition of existing storage and erection of a two storey 1 bed dwelling with cycle parking.

The Committee noted the officer's report and presentation, together with the information supplied in the supplementary agenda, which details two proposed additional conditions.

RESOLVED: That the Planning Applications Committee grants planning permission subject to s106 legal agreement and conditions outlined in the report and the supplementary agenda.

7 110 COPSE HILL, WEST WIMBLEDON, SW20 0NL (Agenda Item 7)

Proposal: Demolition of existing dwelling and the erection of a 2 storey dwelling house with basement level and rooms in roof space

The Committee noted the officer's report and presentation, together with the information presented in the supplementary agenda. The Planning Officer recommended the addition of a further recommendation to remove the permitted development rights for any extensions and outbuildings and Members also requested an additional condition requiring the provision and future retention of the proposed balcony screening.

At the suggestion of a Committee member, the Planning Officer undertook to draft a condition regarding the method of piling to be used.

RESOLVED: That the Planning Applications Committee

1. Grants planning permission subject to conditions.
2. Agrees further conditions to remove permitted development rights for any extensions or outbuildings and to require provision and retention of balcony screening.

8 55A HILL PLACE HOUSE, HIGH STREET, SW19 5BA (Agenda Item 8)

Proposal: Change of use of Brain Box Digital Ltd offices from use class B1(office) to use class A1(shops), A2 (financial and professional services) or D1 (non-residential institutions), excluding use as a school, nursery, crèche or place of worship within the D1 use class.

The Committee noted the officer's report and presentation together with the information supplied in the supplementary agenda.

Members noted that much of the public opposition to the application had subsided following the removal of some of the possible uses for the premises and the acceptance of a condition to restrict usage at weekends.

RESOLVED: That the Planning Applications Committee grants planning permission subject to conditions.

9 NELSON HOSPITAL, 220 KINGSTON RD, SW20 8DB (Agenda Item 9)

Proposal: Discharge of Condition 24, Parking Management Strategy attached to planning permission ref 12/P0418.

The Committee noted the officer's report and presentation together with the information contained within the supplementary agenda.

RESOLVED: That the Planning Applications Committee approves the discharge of Condition 24, Parking Management Strategy for Phase 2, attached to planning permission reference 12/P0418.

10 LAND REAR OF ASTON COURT, 18 LANSDOWNE ROAD, SW20 8AW (Agenda Item 10)

Proposal: Demolition of existing garages at rear of Aston Court and erection of a single storey, two bedroom dwelling house.

The Committee noted the officer's report and presentation and additional information supplied in the supplementary agenda, as well as verbal representations made by three local residents, and the verbal response from the applicant.

Members noted that two previous applications had been submitted and refused (2013) and on both occasions an appeal was submitted and dismissed. However, officers highlighted that the reasons for dismissal had been overcome in the current application. Members noted the need to have regard to the appeal process and appeal decisions made as part of that. However at the suggestion of the Planning Officer, they agreed to impose a maximum height limit, as this is a key impact on outlook for neighbouring properties.

RESOLVED: That the Planning Committee

1. Grants planning permission subject to completion of a s106 agreement and conditions.
2. Agrees to impose an additional condition, that the maximum height of the building shall be 2.9 metres to the level of the roof.

Councillor Daniel Holden abstained from the vote.

11 5 MORTON RD, MORDEN, SM4 6EF (Agenda Item 11)

Proposal: Demolition of existing residential dwelling and garage and erection of a new residential building comprising 2 x 1-bed units and 3 x 2 bed units.

The Committee noted the officer's report and presentation together with the information presented in the supplementary agenda, which recommends the addition of two new conditions, as well as replacing condition F01 with F02.

RESOLVED: That the Planning Applications Committee grants planning permission subject to the conditions detailed in the report, the amendment to one condition contained within the report (F01) and the addition of the two conditions detailed within the supplementary agenda.

12 3 REDCLOSE AVE, MORDEN, SM4 5RD (Agenda Item 12)

Proposal: Erection of a first floor rear extension.

The Committee noted the officer's report and presentation, along with a verbal presentation from Councillor Dennis Pearce who "called in" the application due to concerns about overdevelopment of the site and impact on neighbour amenity.

The Planning Officer reminded the Committee of the need to consider only the merits of the application for the proposed extension, and not the other works on the site which may be unauthorised and have been reported to the Planning Enforcement Team.

RESOLVED: That the Planning Committee grants planning permission subject to conditions.

13 40 QUICKS RD, WIMBLEDON, SW19 1EY (Agenda Item 13)

Proposal: Retention of part ground/part first floor rear extension and rear dormer roof extension (with existing unauthorised rear first floor element reduced in depth to 2.2m).

The Committee noted the officer's report and presentation as well as a verbal representation made by a representative of the neighbours of the property who could not attend the meeting, and by Councillor Katy Neep.

Members had regard to the advice given by the Planning Officer that they should focus only on the application made, and should not take into account any unauthorised works that have already taken place, which will be dealt with by the Planning Enforcement Team if appropriate. Members noted their concern about the potential for shadowing and obstruction of outlook, and officers responded that the issue of impact on outlook is more subjective than daylight and sunlight impact and whilst officers consider the impact to be acceptable, this was a matter of judgement.

A motion to refuse was moved by Councillor Peter Southgate and seconded by Councillor Abigail Jones on the grounds of impact upon outlook on number 41 Quicks Road and the over-development of the property which is disproportionate to the footprint of the building.

RESOLVED: That the Planning Applications Committee

1. Unanimously refuses to grant planning permission.
2. Delegates authority to the Director of Environment and Regeneration to make any appropriate amendments to the wording of the grounds of refusal, including references to appropriate policies.

14 40 STATION RD, COLLIERS WOOD, SW19 2LP (Agenda Item 14)

Proposal: Demolition of the existing retail warehouse [476 square metres - use class B8] and the construction of 9 residential units including 2 four bedroom houses fronting Station Road arranged over two floors and the roof space and a part two storey, part three storey block of flats overlooking the River Wandle providing 2 one bedroom, 3 two bedroom and 2 three bedroom flats with 4 off street car parking spaces accessed from Station Road and associated amenity space.

Councillor Abigail Jones did not participate in the debate or vote on this item.

The Committee noted the officer's report and presentation, including the information presented in the supplementary agenda, along with a verbal presentation from Councillor Katy Neep.

Planning Officers reassured the Committee that both flood risk and the potential for archaeological investigations have been considered and conditions imposed appropriately. In response to concerns about the allocation of adequate space for refuse bins, it was suggested that Condition 6 (Refuse and Recycling) should be amended to read "the applicant shall provide details for refuse and recycling".

RESOLVED: That the Planning Committee

1. Agrees to grant planning permission subject to s106 agreement for improvement to the pathway surface and lighting to the public right of way to the side of the site, and conditions.

2. Amends Condition 6 (Refuse and Recycling) to read “the applicant shall provide details for refuse and recycling”.

15 HARRIS ACADEMY, WIDE WAY, CR4 1BP (Agenda Item 15)

Proposal: New two storey classroom block comprising 6 no. general teaching classrooms, 2 no. ICT suites, staff room, offices and other auxiliary spaces to existing secondary school.

The Committee noted the officer’s report and presentation together with the information supplied in the supplementary agenda.

RESOLVED: That the Planning Applications Committee grants planning permission subject to conditions.

16 TPO 697 - 201 KINGSTON RD, SW19 3NG (Agenda Item 16)

Proposal: To make a Tree Preservation Order (No 697) at 201 Kingston Road, SW19 3NG.

The Committee noted the officer’s report and presentation, together with a verbal representation made on behalf of the owner occupier of 201 Kingston Road.

Members noted their approach is usually to rely on the judgement and recommendations of the Tree and Landscape Officer when considering such matters and also that the property is situated with a conservation area.

RESOLVED: That the Planning Committee confirms without modification the Merton (No.697) Tree Preservation Order 2016.

17 PLANNING ENFORCEMENT - SUMMARY OF CURRENT CASES (Agenda Item 17)

Councillor Peter Southgate repeated his previous request that officers investigate the height of the fence between 20 and 21 Church Lane.

Report received.

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Committee: PLANNING APPLICATIONS COMMITTEE

Date: 15th September

Wards: ALL

Subject: TOWN PLANNING APPLICATIONS – Covering Report

Lead officer: James McGinlay - Head of Sustainable Communities

Lead member: COUNCILLOR LINDA KIRBY, CHAIR OF PLANNING APPLICATIONS COMMITTEE

Contact officer: For each individual application, see the relevant section of the report.

Recommendations:

A. The recommendations for each individual application are detailed in the relevant section of the reports. (NB. The recommendations are also summarised on the index page at the front of this agenda).

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY.

1.1. These planning application reports detail site and surroundings, planning history, describe the planning proposal, cover relevant planning policies, outline third party representations and then assess the relevant material planning considerations.

2. DETAILS

2.1 This report considers various applications for Planning Permission and may also include applications for Conservation Area Consent, Listed Building Consent and Advertisement Consent and for miscellaneous associated matters submitted to the Council under the Town & Country Planning Acts.

2.2. Members' attention is drawn to Section 38(6) of the Planning and Compulsory Purchase Act 2004 which requires that if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

- 2.3 In Merton the Development Plan comprises: The London Plan (March 2015) the Merton LDF Core Planning Strategy (July 2011), the Merton Sites and Policies Plan (June 2014), and The South West London Waste Plan (March 2012). The National Planning Policy Framework (“NPPF”) which came into effect in March 2012 and the National Planning Policy Guidance, published in March 2014 are also of particular relevance in the determination of planning applications.
- 2.4 Members’ attention is also drawn to Section 16 (2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (1990 Act), regarding applications for Listed Building Consent which places a statutory duty on the Council as local planning authority to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”.
- 2.5 With regard to Conservation Areas, Section 72(1) of the 1990 Act provides that “special attention shall be paid to the desirability of preserving or enhancing the character or appearance” of the conservation area when determining applications in those areas.
- 2.6 Each application report details policies contained within the Development Plan. For ease of reference and to introduce some familiarity, the topics covered by the policies are outlined in brackets. In the event that an application is recommended for refusal the reasons will cover policies in the Development Plan.
- 2.7 All letters, petitions etc. making representations on the planning applications which are included in this report will be available, on request, for Members at the meeting.
- 2.8 Members will be aware that certain types of development are classed as "Permitted Development" and do not require planning permission.
- 2.9 The Council’s Scheme of Management provides for officers to determine generally routine, applications, including householder applications, applications for new housing that have not been the subject of local interest at consultation stage and with which there is an associated S106 undertaking, provided that it would not contain any heads of terms or contributions that are not a standard requirement of the Local Plan or (for proposals where a standard requirement has been subject to modification through negotiation or otherwise) depart significantly from the standard requirement of the Local Plan; and applications for advertisement consent.
- 3. SUSTAINABLE DEVELOPMENT AND ENVIRONMENTAL IMPACT ASSESSMENT**
- 3.1 There is a need to comply with Government guidance that the planning process should achieve sustainable development objectives. It is for this reason that each report contains a section on sustainability and environmental impact assessment requirements.

- 3.2 Resolution 42/187 of the United Nations General Assembly defined sustainable development as "development which meets the needs of the present without compromising the ability of future generations to meet their own needs. The NPPF states that "the purpose of the planning system is to contribute to the achievement of sustainable development" and that "there are three dimensions to sustainable development: economic, social and environmental".
- 3.3 The NPPF states that "pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life", and that "at the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision-taking".
- 3.4 It is also important that relevant applications comply with requirements in respect of environmental impact assessment as set out in the Town & Country Planning (Environmental Impact) Regulations 2011 (As amended). Each report contains details outlining whether or not an environmental impact assessment was required in the consideration of the application and, where relevant, whether or not a screening opinion was required in the determination of the application. Environmental impact assessments are needed in conjunction with larger applications in accordance with relevant regulations. In some cases, which rarely occur, they are compulsory and in others the Council has a discretion following the issue of a screening opinion. In practice they are not needed for the large majority of planning applications.

4 ALTERNATIVE OPTIONS

- 4.1. None for the purposes of this report, which is of a general nature outlining considerations relevant to the reports for specific land development proposals.

5. CONSULTATION UNDERTAKEN OR PROPOSED

- 5.1 Not required for the purposes of this report.

6 TIMETABLE

- 6.1. As set out in the body of the report.

6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 6.1. None for the purposes of this report unless indicated in the report for a particular application.

7 LEGAL AND STATUTORY IMPLICATIONS

- 7.1. As set out in the body of the report.

8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 8.1. These applications have been considered in the light of the Human Rights Act ("The Act") and in particular, the First Protocol of Article 1 (Protection of Property); Article 6 (Rights to a Fair Trial) and Article 8 (Private and Family

Life) which came into force on 2 October 2000.

- 8.2. Consideration has been given to the impact of each application on the people living and working in the vicinity of that particular application site and to the impact of the proposals on the persons who have made written representations on the planning merits of the case. A full assessment of material planning considerations has been included in each Committee report.
- 8.3. Third party representations and details of the application proposals are summarised in each Committee report. It may be that the policies and proposals contained within the Development Plan and/or other material planning considerations will outweigh the views of third parties and/or those of the applicant.

9 CRIME AND DISORDER IMPLICATIONS

- 9.1. As set out in the body of the report.

10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 10.1. As set out in the body of the report.

11 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT

- 11.1 None for the purposes of this report.

12. BACKGROUND PAPERS

- Background papers – Local Government (Access to Information) Act 1985
- Planning application files for the individual applications.
- London Plan (2015)
- Merton LDF Core Planning Strategy (2011)
- Merton Sites and Policies Plan (2014)

- Appropriate Government Circulars and Guidance Notes and in particular the NPPF and NPPG.
- Town Planning Legislation.
- The Mayor of London's Supplementary Planning Guidance.
- Merton's Supplementary Planning Guidance.
- Merton's Standard Planning Conditions and Reasons.
- Town & Country Planning (Environmental Impact Assessment) Regulations 2011 (As amended).

**PLANNING APPLICATIONS COMMITTEE
15 SEPTEMBER 2016**

Item No:

UPRN

APPLICATION NO.

DATE VALID

16/P1905

09/05/2016

Address/Site 101 Arthur Road, Wimbledon SW19 7DR

(Ward) Village

Proposal: Demolition of existing dwelling house and erection of a new five bedroom dwelling house with accommodation at basement level, together with associated landscaping and parking

Drawing Nos L(-1) 100, 101, L(-2) 300, 301, 302, 303, 304, 305, 306, 308, L (3) 300 Section A-A, L(3) 301 Section B-B, L(-4) 300, 301, 302, 303, L(-5) 300, 301, 302, 303, 304, Design and Access Statement, Heritage Assessment, Construction Method Statement, Arboricultural Report, Structural report and Daylight and Sunlight Report

Contact Officer: Richard Allen (8545 3621)

RECOMMENDATION

GRANT Planning Permission subject to conditions

CHECKLIST INFORMATION

- Heads of agreement: no
- Is a screening opinion required: No
- Is an Environmental impact statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice- Yes
- Site notice-Yes
- Design Review Panel consulted-No
- Number neighbours consulted – 11
- External consultants: None
- Density: n/a

- Number of jobs created: n/a
- Archaeology Priority Zone: Yes

1. **INTRODUCTION**

- 1.1 This application has been brought to the Planning Applications Committee due to the number of objections received.

2. **SITE AND SURROUNDINGS**

The application site comprises a two storey detached dwelling house situated on the west side of Arthur Road. To the north and south of the site are large Victorian dwellings (numbers 99 and 103 Arthur Road) and opposite the application site are large detached dwellings. The application site is within the Merton (Wimbledon North) Conservation Area (Sub-Area 3). The application site is also within a Controlled Parking Zone (Zone VOn).

3. **CURRENT PROPOSAL**

- 3.1 The current proposal involves the demolition of the existing dwelling house and the erection of a new detached dwelling house. The proposed house would be 16 metres in length and 5.7 metres in width. It would have an eaves height of 6.5 metres and a pitched roof with a ridge height of 8.8 metres. It would be set back from the site frontage by between 6.4 and 10 metres. Light wells would be provided to the front and side elevations of the building.
- 3.2 Internally, at basement a living room, TV room, guest bedroom, WC storage and plant rooms would be provided. Light and ventilation to the basement accommodation would be provided by front and side light wells. The living room is at part upper ground and ground floor level so is also lit from the rear. At ground floor level a dining room, kitchen, pantry WC and study would be provided. At first floor level a master bedroom, guest room/bathrooms would be provided with a further two bedrooms and lounge area formed at second floor level.
- 3.3 The proposed house would be of contemporary design with light grey facing brickwork, slate roof and timber framed windows. A central lightwell would provide light all the way down to basement level. Part of the existing garden would be lowered at the rear to match the rear extension level. Vehicular access would be from the existing access from Arthur Road.

4. **PLANNING HISTORY**

- 4.1 In April 1951 planning permission was granted for the conversion of the house and stables into three separate dwelling houses (Ref.WIM 867).
- 4.2 In March 1952 planning permission was granted for the conversion of the existing stable block and cottage into a dwelling house (Ref.WIM 1109).

- 4.3 In October 1986 planning permission was granted for the erection of a part single/part two storey extension to front of dwelling house (LBM Ref.86/P0899).
- 4.4 In February 2016 planning permission was refused for the demolition of the existing dwelling house and the erection of a new dwelling house arranged over three levels (with accommodation at basement level) and associated landscaping and car parking (LBM Ref.15/P3701). Planning permission was refused on the grounds that:-

'The design, height, bulk and siting of the proposed dwelling is considered to be unacceptable for this relatively narrow plot and would constitute an over development of the site with a building that does not relate well to neighbouring buildings and would be visually intrusive to the Arthur Road street scene and would fail to preserve or enhance the character and appearance of the of the Merton (Wimbledon North) Conservation Area contrary to policies CS14 (Design) of the Adopted Merton Sites and Policies Plan (July 2011) and policies DM D2 (Design Considerations in all Developments) and DM D4 (Managing Heritage Assets) of the Adopted Merton Sites and Policies Plan (July 2014) and

The proposal would result in the demolition of a building situated within a conservation area that is considered to have a good relationship with neighbouring buildings in terms of its size and siting and is subordinate to the larger locally listed dwelling house at 99 Arthur Road. The demolition of the building would therefore be detrimental to the setting of the locally listed building and the character and appearance of the Merton (Wimbledon North) Conservation Area contrary to policy DM D4 (Managing Heritage assets) of the Merton Sites and Policies plan (July 2014).'

5. **CONSULTATION**

- 5.1 The application has been advertised by conservation area site and press notice procedure. In response 7 letters of objection have been received from the occupiers of neighbouring properties and the Wimbledon Society. The grounds of objection are set out below:-
- The previous application (LBM Ref.15/P3701) was refused on the grounds of demolition of a building in a conservation area that was considered to have a good relationship with neighbouring buildings. The Council's refusal on demolition grounds has not been tested on appeal.
 - The modern design approach is out of keeping with the conservation area.
 - piling for the basement construction causes concern due to potential impact upon the water table and could lead to problems for 75 Home Park Road.
 - Basement construction would be on London clay and expert analysis of the effects of altering ground water should be sought.
 - The existing building should be conserved.
 - Number 99 Arthur Road is a locally listed building and basement construction may result in damage to number 99.

5.2 The Wimbledon Society
The Wimbledon Society considers that the Council should reconfirm the decision that it took only four months ago and therefore urges the Council to refuse this further application to demolish the existing building at 101 Arthur Road. This would preserve the setting of the locally listed building at 99 Arthur Road and the appearance of the conservation area.

5.3 Future Merton-Flood Risk/Structural Engineer
The Council's Flood risk/structural engineer has no objections to the proposal subject to conditions being imposed on any grant of planning permission in respect of basement construction and sustainable drainage.

5.4 Conservation Officer
The current application is for a building significantly different in form to the previously refused application, and it is considered to preserve the setting of the adjoining locally listed building and the setting of the Conservation Area.

6. **POLICY CONTEXT**

6.1 Adopted Merton Core Strategy (July 2011)

CS8 (Housing Choice), CS9 (Housing Provision), CS13 (Open Space, Nature Conservation, Leisure and Culture), CS14 (Design), CS15 (Climate Change) and CS20 (Parking)

6.2 Sites and Policies Plan (July 2014)

DM H2 (Housing Mix), DM H4 (Demolition and Redevelopment of a Single Dwelling House), DM O2 (Nature Conservation, Trees, Hedges and Landscape features), DM D1 (Urban Design and the Public Realm), DM F2 (Sustainable Drainage Systems SUDS), DM D2 (Design Considerations in all Developments), DM D4 (Managing Heritage Assets) and DM T3 (Car parking and Servicing Standards).

6.3 The London Plan (March 2015)

3.3 (Increasing London's Housing Supply), 3.4 (Optimising Sites Potential), 3.5 (Quality and Design of Housing Developments), 7.4 (Local Character) and 7.6 (Architecture).

7. **PLANNING CONSIDERATIONS**

7.1 The main planning considerations concern the principle of demolition, design and conservation issues, provision of basement accommodation, impact of the proposal upon neighbour amenity, together with parking, tree and sustainability issues.

7.2 Principle of Demolition

One of the grounds for the refusal of planning application LBM Ref.15/P3701 on 15 February 2016 was that the proposal involved the demolition of a building within a conservation area that was considered to have a good relationship with neighbouring buildings, in terms of its size and siting and being subordinate to the larger locally listed building at 99 Arthur Road. Planning application 15/P3701 proposed demolition of the existing building and the erection of a replacement house of contemporary design, in the form of a large 'box like' building that projected forward of the existing building. The building would have had a flat roof and would have had an unsatisfactory relationship with neighbouring properties. The design of the building was therefore considered to be unsatisfactory and would have been an intrusive feature in the street scene. Policy DM D4 (Managing Heritage Assets) is the policy relating to developments within conservation areas, with the aim of the policy to conserve and where possible enhance Merton's heritage assets and distinctive character. Paragraph (b) states that all development proposals associated with the boroughs heritage assets or their setting will be expected to demonstrate, with a Heritage Statement how the proposal conserves and where appropriate enhances the significance of the asset in terms of its individual architectural or historic interest and its setting. Paragraph (c) of the policy states that proposals that will lead to substantial harm to the significance of, or the total loss of a heritage asset will only be granted in exceptional circumstances where substantial public benefits outweigh the harm or loss in accordance with the NPPF or that all of the following apply: (i) the nature of the heritage asset prevents all reasonable uses of the site and (ii) no viable use of the heritage asset itself can be found that will enable its conservation and (iii) conservation by grant funding or public ownership is not possible and (iv) the harm or loss is substantially outweighed by the benefit of bringing the site back into use and in paragraph (D) the loss of a heritage asset that makes a positive contribution to a conservation area or heritage site should also be treated as substantial harm to a heritage asset.

- 7.3 In this case the proposal involves the demolition of an unlisted building within the Merton (Wimbledon North) Conservation Area. The Character Assessment for (Sub-Area 3) makes no specific reference to 1010 Arthur Road and is therefore considered to have a neutral impact upon the character and appearance of the conservation area. In relation to the reasons for refusal of application LBM Ref.15/P3701 on 15 February 2016, the current application is for a completely new proposal. The current application involves demolition of the existing building and erection of a replacement building on a similar footprint to the existing building and would have the same eaves height and would have a pitched roof with the same ridge height as the existing building albeit with a gabled roof rather than a hipped roof. Thus the proposed replacement building would maintain the scale and massing of the existing building and would remain subordinate to its neighbours, thus addressing two of the key reasons for refusing the previous application. The current proposal is considered to be of high enough quality to justify the demolition of the existing building which is in a very poor state of repair and has no more than a neutral impact upon the character and appearance of the Conservation Area and that demolition of the existing building can therefore be justified in this instance.

7.4 Design and Conservation Issues

The previous application (LBM Ref.15/P3701) was refused permission on the grounds of design, bulk and massing and demolition of an unlisted building within a conservation area. Unlike the previous application that proposed a flat roofed 'box like' structure with timber and metal clad elevations, a more conventional design has been adopted albeit using modern materials. The proposed house would have a similar footprint to the existing house and would have a pitched roof with a ridge height the same as the existing house. The design of the proposed house is very thoughtful and creates a very modern house whilst employing a traditional roof form and massing that is considered to be acceptable and would not have any adverse impact on the setting of the locally listed building or the streetscene. The proposal is therefore considered to be acceptable in terms of policy DM D4 (Managing Heritage Assets).

7.5 Provision of Basement Accommodation

Paragraphs 6.26-6.36 of policy DM D2 of the Sites and Policies Plan specifically refer to basement construction. The policy requires that all developments that involve the construction of basements are accompanied with a basement construction method statement. The architect has submitted a Basement Construction Method Statement produced by Barton Engineers Ltd which includes details of site soil/ground condition survey and details of basement construction methodology. The Council's flood Engineer is happy with the submitted details subject to the imposition of suitable conditions in respect of surface water and groundwater drainage and the development is considered to accord with the requirements of policy DM D2 (Design Considerations in all Developments).

7.6 Neighbour Amenity Issues

The proposed house would be constructed on a similar foot print to the existing house, set slightly further back on the plot as the proposed house would be in line with the front elevation of the existing house and not the single storey garage projection. The proposed house would have a pitched roof with a ridge height of 8.8 metres, the same height as the existing house. The existing house has a hipped roof to the front elevation and the proposed house would have a gabled roof. However, the increase in bulk to the roof form resulting from a gable roof to the front elevation would not have any impact upon neighbour amenity. Main windows would be to front and rear elevations. Although there would be windows within the south side elevation at first floor level these windows would be to bathrooms and would be obscure glazed. There would also be a small side balcony to the north elevation at first floor level which would be screened by a timber slatted screen. The applicant has submitted a daylight/ sunlight report that demonstrates that the impact on all windows and roof lights in 99 and 103 Arthur Road would comfortably meet the BRE guidelines for loss of daylight and sunlight. The impact on the conservatory at the rear of 103 Arthur Road would also meet the BRE guidelines.

7.7 The concerns of local residents regarding possible damage to neighbouring properties due to basement construction works are also noted. However, the

applicant has submitted a construction method statement by Barton Engineers Ltd and planning conditions requiring a full Basement Construction Method Statement and details of sustainable drainage measures which the Council's engineers are happy with. A construction management scheme and control over working hours would mitigate construction impact as far as possible. The proposal is therefore considered to be acceptable in terms of policy DM D2 (Design Considerations in all Developments).

7.8 Parking

The proposal would incorporate two off-street car parking spaces within the front garden accessed by a single vehicular crossover from Arthur Road. The proposed access and parking arrangements are considered to be acceptable and accord with policy CS20.

7.9 Trees

It is proposed to remove two trees located on the side boundary to the Arthur Road frontage. All other trees on the site would be retained and the two trees to be removed would be replaced with two new trees within the rear garden. The proposal is therefore acceptable in terms of policy DM O2 (Nature Conservation, Trees, Hedges and Landscape features).

7.10 Sustainability Issues

The Government removed the requirement for compliance with the Code for Sustainable Homes on 26 March 2015, as part of the Deregulation Act 2015. Following these changes, the Council will now require confirmation that the development has achieved not less than the CO2 reductions (ENE1), internal water usage (WAT1) standards equivalent to Code for Sustainable Homes Level 4 only.

The architect has advised that using passive means for achieving energy efficiency will be the starting point with low U values for the external fabric of the building, improved air tightness, reduced thermal bridging and making effective use of resources and materials, minimizing water and CO2 emissions.

8.0 CONCLUSION

8.1 The previous application was resisted on the basis that the form, design and massing was inappropriate and discordant within the streetscene, detracting from the setting of the neighbouring locally listed building as well as adversely affecting neighbours and the streetscene. The current proposal is a thoughtful re-design which mimics the massing and form of the existing house but with a use of more contemporary detailing and a well thought out internal layout. The current proposal is considered to be acceptable in terms of neighbor amenity subject to appropriate planning conditions concerning working hours and basement construction details. The design of the proposed house is considered to be high quality and would preserve and enhance the character and appearance of the Merton (Wimbledon North) Conservation Area. Accordingly, it is recommended that planning permission be granted.

RECOMMENDATION

GRANT PLANNING PERMISSION

subject to the following conditions:-

1. A.1 Commencement of Development
2. A.7 Approved Plans
3. B.1 (Approval of Facing Materials)
4. B.4 (Site Surface Treatment)
5. B.5 (Boundary Treatment)
6. C.2 (No Permitted Development Doors/Windows)
7. C.4 (Obscure Glazing)
8. C.7 (Refuse and Recycling-Implementation)
9. D.9 (External Lighting)
10. D.11 (Construction Times)
11. F.1 (Landscaping Scheme)
12. F.2 (Landscaping Implementation)
13. H.7 (Cycle Parking Implementation)
14. H.9 (Construction Vehicles)
15. Prior to commencement of development, a detailed Basement Construction Method Statement shall be submitted to and be approved in writing by the Local Planning Authority and the basement construction undertaken in accordance with the approved details.

Reason for condition: In the interest of neighbour amenity and to comply with policy DM D2.

16. No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy 5.13 and the advice contained within the National SuDS

Standards. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay (attenuation provision of no less than 15m³ of storage) and control the rate of surface water discharged from the site to no greater than 5l/s and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation;
- iii. include a CCTV survey of the existing surface water outfall and site wide drainage network to establish its condition is appropriate.

Reason: To ensure satisfactory means of surface water drainage, to reduce the risk of flooding and to comply with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F2 of Merton's Sites and Policies Plan 2014.

17. No development approved by this permission shall be commenced until a scheme to reduce the potential impact of water ingress both to and from the proposed development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall address the risks both during and post construction, as highlighted in the submitted Basement Impact Assessment and Construction Method Statement. This will be informed by site specific ground investigation, baseline and ongoing monitoring of ground water levels after completion of works, unless otherwise agreed in writing by the Local Planning Authority.

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

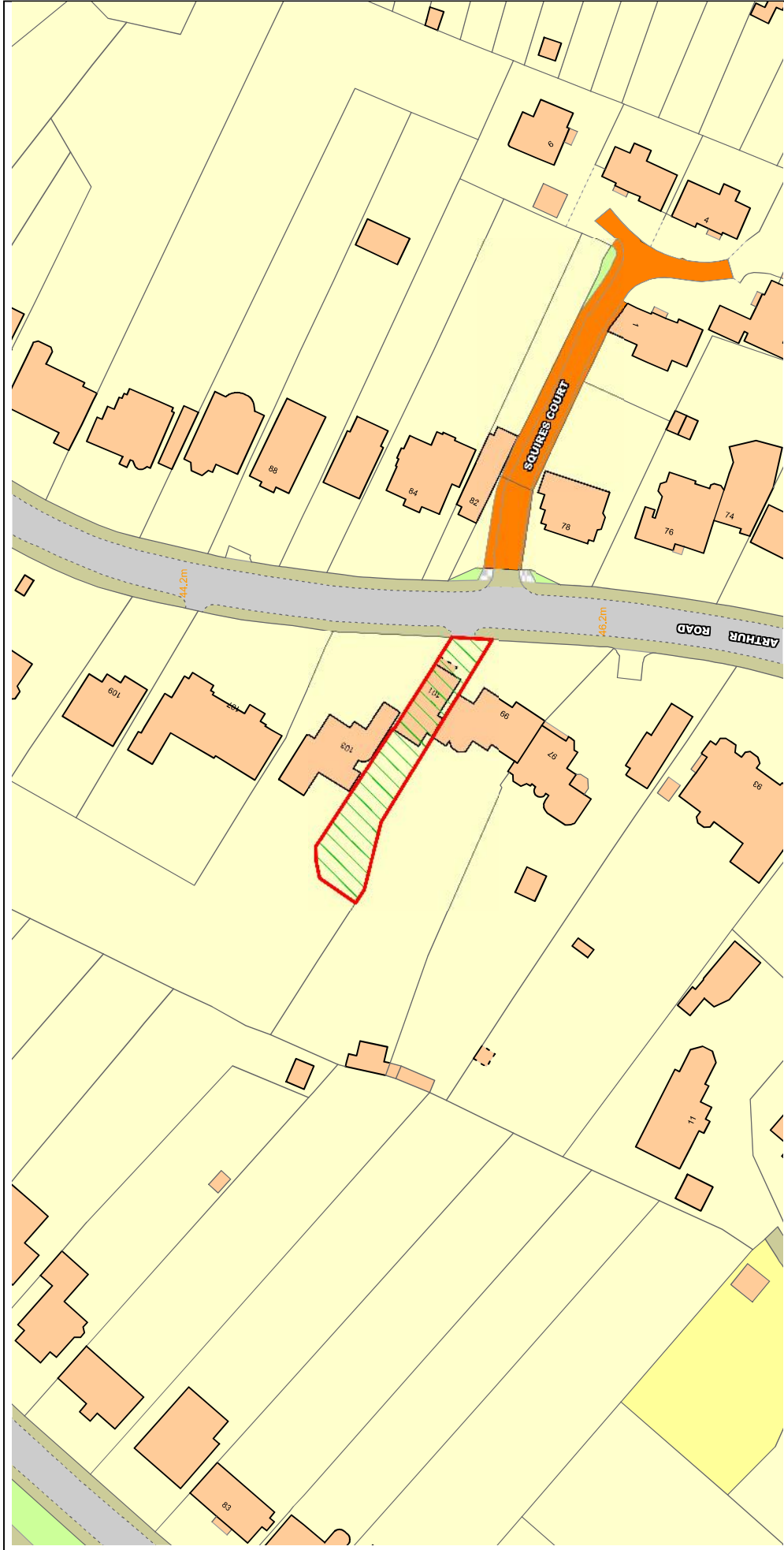
18. It is the responsibility of the developer to make proper provision for drainage to ground, watercourses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate 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. No p.d. extensions
20. INF.1 Party Wall Act

21. INF.8 Construction of Vehicular Access
 22. INF.12 Works Affecting the Public Highway
-

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

Note these web pages may be slow to load

NORTHGATE SE GIS Print Template



Text Details **101 Arthur Rd**

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**PLANNING APPLICATIONS COMMITTEE
15 SEPTEMBER 2016**

Item No:

UPRN

APPLICATION NO.

DATE VALID

16/P1623

24/04/2016

Address/Site 247 The Broadway, Wimbledon SW19 1SD

(Ward) Abbey

Proposal: Demolition of existing office building and construction of a new five storey office building (Class B1 use) together with associated car/cycle parking and landscaping.

Drawing Nos A GA (10_ 001 Rev 02, 002 Rev 01, 003 Rev 01, 004 Rev 01, 005 Rev 01, 006 Rev 02, 007 Rev 02, 008 Rev 02, GA (11) 001 Rev 02, 002 Rev 02, 003 Rev 02, 004 Rev 01, GA (12) 001 Rev 01, 002 Rev 01, Planning Statement, Flood Risk Assessment, Geotechnical and Geo-Environmental Desk Study, Transport Statement, Travel Plan, Daylight/Sunlight Report, BREEAM Report and Energy Statement

Contact Officer: Richard Allen (8545 3621)

RECOMMENDATION

GRANT Planning Permission subject to completion of a S.106 Agreement and conditions

CHECKLIST INFORMATION

- Heads of agreement: Yes – Contribution to Public Transport Initiatives.
- Is a screening opinion required: No
- Is an Environmental Impact Statement required: No
- Press Notice: Yes
- Site notice: Yes
- Design Review Panel consulted: Yes
- Number of neighbours consulted: 36
- External consultants: None
- Density: N/a
- Archaeology: N/a

1. **INTRODUCTION**

- 1.1 This application is being brought before the Planning Applications Committee due to the number of representations received and the requirement for a S.106 Agreement.

2. **SITE AND SURROUNDINGS**

- 2.1 The application site is located on the south side of The Broadway and is currently occupied by a three storey office development constructed in the 1980's. Opposite the site are the Holy Trinity Church and the Polka Theatre. To the south of the site are two storey houses in Griffiths Road. The site is flanked by a three storey Victorian villa converted into offices to the west and to the east by the Antoinette Hotel dating from the 1970's. The application site is not within a conservation area. A Controlled Parking Zone (CPZ W3) operates in The Broadway and in adjoining streets.

3. **CURRENT PROPOSAL**

- 3.1 The existing building provides approximately 1,007m² of office accommodation (class B1) set within a landscaped hard standing with 28 car parking spaces. Access to the building is not up to current standards and there are no lifts. Planning permission was granted subject to a S.106 Agreement on 21 March 2014 for the redevelopment of the site by the erection of a five story building for B1/D1 uses and a three storey building comprising 9 x 2 bedroom flats, together with associated parking and landscaping works (LB Ref.13/P0952). The current application seeks planning permission for a wholly (B1) office development.
- 3.2 The current proposal involves the demolition of the existing office buildings and the redevelopment of the site by the construction of a new five storey office building (B1 use) with 3,565m² floor space, together with associated car/cycle parking and landscaping.
- 3.3 The proposed development would be 29m in width extending across The Broadway frontage of the site, with the proposed building having an 'L' shaped foot print. The rear section of the building would be 14 metres in width and the overall length of the building at ground floor level would be 36 metres. The proposed building would have an overall height of 24 metres (to the top of the plant room) with The Broadway frontage ranging between 16 – 20 metres in height. The height of the building would reduce to 12.5 metres at the rear of the site, with the rear section being sited 4.5 metres away from the boundary with gardens of residential properties in Griffiths Road.
- 3.4 Internally, at ground floor level a reception area, office suite, plant and storage areas would be provided, whilst on the first to fourth floors open plan office space would be provided with a plant room above.

- 3.4 Access to the proposed building would be from The Broadway frontage and six parking spaces would be provided together with a loading bay and secure cycle parking for 26 cycles.
- 3.6 A contemporary design has been adopted for the proposed building which would be constructed mainly of glass with coloured panels to The Broadway frontage.

4. **PLANNING HISTORY**

- 4.1 In July 1984 planning permission was granted for the redevelopment of the site by the erection of a three storey office building (Ref.MER536/84).
- 4.2 In December 2010 a pre- application submission was made in respect of the redevelopment of the site involving the erection of a five storey building (LBM Ref.11/P0128/NEW).

4.3 Design Review Panel

The plans submitted for pre-application discussions were considered by the Design Review Panel at their meeting on 24 July 2012. The Panel were impressed by the amount of development that was being proposed on the site, but felt that there were a few areas of concern that might suggest that a little too much was being proposed, or that some issues were being given too much weight at the expense of others, this being evident in the architectural approach taken for the rear of the building in particular. This led the Panel to question whether the site layout and massing approach taken was the best one, but felt that it was up to the applicant to justify their approach in this respect. From an architectural point of view the Panel were very supportive particularly with respect to the offices and their environmental credentials. Regarding the flats, there were concerns regarding the design, where on one side the flats were overlooked by the offices in a small light well; and on the other there were full room height solid balcony walls, giving the flats an exceptionally constrained and hemmed in feel, with little in the way of views or prospect.

- 4.4 On this south elevation, it was felt quite strongly by the Panel that the applicant was being over cautious about the perceived (rather than actual) overlooking of houses and gardens of properties in Griffiths Road. Given the relatively generous building to building distances, it was felt that there was considerable scope to improve the quality of light and views from the flats without unduly prejudicing the amenities and rights of adjacent gardens. The Panel also noted there was no external amenity space for the flats other than the balconies, which made it all more important these were of a high quality environment. It was felt that the rear landscaping strip was effective a privacy tool for the rear gardens and this role should be maximised. The Panel felt that there was no particular design precedent for a courtyard on the street but that it could be made to work well. The Panel advised that it's design should bleed out onto the footway to feel inclusive, and that the groundscape should be kept free from clutter, such that it feels like a pedestrian place, even though vehicles need to cross it to access the parking.

- 4.5 It was felt that the parking area was too cramped, that some spaces were unworkable and that this needed to be reduced to make it work efficiently. This would help in achieving a better layout for the route across the courtyard and the planting of trees and having a dedicated pedestrian space. It would also help in improving the quality of the access to the residential entrance. These improvements would give the courtyard more identity and meaning. Overall the Panel appreciated the complexities of the site in achieving an intensified development, but felt enough further work was required to make the proposal successful, such that it did not yet warrant a Green verdict. It was felt that the overall balance of various aspects of the proposal had not yet been got right and this was probably achievable and had the potential to get a Green verdict. Verdict: Amber
- 4.5 In March 2014 planning permission was granted subject to a S.106 Agreement in respect of the demolition of the existing office building and erection of a five storey mixed use building for office/healthcare B1/D1 uses and 9 x 2 bedroom flats within a separate three storey block (LBM Ref.13/P0952).
- 4.6 In November 2015 a pre-application submission was made in respect of the redevelopment of the site involving the demolition of the existing building and erection of a new five storey office building (B1 use) together with associated parking and landscaping (LBM Ref.15/P4368/NEW).
- 4.7 Design Review Panel
The Design Review Panel were again consulted on the revised scheme for the site and considered the current proposals at the meeting on 26 January 2016. The Panel were of the opinion that the proposed building contrasted a little too strongly with its neighbours and did not relate to its location within Wimbledon Town Centre. Concern was also voiced about the 'chequer board' appearance of the side elevations and the Design Review panel suggested that this appearance should be avoided. The design Review panel advised the building has to relate to buildings at the rear of the site, however this aspect should not dictate the design of the building. The Panel also felt that the scheme would benefit from a reduction of one storey and a different approach to the plant room enclosure. Further work was needed on parking arrangements as well as clarity on servicing and waste collection. The Design Review Panel considered that the scheme would be acceptable with modifications.
Verdict: Amber
- 4.8 Following the Design Review panel verdict various revisions have been made to the scheme:-

-The front elevation of the original scheme had an angled projection to the top north eastern corner. Following the first pre-application meeting this was revised so that the front elevation is now flat.

- The roof top plant room is now incorporated within the design of the building. This element has also been pushed back from the front elevation of the building.
- The shape of the building was revised at the rear to a series of recessive planes that descend and narrow to the south elevation. This revision has reduced the impact of the building on properties in Griffiths Road.
- Following the comments received at the public exhibition held by the developer the colour scheme has been revised, deleting the 'chequer board' effect on the flank elevations.

5. **CONSULTATION**

5.1 Major site and press notice procedure and letters of notification to occupiers of neighbouring properties. In response 23 letters of objection have been received. The grounds of objection are set out below:-

- The height and design of the building is out of context with the surrounding part of Wimbledon Broadway. This section of the road is the gateway to Wimbledon and still has many original Victorian buildings and many original shopfronts, the Polka theatre, Holy Trinity and St Winifred's Churches and William Morris House. The developer should be taking inspiration from those buildings.
- Lego-style boxes that tower over the Antoinette Hotel and cast shadows on the pavement are not what Wimbledon want.
- Residents of Griffiths Road will be faced with a loss of sky as the roof line is much greater than the current building.
- Parking is a major problem in this part of Wimbledon.
- The design is out of keeping with the area.
- The building should be set back to provide greenery on the frontage.
- The proposal will turn Wimbledon into a high rise town.
- The character of the area is Victorian not concrete and glass.
- Local heritage is being overlooked by planning proposals and more sympathetic structures will not be proposed.
- The proposal is overdevelopment of the site and has a lack of car parking.
- The proposal will increase traffic generation and make congestion even worse.
- There should be a reduction in floor space and an increase in on-site parking.
- A lower less dense scheme would be more appropriate.
- Any replacement building should be no higher than the adjacent hotel.
- The application should be rejected until a more sympathetic design can be achieved.
- rather than enhancing visual amenity the proposal will seriously prejudice and detract from the current character of the surrounding area. The increased height compounds the overbearing nature of the already poor architectural design that the existing building suffers.
- The side elevation of the proposed building is uninteresting whist the front façade is slightly more interesting.
- Although the site falls within the Wimbledon Town Centre for planning purposes, the site is on the edge of the town centre and is basically residential

in character. The building would be much more appropriate near the station. It is not a building for this end of The Broadway.

-The proposed building is too close to the pavement. The building should align with the frontage of the Antoinette Hotel.

-A more traditional design approach and a brick built building would be more appropriate in this location.

-The building is larger and closer to the rear boundary with properties in Griffiths Road than the existing building.

-The proposed building would affect light to gardens of properties in Griffiths Road.

-The adjacent hotel requests that conditions on hours of construction be imposed on any grant of planning permission.

5.2 Wimbledon East Hillside Residents Association

The WEHRA state that overall it is good to see this site come up for regeneration. The existing buildings do not make the best use of the available space and look dated and appear to be of low environmental standards. The proposal has some interesting ideas but there are flaws that outweigh benefits to the community. The proposed building is too tall and takes up far too much of the site and would tower above everything in the vicinity. The front elevation should be no higher than the adjacent hotel and the rear elevation should be further back from the rear boundary. The building should also be set back from the frontage to allow space for tree planting. The proposal would result in the tripling in size of the offices but half the number of parking spaces. Therefore the development should be made 'permit free'. This condition has proved successful in controlling parking in other developments in Wimbledon.

5.3 Councillor Neep

Councillor Neep has raised an objection to the proposed redevelopment of the site and the grounds of objection are set out below:-

-Height- whilst the application stated five storeys, the building is closer to 6 storeys in height with the plant room included and the building would be significantly higher than other buildings at this end of The Broadway.

-The height of the building would affect light to residential properties on Griffith's road. It would also dwarf the Holy Trinity Church which is directly opposite.

-The bulk and massing is out of keeping with this end of The Broadway which is much lower both in height and density reflecting its proximity to residential areas and historic buildings such as William Morris House and Holy Trinity Church.

-The previous application was only five storeys across the frontage and was 15% shorter so the current scheme is completely out of keeping compared to the previous proposal. It was also noted at the pre-application stage that the bulk and massing would be a consideration at the back of the development adjoining Griffiths Road.

-The proposed materials are completely unsympathetic to the surrounding buildings and the Design Review Panel noted that the use of metal cladding and glass 'contrasted too strongly' with those buildings it surrounds; notably the Holy Trinity Church, William Morris House and the office's next door.

-Parking is also a concern for residents who fear that the already pressured places on the nearest residential roads will be further increased. The proposal will increase the number of cars in the area but reduce the number of spaces provided.

5.4 Sustainability

The Council's Climate change office has confirmed that at 3,565m² of GIA floor space the proposed development is considered to be a major non-domestic application and thus should be designated in accordance with Policy CS15 of Merton's Core Planning Strategy (2011) and the development should therefore:-

-achieve a high standard of sustainability and make efficient use of resources and material and minimise water use and CO₂ emissions.

-demonstrate that it has been designed in accordance with the Mayor's energy hierarchy (be lean, be clean, be green) outlined in Policy 5.2 of the London plan 2015 and Policy CS15 part b of the Merton's Core Planning Strategy 2011. This advocates a 'fabric first' approach and maximising energy efficiency before seeking renewable technologies.

-be sited and designed to withstand long term climate change.

-be built to BREEAM Building Research Establishment Assessment Method) 'Very Good' standard and meet CO₂ reduction targets in line with policy 5.2 of the London plan 2015. This equates to a 40% improvement on the building Regulations Part L 2010.

5.5 Transport Planning

The submitted Transport Statement acknowledged that the expected number of tram and bus trips is probably on the low side. Similarly only 6 parking spaces are provided for the development and vehicle trips appear to be overstated. This should be better reflected in travel plan targets. The high PTAL 6a and the Controlled Parking Zone in neighbouring streets means that there is little opportunity for on-street parking other than for short stay purposes. The business occupiers would not therefore be eligible for parking permits. It is clear from the trip analysis that there will be a significant increase in the net pedestrian movements to/from the main entrance. Therefore it is important to enhance the public realm to support the additional demand, in particular behind the bus shelter fronting the site. Similarly, the modified crossing should be constructed as a continuous footway with pedestrians being given clear priority over vehicles entering the parking/servicing area. These requirements could be achieved by setting the back of the footway across the site to better align with neighbouring frontages. This needs to be secured through a S278 Agreement funding the construction of the footway in the vicinity of the site. The proposed cycle parking is acceptable and a planning condition would be required to ensure the cycle parking facilities are provided before occupation of the building.

5.6 The increased number of pedestrian movements being generated by the site will be approximately 600 per day. As shown by the collision report in the Transport statement there is a known problem with pedestrian and vehicle collisions on the zebra crossing at the corner of The Broadway, Merton road

and Latimer Road. There are concerns that the additional 600 pedestrian movements generated by the development which is only 100 metres from this junction will exacerbate these problems. As such the Council will require £50,000 in S106 funding to undertake a road safety improvement study and to investigate improvements to this junction. Overall there are no fundamental objections to the proposal from a highway or transport perspective. However, it is recommended that the public realm improvements outlined above are incorporated into the design and the Council would seek a S278 Agreement to undertake these works in addition to the S106 funding for safety improvements at the Merton Road crossing as well as planning conditions in respect of a Travel Plan, Delivery and Servicing Plan, Cycle parking Implementation and Construction traffic management Plan.

5.7 Amended Plans

Following discussions with the Design Officer the design of the roof top plant room has been revised and the hard and soft landscaping plan amended and the study of relative building heights (shown on plan) has been revised. A reconsultation has been undertaken and any further comments will be reported to committee.

6. **POLICY CONTEXT**

6.1 The relevant policies within the Adopted Merton Core Strategy (July 2011) are CS6 (Wimbledon Town Centre), CS7 (Centres), CS12 (Economic Development), CS14 (Design), CS15 (Climate Change) and CS20 (Parking, Servicing and Delivery).

6.2 The retained policies within the Adopted Merton Sites and Policies Plan (July 2014) are DM E2 (Offices in Town Centres), DM E4 (Local Employment Opportunities), DM D1 (Urban Design and the Public Realm), DM D2 (Design Considerations in all Developments), DM T2 (Transport Impacts of Developments), DM T3 (Car Parking and Servicing Standards).

6.3 The Policies contained within the London Plan (March 2015) 2.15 (Town Centres), 4.1 (Developing London's Economy), 5.1 (Climate Change Mitigation), 5.3 (Sustainable Design and Construction), 7.5 (Public Realm) and 7.6 (Architecture).

7. **PLANNING CONSIDERATIONS**

7.2 The principal planning considerations concern employment issues, together with design, neighbour amenity, transport/parking and sustainability issues and planning obligations.

7.3 Employment Issues

The existing office building dates from the 1980's and has no lifts and does not make the best use of the site. The existing building accommodates 1,005m² of (B1) office floorspace on a site of approximately 0.13ha. The proposed scheme would provide 3,565m² of floor space for B1 office use

within a modern building. In terms of employment, the existing building provides 69 full time jobs whilst the proposed building could potentially accommodate 213 people. Policy CS12 supports the intensification of and creation of additional floor space on an existing employment site and the proposal will enhance employment opportunities within Wimbledon Town Centre.

7.5 Design Issues

Adopted Core Strategy policy CS14 relates to design matters and paragraph 22.20 of the Core Strategy specifically refers to high buildings and states that tall buildings of exceptional architectural quality may be appropriate for town centres. It is noted that a number of objections have been received from local residents concerned about the height of the proposed buildings. The proposed office building would comprise a five storey block 24 metres in height (to top of the plant room). Although the area is predominately made up of three and four storey buildings there are other five storey buildings in the vicinity including the YNCA building. A five storey building (plus plant room) is therefore considered to be acceptable in this location and is in keeping with the current and emerging street scene. The front elevation has been designed to fill the width of the site and repair the gap in the street scene created by the existing building on the site. The proposal is therefore considered to be acceptable in terms of policy CS14.

- 7.6 The proposed design is well considered utilising modern materials to form a contemporary appearance in this part of the Broadway. It is not considered to visually detract from the setting of adjoining buildings and although higher, it provides a visual contrast to other nearby architecture without being out of keeping in the overall town centre context. The proposal is therefore considered to be acceptable in terms of policy CS14.

7.7 Neighbour Amenity Issues

A number of objections have been received from occupiers of properties in Griffiths Road concerned about the impact of the proposed development upon their properties. The previous permission granted at the site is still relevant and established a relationship to the properties to the rear. Whilst there are marginal changes in that relationship proposed in the current scheme, overall those changes are considered to be acceptable. The closest part of the development would be 23 metres from the rear elevations of properties in Griffiths road and the ground, first and second floors of the building would be set back from the rear boundary by 4.5 metres, with the third floor being set 10.5 metres back from the rear boundary. It is also proposed to plant a row of eight semi-mature trees along the rear boundary that would screen the development from residential properties in Griffiths Road. Although a roof terrace is proposed at third and fourth floor levels, balcony screening would prevent overlooking and/or loss of privacy to residential properties at the rear of the site. The proposal is therefore considered to be acceptable in terms of policy DM D2.

7.7 Transport/Parking Issues

The existing development has 24 off street parking spaces and the proposal would reduce the number of spaces to 14 spaces (including two disabled spaces). The proposed development would provide 6 car parking spaces and a loading bay and 26 secure cycle parking spaces. Given that the application site has a PTAL score of 6a and that there is limited on street parking available in surrounding streets, the office accommodation should be designated 'permit free' secured through a section 106 Agreement. The cycle parking provision is acceptable and the provision of secure cycle parking should be secured by planning condition. The proposal is therefore considered to be acceptable in terms of policy CS20.

7.8 Sustainability

The Climate Change officer has confirmed that the BREEAM design stage assessment provided by the applicant indicates that the development should achieve an overall score of 58.58% which surpasses the minimum requirements of BREEAM 'Very Good' in accordance with Merton's Core Planning Strategy Policy CS15. Furthermore the applicant has indicated in the submitted Energy Statement that the development will also achieve a 41% improvement in the Building Emissions Rate, exceeding the 40% improvement over Part L 2010 required under policy 5.2 of the London plan 2015. This is to be achieved by using passive and low energy technologies with the use of low/zero carbon technologies to be specified as appropriate. This approach is in accordance with the Mayor's energy hierarchy approach outlined in Policy CS15 of Merton's Core Planning Strategy and Policy 5.2 of the London Plan 2015. It is also noted that the development is located in 'The Broadway' decentralised heat opportunity area, as identified on the GLA London Heat map. It is noted that the applicant has explored the potential of CHP but has ruled this out on the basis of insufficient hot water and heating demand. Taking into account the sole commercial (office) based use of the development, and its close adherence to the mayor's energy hierarchy in seeking to maximise fabric efficacy and minimising onsite energy consumption. The Climate change officer is therefore satisfied that the development is policy compliant subject to the standard non-domestic BREEAM pre-commencement condition being imposed on any grant of planning permission.

7.10 Planning Obligations

The proposed office accommodation will be required to be designated 'permit free' and a financial contribution towards road safety improvements at the The Broadway/Merton Road pedestrian crossing (£50,000) secured through a S.106 Agreement.

7.11 Local Financial Considerations

The proposed development is liable for the Merton Community Infrastructure Levy and the Mayoral Community Infrastructure Levy, the funds of which will be applied by the Mayor towards the Crossrail project. The CIL amount is non-negotiable and planning permission cannot be refused for failure to agree to pay the CIL.

8. **SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS**

8.1 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms on EIA submission.

9. **CONCLUSION**

9.1 The design of the proposed office building is considered to be acceptable and the proposed development would not affect neighbour amenity. The proposal would provide new high quality office space in a town centre location with good public transport accessibility. Accordingly, it is recommended that planning permission be granted.

RECOMMENDATION

GRANT Planning Permission (subject to any further material considerations being raised by the latest consultation on minor alterations to the scheme which expires on 17/8/2016)

Subject to completion of a S.106 Agreement covering the following heads of terms:-

1. The developer making a financial contribution to road safety improvements in the vicinity of The Broadway/Merton Road pedestrian crossing (£50,000).
2. The development being designated 'Permit Free',
3. The developer paying the Council's legal and professional costs in drafting, completing and monitoring the agreement (£500).

and subject to the following conditions:-

1. A.1 Commencement of Development (5 Years)
2. A.7 Approved Plans
3. B.1 (Approval of Facing Materials)
4. B.4 (Details of Site Surface Treatment)
5. C.6 (Refuse and Recycling – Details to be Submitted)
6. C.7 (Refuse and Recycling – Implementation)
7. D.1 (Hours of Construction)
8. D.5 (Soundproofing of Plant and Machinery)
9. D.9 (No External Lighting)

10. H.4 (Provision of Parking)
 11. H.6 (Cycle Parking)
 12. H.8 Travel Plan
 13. H.9 (Construction Vehicles – Major Sites)
 14. H.12 (Delivery and Servicing Plan to be Submitted)
 15. L.7 (BREEAM Pre-Occupation New Build Non-Residential)
 16. INF12 (Works Affecting the Public Highway)
-

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

Note these web pages may be slow to load

NORTHGATE SE GIS Print Template



Text Details **247 The Broadway**

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PLANNING APPLICATIONS COMMITTEE
15 September 2016

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	16/P0219	29/02/2016
Address/Site:	Garages rear of 4 Cavendish Road Colliers Wood London SW19 2EY	
Ward:	Colliers Wood	
Proposal:	Demolition of existing garage block and erection on site of a two storey 2 bed dwellinghouse with basement level and cycle parking	
Drawing No.'s:	Location Plan, CAV4b 2.001E (existing and proposed site plans), CAV4b 2.002D (proposed plans), CAV4b 4.002C (proposed elevations & section). and documents: <ul style="list-style-type: none">- Planning, Design and Access Statement by Grainger Planning Associates Ltd dated Jan 2016; and- Construction Method Statement by Glencross & Hudson Ltd dated 29th February 2016.	
Contact Officer:	Shaun Hamilton (020 8545 3300)	

RECOMMENDATION

Grant planning permission subject s106 legal agreement and conditions.

CHECKLIST INFORMATION

- S106: Yes – permit free.
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: No
- Design Review Panel consulted: No
- Number of neighbours consulted: 18
- External consultations: 0
- Controlled Parking Zone: Yes
- Flood zone: No
- Conservation Area: No
- Listed building: No
- Protected Trees: 0
- Public Transport Access Level: 6a (excellent)

1. INTRODUCTION

- 1.1 This application is being brought to the Planning Applications Committee for determination due to the number of objections received.

2. SITE AND SURROUNDINGS

- 2.1 The application site is located at the rear of number 4 Cavendish Road, SW19 which is located on the southern side of the road. The site is occupied by a two storey detached building, which has been converted to 5 no flats in conjunction with a rear extension. To the rear of the building are two private gardens areas belonging to two of the flats – these are fenced and extend approx.. half the length of the property.
- 2.2 To the side of the building is a vehicular access way which leads to a vehicle parking area and the garages to the rear of the site.
- 2.3 The garages are located to the rear of the site and comprise 4 bays with garage doors and are of approx. 2.2m in height.

3. CURRENT PROPOSAL

- 3.1 This application seeks planning permission for the redevelopment of this garage area to provide a 2 double bedroom split level residential unit following the removal of the existing garages on site.
- 3.2 The proposed residential unit would involve the excavation of basement level, including that of a sunken patio area. At the ground floor (upper) level the kitchen, living and WC would be provided. At the basement (lower) level two double sized bedrooms (one with en-suite) and a full bathroom would be provided.
- 3.3 It is proposed that the residential unit would be sunken below the existing ground floor level, meaning that even at the ground floor (upper) level there would be steps down from the driveway. As a result, the proposed building would appear to be of the same height as the existing garages.
- 3.4 The sunken patio area would be approx. 6.5m deep providing a garden area of approx. 41.9m². A balcony area would be provided at the ground (upper) floor level and would have steps looping around to provide direct access to the sunken patio level with would be at basement level.
- 3.5 Windows would be along the front elevation with skylights supplied in the upper level.
- 3.6 Refuse and cycle storage would be provided in a convenient location near the front door of the property.
- 3.7 It is proposed that the unit would be car free.

4. PLANNING HISTORY

87/P0157 - CONVERSION OF PREMISES FROM NINE NON SELF-CONTAINED BEDSITS TO FOUR SELF-CONTAINED ONE BEDROOM FLATS AND ONE SELF-CONTAINED STUDIO FLAT TOGETHER WITH FIVE GARAGES - Grant Permission (subject to conditions) 07-04-1987

5. CONSULTATION

- 5.1 Public

Letters were sent to neighbouring properties and a site notice was put up outside the application property. Five objections were received and are summarised as follows:

Quality of accommodation

- *Would fail to provide a suitable standard of accommodation.*
- *Cramped environment.*
- *Minimal source of natural light.*
- *The site can't accommodate a 6.5m sunken patio due to the leaseholders' right to 5 no car parking spaces which wouldn't be able to fit – remaining depth would only be approx. 3m for the sunken patio/light well.*
 - o *Would significantly reduce the level of light to the proposed unit.*

Parking standards

- *Each of the leaseholders of the main building have in their lease the right to 1 car parking space to the rear – total of 5 car parking spaces.*
- *Size of the sunken patio extending into the car parking area for these parking spaces would be insufficient and therefore contravene the leases for the 5 flats of the main building.*

Utility infrastructure

- *No provision in proposal as to how waste and sewage are to be managed.*
- *Would object to any sharing of pipes.*

Refuse collection

- *Current leaseholders use recycling boxes in the front of the property. Residents of the new property would not be permitted to place a recycle box in the front garden of Flat 1. Permission has not been requested and would not be granted.*

Building works

- *The proposal would involve substantial building works.*
- *Noise, vibration, dust and air and light pollution affecting the amenity of neighbouring properties.*
- *No detail as to how the excavated earth would be removed.*
- *Construction method statement should be submitted.*
- *Would not want parking bay provision of existing flats to be interrupted in any way during construction.*

Reduction in privacy.

Impacts on sense of enclosure for neighbouring properties.

Loss of green and mature trees.

Detrimental to the quality and character of neighbouring properties and the area.

Officer response:

- *Ownership issues and the rights to parking areas or whether the applicant has the right to construct a building of the proposed dimensions and basement level patio extending into the current parking area is not a planning issue. This is a legal/ownership issue between the freeholder and leaseholders and as such is not considered further in this report.*
- *Construction issues are not a planning issue, however as the application involves the creation of a basement level a Construction Method Statement, in accordance with Council policy has been submitted with the application which has been prepared by a Chartered Civil Engineer.*
- *For other points raised please refer to the planning considerations section of this report.*

5.2 Internal:

Environmental Health

- No objection outlined, but conditions recommended in relation to
 - o Noise; and
 - o External lighting
 - o Contaminated land.

Officer response:

- Noted – the recommended conditions have been included.

Transport Planning - comments summarised as follows:

- PTAL 6a in a controlled parking zone.
- Distance for fire brigade access – the proposed development looks to be greater than 45 metres from Cavendish Road unless the applicant can prove a fire engine can fit down the access road and the width of the access road is no less than 2.75 metres. If it can't and it is deemed to be greater than 45 metres in distance then they will have to approach the fire brigade to consider the provision of a fire hydrant.
- Cycle parking – 2 spaces is in accordance with the London Plan – the provision needs to be secure and covered however and I would recommend a double cycle locker or cycle storage box.
- Parking provision – as the site is in a high PTAL area and within a controlled parking zone then the zero off street parking provision is acceptable and will need to be secured as a unilateral undertaking. The applicant will need to state how the existing car parking will be managed to ensure that it is not misused and parked in by the occupants of the new property.
- Construction – access to the site will be difficult because of the narrow width of the access road suggesting that loading and unloading activity and storage or skips and waste may have to take place on Cavendish Road. As this is a residential nature in character a Construction Traffic Mgt Plan will need to be conditioned. The CTMP will need to state how neighbours will be consulted and that loading and servicing will avoid peak traffic times.

Officer response:

- Noted. A fire hydrant will now be incorporated into the scheme.
- Cycle parking provision for two cycles is provided.
- The permission is subject to a s106 legal agreement restricting future occupiers from obtaining parking permits.
- The recommended conditions have been included.

Flood risk engineer

- I have reviewed these updated drawings. The revised plans show an area of permeable paving to be installed in front of the basement area, excluding the parking places (x5) and the main access road to the side of No. 4 Cavendish. In addition, to reduce the risk to the basement area flooding if the car park area surcharges, there is now an upstand of 220mm to help prevent flows from entering the basement. The basement includes a sump/pump arrangement.
- I am concerned that there are no drainage calculations to support the drainage design and this would specify the total volume of storage required and stipulate the final discharge rate. This is a normal requirement in accordance with DM F2 and the London Plan 5.13. However, in this instance

- this could be provided by way of condition if you are minded to grant.
- Conditions recommended in regards to potential impact of groundwater egress and surface water drainage.

Officer response:

- Noted.
- The recommended conditions have been included.

6. POLICY CONTEXT

6.1 NPPF - National Planning Policy Framework (2012):

- 6. Delivering a wide choice of quality homes.
- 7. Requiring good design.

6.2 London Plan (2015)

Relevant policies include:

- 3.3 Increasing housing supply
- 3.5 Quality and design of housing developments
- 3.11 Affordable Housing Targets
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.17 Waste Capacity
- 6.9 Cycling
- 7.1 Lifetime Neighbourhoods
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 8.2 Planning Obligations

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

Relevant policies include:

- CS 8 Housing choice
- CS 9 Housing provision
- CS 11 Infrastructure
- CS 13 Open space and leisure
- CS 14 Design
- CS 15 Climate change
- CS 17 Waste management
- CS 18 Transport
- CS 20 Parking servicing and delivery

6.4 Merton Sites and Policies Plan – 2014 (SPP)

Relevant policies include:

- DM H2 Housing mix
- DM H3 Support for affordable housing
- DM D1 Urban Design
- DM D2 Design considerations
- DM D3 Alterations and extensions to existing buildings
- 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 – 2012
- Merton Design SPG – 2004

7. PLANNING CONSIDERATIONS

7.1 Key planning considerations:

- Principle of development
- Design and impact upon the character and appearance of the area
- Impact upon neighbouring amenity
- Standard of accommodation
- Transport and parking
- Refuse storage and collection
- Cycle storage
- Flooding
- Development contributions

Principle of development

7.2 Policy 3.3 of the London Plan 2015 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 densities.

7.3 Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space.

7.4 The National Planning Policy Framework (2012) and London Plan (2015) policies 3.3 & 3.5 promote sustainable development that encourages the development of additional dwellings in locations with good public transport accessibility. The site has a PTAL rating of 6a which is considered to be excellent and is located in an area surrounded by residential uses and is in close proximity to key transportation hubs. It is considered that the principle of development for more intensive residential development of the site to be acceptable, subject to compliance with the relevant policies in the London Plan (2015), Merton's LDF Core Strategy (2011), Merton's Sites and Policies Plan (2014) and supplementary planning guidance documents.

Design and impact upon the character and appearance of the area

7.5 London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policy DMD2 require well designed proposals that will respect the appearance, materials, scale, bulk, proportions and character of the original building and their surroundings.

7.6 The site comprises an existing garage located to the rear of number 4 Cavendish Road and the area in front of this garage. Being located to the rear of the site it is not considered that the proposed development would have a detrimental impact on the streetscene.

7.7 The proposed demolition of this garage/store would be replaced with a two storey building of the same footprint. A 6.5m deep area to the front of the property would be provided as a sunken patio area which would predominantly be at basement level, but also provide a balcony and staircase providing direct access to the upper level. The bulk of the building above the current ground floor level would therefore be of approximately the same dimensions as the existing garages.

7.8 In conclusion, the design, scale, layout and appearance of the proposed development is acceptable considering the local context.

Impact upon neighbouring amenity

- 7.9 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.
- 7.10 Number 4 Cavendish Road is a property which has been converted into 5 flats. It is located closer to the road, to the north of the garages portion of the site for which this application relates. It was noted during the site visit undertaken that the rear gardens of these properties have 1.8m high (approx.) close boarded fencing. These fences would still be separated from the proposed development by approx. 10m. As such, it is not considered that the proposed building and associated basement level patio area would result in any detrimental amenity impacts for any of the flats of number 4 Cavendish Road.
- 7.11 Number 6 Cavendish Road is located directly to the east of the application site. This neighbouring property has an outbuilding to the rear of the site which is close to the boundary with the application property. The proposed development would involve a building that is approximately the same height above current ground level as the existing garages. Floor levels would be lowered further and taking into account the existing fence height (approx. 1.8m) it is not considered that there would be any detrimental amenity impacts on this neighbouring property in terms of loss of light, overshadowing or outlook.
- 7.12 Numbers 3, 5 and 7 North Gardens have rear gardens that adjoin the application site to the rear. An obscure glazed window in the rear elevation of the proposed building was removed through the application process. The proposed building when viewed from this neighbouring property would be of approximately the same bulk and height above ground as the existing garages building. Therefore, with this in mind it is not considered that the proposed development would result in any further detrimental amenity impacts in terms of loss of light, overshadowing, outlook or overlooking when compared to the existing situation.
- 7.13 To the west of the application site is the Cavendish House development, the closest portion of which would be a three storey block of 6 flats. Again, in relation to this neighbouring property the building proposed above the existing ground level would be no higher than the existing garages. As such, it is not considered that this would result in a detrimental impact for the amenity of future Cavendish House development residents.
- 7.14 Overall it is not considered that the proposed development would result in an unacceptable impact on outlook for neighbouring properties in terms of loss of light, overshadowing, outlook or loss of privacy.

Standard of accommodation

- 7.15 Policy 3.5 of the London Plan 2015 states that housing developments 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 - GIA) as set out in Table 3.3 of the London Plan (Table 3.3). Table 3.3 (as amended in the Housing Standards Minor Alterations to the London Plan – March 2016) provides a comprehensive detail of minimum space standards for new development with.

Table 1: Section of table in Table 3.3 of the London Plan

Number of bedrooms	Number of bed spaces	Minimum GIA (m ²)			Built-in storage (m ²)
		1 storey	2 storey	3 storey	

		dwelling	dwelling	dwelling	
1b	1p	39 (37)			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		

- 7.16 The proposed residential unit is a 2 bedroom, 4 person unit that would be split over two levels – required 79sqm GIA. The GIA of the proposed unit is 99sqm and therefore easily satisfies this requirement.
- 7.17 The upper level forms the kitchen, living and dining areas with additional wc. This level has windows facing out to the proposed sunken patio area and has direct access to a balcony from the living area with further steps down to the larger basement-level patio. Rooflights are incorporated above the wc and the kitchen/living areas. This is considered appropriate given the northern orientation of the proposed unit and so as to maximise natural light. With the above in mind it is considered that the lower level will benefit from adequate levels of natural light.
- 7.18 The lower level would accommodate two general sized double bedrooms (one with ensuite) and an additional full bathroom. Although at basement level, when taking into account the 6.5m sunken patio area to the front of these habitable rooms it is considered that adequate levels of natural light would be obtained.
- 7.19 In accordance with London Plan Housing SPG standards, all floor to ceiling heights are a minimum of 2.3m for at least 75% of the internal floor area. Both the proposed lower and upper levels of the proposed unit would have floor to ceiling heights of 2.45m and is therefore acceptable in this regard.
- 7.20 In accordance with the London Housing SPG, the Council's Sites and Policies Plan states that there should be 5sq.m of external space provided for 1 and 2 bedroom flats with an extra square metre provided for each additional bed space. Although not technically a flat, given the size being 2 bedroom (i.e. a non-family sized unit) and the excellent PTAL value of the site, it is considered acceptable in this instance for outdoor amenity space requirements to be assessed on the basis of a flatted development. The proposed sunken terrace area would have an area of approx. 41sqm. As such, for the requirements of a 2 bedroom flat the provision of private outdoor amenity space is considered acceptable.
- 7.21 It is considered that the proposed unit would offer an acceptable standard of living for any future occupants.

Transport and parking

- 7.22 Core Strategy policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, on street parking or traffic management.
- 7.23 The proposed unit is intended to be car-free. Given the high PTAL rating of 6A and being located within a CPZ, it is considered that this approach is appropriate. The applicant has agreed to the restricting of future occupiers from obtaining parking permits within the CPZ which will be secured via s106 legal agreement. The application was reviewed by Merton's Transport Planning Advisor who was supportive of the car-free nature of the proposed development.

- 7.24 Several objections from leaseholders of flats within number 4 Cavendish Road outlined that the proposed development would not leave enough space for their respective car parking spaces. It is advised that this is not a planning matter, and aspects pertaining to leases are a legal issue between the two parties. This aspect is not therefore commented on further.

Refuse storage and collection

- 7.25 Appropriate refuse storage has been proposed close to the front door which is considered to be in accordance with policy 5.17 of the London Plan and policy CS 17 of the Core Strategy. A condition requiring implementation has been imposed on the development for completeness.

Cycle storage

- 7.26 Cycle storage is required for new development in accordance with London Plan policy 6.9 and table 6.3 and Core Strategy policy CS 18. Cycle storage should be secure, sheltered and adequately lit; for a development of the nature proposed, 2 cycle storage spaces would be required.
- 7.27 Cycle storage space has been provided next to the front entranceway, adjacent to the above mentioned refuse storage area. The level of provision is considered acceptable given the size of the proposed residential unit. A condition requiring implementation has been imposed on the development for completeness.

Flooding

- 7.28 Policies DM F1 and DM F2 of Merton's Sites and Policies Plan and policy CS.16 of the Core Strategy seeks to ensure that development will not have an adverse impact on flooding and that there would be no adverse impacts on essential community infrastructure.
- 7.29 Merton's Flood Risk Engineer has reviewed the application and in regards to surface water runoff impacts, and following amendments to the scheme and provision of further information has raised no objection to the proposal – subject to appropriate conditions being imposed on the development. These conditions have been included.

Sustainability

- 7.30 On 25 March the Government issued a statement setting out steps it is taking to streamline the planning system. Relevant to the proposals, the subject of this application, are changes in respect of sustainable design and construction, energy efficiency and forthcoming changes to the Building Regulations. The Deregulation Act was given the Royal Assent on 26 March. Amongst its provisions is the withdrawal of the Code for Sustainable Homes.
- 7.31 Until amendments to the Building Regulations come into effect the Government expects local planning authorities to not to set conditions with requirements above Code level 4 equivalent compliance. Where there is an existing plan policy which references the Code for sustainable Homes, the Government has also stated that authorities may continue to apply a requirement for a water efficiency standard equivalent to the new national technical standard.
- 7.32 In light of the Government's statement and changes to the national planning framework it is recommended that conditions are not attached requiring full compliance with Code Level 4 but are attached so as to ensure that the dwelling is designed and constructed to achieve CO2 reduction standards and water consumption standards equivalent to Code for Sustainable Homes Level 4.

7.33 A condition requiring compliance has been included.

Developer contributions

7.30 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 It is considered that the proposal is of a suitable layout, height, scale and design which would not harm the amenities of neighbouring residents or the character and appearance of the area. The development would provide an acceptable quality of living accommodation for future occupants. The proposal would not have a detrimental impact on highway safety or parking pressure – being further secured via the restricting of future occupiers from obtaining parking permits as per the s106 legal agreement. The proposal would accord with the relevant National, Strategic and Local Planning policies and guidance and approval could reasonably be granted in this case. It is not considered that there are any other material considerations, which would warrant a refusal of the application.

The application is therefore recommended for approval subject to s106 legal agreement and appropriate conditions.

RECOMMENDATION

Grant planning permission subject to planning conditions and the completion of a S106 agreement covering the following heads of terms:

1. Future occupiers of both of the proposed residential units are restricted from obtaining residents parking permits for the CPZ.
2. The developer agreeing to meet the Council's costs of preparing [including legal fees] the Section 106 Obligations.
3. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations.

And subject to conditions:

Conditions

1. A1: The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.
2. A7: The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan, CAV4b 2.001E (existing and proposed site plans), CAV4b 2.002D (proposed plans), CAV4b 4.002C (proposed elevations & section).
and documents:
 - Planning, Design and Access Statement by Grainger Planning Associates Ltd dated Jan 2016; and
 - Construction Method Statement by Glencross & Hudson Ltd dated 29th February 2016.
3. B1: No development shall take place until details of particulars and samples of the 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.

4. C07: 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.
5. C08: Access to the flat roof of the development hereby permitted shall be for maintenance or emergency purposes only, and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area.
6. H07: 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.
7. D11: 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.
8. Non-Standard Condition: No part of the development hereby approved shall be occupied until evidence has been submitted to the council confirming that the development has achieved not less than the CO2 reductions (ENE1), internal water usage (WAT1) standards equivalent to Code for Sustainable Homes Level 4.

Evidence requirements are detailed in the "Schedule of Evidence Required" for Post Construction Stage from Ene1 & Wat1 of the Code for Sustainable Homes Technical Guide (2013). Evidence to demonstrate a 19% reduction compared to 2013 part L regulations and internal water usage rates of 105l/p/day must be submitted to, and acknowledged in writing by the Local Planning Authority, unless otherwise agreed in writing.

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

9. No development approved by this permission shall be commenced until a scheme to reduce the potential impact of groundwater ingress both to and from the proposed development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall address the risks both during and post construction as highlighted in the submitted CMS.

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

10. No development approved by this permission shall be commenced until a detailed scheme for the provision of surface water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. The final drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards. Where a sustainable drainage scheme is to be provided, the submitted details shall:
- i. provide information about the design storm period and intensity, the method employed to delay (attenuate) and control the rate of surface water discharged from the site at a maximum rate of 5 l/s. Appropriate measures must be taken to prevent pollution of the receiving groundwater and/or surface waters;*
 - ii. include a timetable for its implementation; and*
 - iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.*

Reason: To ensure that the development does not have a detrimental impact on surface water runoff in the vicinity in accordance with policies 5.12 and 5.13 of the London Plan (2015), policy CS16 of the Core Strategy (2011) and policies DM D2 and DM F2 of Merton's Sites and Polices Plan 2014

11. Due to the close proximity of the proposed development to the existing tube line, a noise survey undertaken by a competent person is to be undertaken having regard to all relevant planning guidance, codes of practice and British Standards for the investigation of ground borne noise and vibration.

The survey shall include recommendations and appropriate remedial measures and actions to minimise the impact of noise/vibration on the development. A scheme for sound insulation and noise/vibration control measures shall be submitted for the Council's approval and implemented to the satisfaction of the Council, prior to the occupation of the residential properties.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties

12. Any external lighting, associated with new development, shall be positioned and angled to prevent any light spillage or glare that will affect any existing or new residential premises

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties.

13. If during construction works contamination is encountered The Council's Environmental Health Section shall be notified immediately and no further development shall take place until remediation proposals (detailing all investigative works and sampling, together with the results of analysis, risk assessment to any receptors and proposed remediation strategy detailing proposals for remediation) have been submitted to and approved by the Local Planning Authority This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To safeguard the amenities of the area and the occupiers of the properties.

14. The development hereby approved shall not be commenced until a Demolition and Construction Management Plan (DCMP) has been submitted to and approved by the Local Planning Authority. The development will be undertaken in full accordance with this approved plan unless the prior written approval of the Local Planning Authority is first obtained.

Reason: To ensure that the structural stability is safeguarded and neighbourhood amenity is not harmed at any stage by the development proposal in accordance with policy DM D2 of Merton's Sites and Policies Plan (2014).

15. Development shall not commence until a Construction Traffic Management Plan has been submitted to and is approved in writing by the Local Planning Authority to accommodate:

- 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 runoff.

No development shall be carried out unless in full accordance with the approved Construction Traffic Management Plan.

Reason: In the interest of vehicle and pedestrian safety and the amenities of neighbouring occupiers and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan (2015), policy CS 20 of Merton's Core Planning Strategy (2011) and policy DM T2 of Merton's Sites and Policies Plan (2014).

Informatives:

Note To Applicant - Scheme Amended During Application Lifecycle

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

Note these web pages may be slow to load

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NORTHGATE SE GIS Print Template



Text Details **Garages R/O 4 Cavendish Rd**

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PLANNING APPLICATIONS COMMITTEE
15 September 2016

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	16/P1210	08/04/2016
Address/Site:	443-447 Commonside East Mitcham Surrey CR4 1HJ	
Ward:	Pollards Hill	
Proposal:	DEMOLITION OF EXISTING BLOCK OF FLATS AND THE ERECTION OF 6 X 2 BEDROOM TERRACED RESIDENTIAL DWELLINGS WITH ASSOCIATED PARKING, AMENITY SPACE, CYCLE STORAGE AND REFUSE STORAGE PROVISION.	
Drawing No.'s:	SK00 Rev A (site location plan), SK03 Rev E (site plan), SK05 Rev A (general arrangement plans – ground and first floor), SK04 Rev G (elevations), SK01 Rev E (floor plans), SK10 Rev C (house 6 – floor plans), 25045-700 Ver 1 (vehicle tracking 1 of 3), 25045-701 Ver 1 (vehicle tracking 2 of 3), 25045-702 Ver 1 (vehicle tracking 3 of 3). And documents: Design and Access Statement March 2016 – Commonside East by Frank Reynolds Architects.	
Contact Officer:	Shaun Hamilton (020 8545 3300)	

RECOMMENDATION

Grant planning permission subject to s106 legal agreement and conditions.

CHECKLIST INFORMATION

- S106: Yes – permission would be subject to s106 legal agreement relating to affordable housing.
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice(s): No
- Site notice(s): Yes
 - Standard
- Design Review Panel consulted: No
- Number of neighbours consulted: 25
- External consultations: 0
- Controlled Parking Zone: No
- Flood zone: No
- Conservation Area: No

- Listed building: No
- Protected Trees: 0
- Public Transport Access Level: 1B

1. INTRODUCTION

- 1.1 This application is being brought to the Planning Applications Committee for determination due to the number and nature of objections received.

2. SITE AND SURROUNDINGS

- 2.1 The application site is located at 443-447 Commonside East, Mitcham, CR4 1HJ which is located along a private access way with egress onto both Commonside East and New Barnes Avenue. As such, the application site has limited visibility from all nearby public spaces. There are outdoor open spaces nearby, notably Mitcham Common which is located nearby and is within 100m walking distance.

- 2.2 To the north of the application site are allotment gardens. To the west of the application site is a large bungalow on a large plot, the building of which is located near to the boundary line. To the east of the application site are terraced dwellinghouses accessed off New Barnes Avenue, with the rear gardens of these properties abutting the application site. Terraced dwellinghouses are also located to the south of the application site, with the rear gardens of these properties backing onto the accessway via which the application site is accessed. The majority of these houses located to the south have garages/outbuildings to the rear of their rear gardens, with several of these also opening out onto the accessway.

- 2.3 The existing building on the application site is a terrace of cottages that vary in appearance and pre-date other dwellinghouses nearby. This two-storey building currently accommodates 4 one bedroom units. As discussed during the pre-application meeting it was outlined by the applicant that the existing building is in a poor state of repair, and is of a quality of accommodation that is hard to fill.

- 2.4 The plot itself is wider at the front of the site which opens out onto the accessway and then narrows to the rear.

- 2.5 The site is not located within a Controlled parking Zone (CPZ) and has a public transport access level (PTAL) of 1B (1 being poor and 6 being excellent) and as such is considered to be poorly served by public transportation.

- 2.6 The site is not located within a Conservation Area nor is it a Listed Building and there are no tree protection orders.

3. CURRENT PROPOSAL

- 3.1 Planning permission is sought for the proposed development of the application site by Wandle Housing Association (the Applicant) to provide a terrace with 6 two bedroom residential units following the demolition of the existing building. The proposal incorporates private amenity space for each residential unit and the provision of 6 off-street car parking spaces and refuse storage provision.

- 3.2 The proposed terrace would be slightly stepped and orientated approximately north to south with rear gardens on the western side of the terrace and a car parking and a communal garden area on the eastern side. Each of the proposed residential units would have a dual pitched roof with a gable end at the front elevation.

4. PLANNING HISTORY

00/P2266 - Change of use of part of ground floor residential accommodation to form a single office/meeting room (sui generis) - Grant planning permission subject to Conditions

MER1284/73(O) - Outline application for 3/4 bedroom dwelling house and three garages involving demolition of existing house - Refuse Permission

MER706/76 - Conversion of three cottages (443, 445, 447) to form four self-contained flats with communal garden - Grant planning permission subject to Conditions

5. CONSULTATION

5.1 Public consultation

Public consultation was undertaken by way of post and a site notice. Seven objections were received and are summarised as follows:

- Was told there was a preservation order on the existing building.
- Will most definitely have an amenity impact on neighbouring properties.

Outlook

- Will completely destroy the outlook of neighbouring properties.

Overlooking

- New houses will directly overlook those existing properties of New Barnes Avenue.
- Overlooking to neighbouring properties from first floor rear and forwards facing windows.

Congestion

- Already issues with congestions and finding car parking spaces.
- Great that each unit would have a car parking space.
- No provision for visitor parking though.
- Most residents have more than one car.
- Will worsen the area as evidences by the impact from the meadows development at Windmill Road.

Communal Refuse area

- Located close to existing neighbouring properties.
- Impacts of smell etc on usability of rear gardens.

Construction effects

- Disruption
- Noise and dust as a result of construction.
- Safety issues with construction traffic
- Impacts/ damage to neighbouring property such as fences.
- Timing of building works
- Access way is very narrow meaning construction vehicles wouldn't be able to enter.
- Weight restriction on the accessway of 2 tonnes.

Boundary fencing

- Maintenance
- Size
- Ownership

Safety

- School children in the area.

- Having a parking area to the rear of properties will increase the prospect of burglaries being undertaken.

Drainage

- Increase in hard surfacing of the site.

Access

- Ownership of the accessway needs to be resolved.
- Sewage, water, gas and electricity all run under the right of way.
- The applicant does not own the accessway and therefore does not have the right to upgrade it as currently proposed.
- The applicant has never contributed anything towards the maintenance of the accessway / right of way.
- Emergence services would not be able to access the site.

Officer response

- Please refer to the planning considerations section of this report.

5.2 External:

Designing Out Crime Officer

- Undertook discussions with the applicant - Recommendations included:
 - o Improvements to the route including surfacing, demarcations for pedestrian safety, and appropriate lighting to BS5489:2013.
 - o The communal cycle storage should be securable and fitted with structures that allow cycles to attach by both wheels and crossbar.
- Overall the layout and design of the houses and car park is acceptable towards Secure by Design.

Officer response:

- Noted. Upgrading of the accessway has been secured via condition.

5.3 Internal responses

Transport Planning

- Following extensive amendments and revisions to the car parking area and provision of tracking diagrams Transport Planning confirmed that they have no objection to the scheme, subject to appropriate conditions.
- Recommended conditions in relation to electric vehicle charging points, Construction Management Plan, upgrading to the accessway and provision of fire hydrant/dry riser.

Officer response:

Noted: recommended conditions have been included.

6. **POLICY CONTEXT**

6.1 NPPF - National Planning Policy Framework (2012):

- 6. Delivering a wide choice of quality homes.
- 7. Requiring good design.

6.2 London Plan (2015)

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
 - 3.11 Affordable housing targets
 - 3.13 Affordable housing thresholds
 - 5.1 Climate change mitigation
 - 5.2 Minimising carbon dioxide emissions
 - 5.3 Sustainable design and construction
 - 5.7 Renewable energy
 - 5.10 Urban greening
 - 5.13 Sustainable drainage
 - 5.17 Waste capacity
 - 6.3 Assessing the effects of development on transport capacity
 - 6.5 Funding Crossrail and other strategically important transport infrastructure
 - 6.9 Cycling
 - 6.11 Smoothing traffic flow and easing congestion
 - 6.12 Road network capacity
 - 6.13 Parking
 - 7.1 Lifetime neighbourhoods
 - 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
 - 8.2 Planning obligations
- 6.3 Merton Local Development Framework Core Strategy – 2011 (Core Strategy)
 Relevant policies include:
- CS 8 Housing choice
 - CS 9 Housing provision
 - CS 13 Open space and leisure
 - 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 H3 Support for affordable housing
 - DM D1 Urban Design
 - DM D2 Design considerations
 - DM O1 Open space
 - DM O2 Trees, hedges and landscape features
 - DM EP2 Reducing and mitigating noise
 - DM T1 Support for sustainable travel and active travel
 - 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 – 2012
Merton Design SPG – 2004

7. PLANNING CONSIDERATIONS

7.1 Key planning considerations:

- Principle of development
- Affordable housing
- Design and impact upon the character and appearance of the area
- Impact upon neighbouring amenity
- Standard of accommodation
- Transport and parking
- Refuse storage and collection
- Cycle storage
- Sustainability
- Developer contributions

Principle of development

- 7.2 Policy 3.3 of the London Plan 2015 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 densities and that the Council will work with housing providers to provide a minimum of 4,107 additional homes [411 new dwellings annually] between 2015 and 2025.

- 7.3 Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space. This should meet the needs of all sectors of the community and include the provision of family sized and smaller housing units. The site is currently used for residential purposes. Therefore, the proposed intensification of residential use at the site is considered acceptable subject to compliance with the relevant London Plan policies, Merton Local Development Framework Core Strategy, Merton Sites and Policies Plan and supplementary planning documents.

Affordable Housing

- 7.4 Core Strategy policies CS.8 also outlines provisions for affordable housing in line with the relevant provisions of policies 3.11 and 3.13 of the London Plan (2015). The proposed development is for provision of less than 10 units and therefore limits the applicability of this policy. However, as the existing 4 no studio/one-bedroom units are all affordable housing units, Council considers that an equivalent quantum of floorspace provision as affordable housing is appropriate.

- 7.5 It is proposed that two out of the proposed 6 two-bedroom units would be affordable housing, comprising 168m² of floorspace. One of these would be designated for affordable rent, with the other being for shared ownership. Taking into account the size and current condition of the existing residential units, the quality of the proposed residential units and that the applicant is an affordable housing provider, it is considered that this provision of affordable housing is acceptable in this instance. The applicant has agreed that this provision could be secured via a s106 legal agreement – which has been included as a Heads of Terms.

Design and impact upon the character and appearance of the area

- 7.6 London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DMD2 and DMD3 require well designed proposals that will respect the appearance, materials, scale, bulk, proportions and character of the original building and their surroundings.
- 7.7 The layout and siting of the existing building departs from the more uniform layout of housing in the area reflecting its construction before many other buildings were developed. While there is a need to ensure that new buildings do not harm neighbour amenity, it is considered that a degree of flexibility is appropriate in terms of the siting and massing of new buildings on the site in the context of the wider area.
- 7.8 It was advised that extensions and further utilisation of the existing building had been ruled out as a development option early in the design process as detailed in the submitted design and access statement. These reasons included that the building is generally considered to be beyond its economic life, and currently well below the housing standards the applicant seeks to deliver. It was advised by the applicant that extensions and alterations to the existing building would be unviable as it would essentially require the building to be re-built, and could result in a comparatively poor standard of accommodation. As such, it is not considered refurbishment was not considered to be economically viable.
- 7.9 The proposal seeks the development of 6 no 2 bedroom terraced houses. It is noted that terraced houses are the predominant housing type in the area. The only exception to this being the bungalow located directly to the west of the application site. The proposed housing would be of a similar scale to those terraces along New Barnes Avenue, specifically number 1-11 New Barnes Avenue – the rear gardens of which abut the application site. As outlined the application site is located down a private accessway. Therefore, the proposed development would not be largely visible from public areas. Notwithstanding the above, it is considered that a terraced building as proposed is an appropriate building form and would reflect the surrounding pattern of development.
- 7.10 Officers raised concerns in the pre application discussions in terms of how the number of units and the narrowing of the site to a pinch point to the rear could impact on both the quality of environment and visual amenities for future and neighbouring occupiers. Although it is considered that a reduction in the number of units proposed would remain preferable to allow set-backs from boundaries due to the back-land nature of the site being largely removed from the public realm, it is considered that in this instance a degree of flexibility can be taken.
- 7.11 The proposed layout and design has been developed to address “secured by design” standards whereby passive surveillance is promoted via the staggered nature of the terrace. This was reviewed by the Secure by Design Officer. Further improvements to the accessway in regards to improvement works were sought and are now proposed by the applicant.
- 7.12 The gable ended, dual pitched roofs proposed for each residential unit are considered to be appropriate when considered against the stepped nature of the terrace.
- 7.13 Overall, it is considered that the quality of the scheme and its relationship with its surroundings is on balance acceptable in this instance.

Impact upon neighbouring amenity

- 7.14 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.
- 7.15 To the southeast of the application site are the rear gardens of number 1-11 New Barnes Avenue. The layout of the proposal and the shape of the application site mean that the last house in the terrace has a front elevation that is close to the rear boundary of number 11 New Barnes Avenue. Amendments were made following pre application discussions whereby the front elevation of this unit has been re-orientated within the application site. Further amendments were made whereby the 'bulk' of this bay window was reduced. It was noted during the site visit that this neighbouring property has a large outbuilding to the rear which is considered to reduce the effect on amenity in terms of outlook as a result of having a building in the proposed location.
- 7.16 Numbers 1 – 9 New Barnes Avenue have a corresponding increasing setback from the proposed building due to the shape of the application site.
- 7.17 441 Commside East is the large bungalow located to the northeast of the application site. It is noted that the proposed terrace would be set back from the shared boundary with this neighbouring property by approximately 9-10m. It is noted that this neighbour has a large hedge/row of trees along this boundary that are of a height of approximately 3m. With this in mind and taking into account the 9-10m set back it is considered that this would be acceptable in this instance.
- 7.18 The terraces located to the south of the application site are not considered to be impacted on in terms of amenity due to the separation of the accessway and the orientation of the site.

Standard of accommodation

- 7.19 Policy 3.5 of the London Plan 2015 states that housing developments 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 - GIA) as set out in Table 3.3 of the London Plan (Table 3.3). Table 3.3 (as amended in the Housing Standards Minor Alterations to the London Plan – March 2016) provides a comprehensive detail of minimum space standards for new development; which the proposal would be expected to comply with.

Table 1: Section of table in Table 3.3 of the London Plan

Number of bedrooms	Number of bed spaces	Minimum GIA (m ²)			Built-in storage (m ²)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	

- 7.20 Proposed houses 1-5 would all have a GIA of 84m² with house number 6 being slightly larger due to the bay at the front. Being two storey four person dwellings this therefore easily meets the requirements of Table 3.3 of the London Plan (2015).
- 7.21 All habitable rooms are serviced by windows which are considered to offer suitable outlook and natural light with all units being dual pitched.
- 7.22 In accordance with London Plan Housing SPG standards, all floor to ceiling heights are a minimum of 2.5 for at least 75% of the GIA. Each of the proposed units has adequate internal storage capacity.
- 7.23 It is considered that all units would offer a high standard of living for any future occupants.
- 7.24 Merton's Sites and Policies Plan (2014) policy DM D2 requires for all new houses a minimum garden area of 50sqm. It is outlined in the application documentation that each of the 6 dwellinghouses would have private rear amenity space of between 40 and 50sqm. Although therefore slightly under the requirements of policy DM D2 it is noted that the proposal has shared communal amenity space to the front of the properties. It is also noted that none of the existing dwellings at the application site benefit from private amenity space. With this in mind and if the communal amenity space to the front was to be acceptably landscaped it is considered that that in this instance the slight shortfall in private outdoor amenity space for some of the dwellings would be acceptable on balance.

Transport and parking

- 7.25 Core Strategy policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, on street parking or traffic management.
- 7.26 The proposed layout would provide car parking at a rate of 1 space per unit in alignment with London Plan requirements. Extensive revisions were undertaken to ensure that the car parking area would function effectively and that vehicles would be able to enter and exit each space in forwards gear. Council's Transport Planning Advisor has reviewed the application and following the revisions undertaken has no further objections to the scheme.
- 7.27 Policy CS20 of the Core Strategy (2011) and policy 6.13 of the London Plan (2015) require the provision of electric charging points for car parking spaces. It is proposed that one charging pillar with a 'double' outlet will be provided in the car parking facilitating charging points for two of the car parking spaces. This is considered to comply with the aforementioned policies and has been secured via condition.
- 7.28 Policy CS20 of the Core Strategy requires developments to incorporate safe access to and from the public highway. Currently the accessway is in a state of disrepair. Due to the likely increase in usage of this vehicular accessway and through the provision of 6 no off-street car parking spaces meaningful upgrading of this was required. This involves paving and improvements to lighting and has been secured via way of condition.

Refuse storage and collection

- 7.29 Appropriate refuse storage is proposed for storage for the residential units. Each of the proposed houses have private refuse storage area with a communal 'refuse and

recycling area' provided as a collection point. During pre-application discussions Merton's Waste Services advised that their operations team would maintain the current collection procedures, of using the accessway to collect the refuse. A condition requiring implementation has been included for completeness.

Cycle storage

- 7.30 Cycle storage is required for new development in accordance with London Plan policy 6.9 and table 6.3 and Core Strategy policy CS 18. Cycle storage should be secure, sheltered and adequately lit. For a development of the proposed size 2 cycle parking spaces would be required per dwelling.
- 7.31 The proposed development provides 6 no cycle parking spaces in a communal 'cyclehoop bikehanger' which would be situated in the communal garden. A further 1 cycle parking space would be provided in a garden shed of each of the proposed dwellings. As such, the development provides 12 no cycle parking spaces in total, complying with policy requirements. A condition requiring implementation has been included for completion.

Sustainability

- 7.32 On 25 March, 2015 the Government issued a statement setting out steps it is taking to streamline the planning system. Relevant to the proposals, the subject of this application, are changes in respect of sustainable design and construction, energy efficiency and forthcoming changes to the Building Regulations. The Deregulation Act was given the Royal Assent on 26 March, 2015. Amongst its provisions is the withdrawal of the Code for Sustainable Homes.
- 7.33 Until amendments to the Building Regulations come into effect the Government expects local planning authorities not to set conditions with requirements above Code level 4 equivalent compliance. Where there is an existing plan policy which references the Code for sustainable Homes, the Government has also stated that authorities may continue to apply a requirement for a water efficiency standard equivalent to the new national technical standard.
- 7.34 In light of the Government's statement and changes to the national planning framework it is recommended that conditions are not attached requiring full compliance with Code Level 4 but are attached so as to ensure that the dwelling is designed and constructed to achieve CO2 reduction standards and water consumption standards equivalent to Code for Sustainable Homes Level 4. As such, a condition to this effect has been included.

Developer contributions

- 7.35 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 It is considered that the proposal is of a suitable layout, height, scale and design which would not cause unacceptable harm the amenities of neighbouring residents. Being located behind existing dwellings, largely away from the public realm, it would not harm the character and appearance of the area. The development would provide good quality living accommodation for future occupants. The proposal would not have a detrimental impact on highway safety or parking pressure given adequate and functional off-street car parking spaces proposed. Private outdoor amenity space

provision is slightly lower than required. However, when taking in the context of no private outdoor amenity space being provided for the existing units on site and the provision of the communal garden area to the front of the proposed units it is considered that this would be acceptable in this instance.

The application is therefore recommended for approval subject to a S106 legal agreement and appropriate conditions.

RECOMMENDATION

Grant planning permission subject to planning conditions and the completion of a S106 agreement covering the following heads of terms:

1. Delivery of two of the proposed two-bedroom units as affordable housing (one affordable rent and one shared ownership);
2. The developer agreeing to meet the Council's costs of drafting the Section 106 Obligations [£ to be agreed].
3. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations [£ to be agreed].

And the following conditions:

1. A1: 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. A7: The development hereby permitted shall be carried out in accordance with the following approved plans: SK00 Rev A (site location plan), SK03 Rev E (site plan), SK05 Rev A (general arrangement plans – ground and first floor), SK04 Rev G (elevations), SK01 Rev E (floor plans), SK10 Rev C (house 6 – floor plans), 25045-700 Ver 1 (vehicle tracking 1 of 3), 25045-701 Ver 1 (vehicle tracking 2 of 3), 25045-702 Ver 1 (vehicle tracking 3 of 3),

And documents:

- Design and Access Statement March 2016 – Commonsides East by Frank Reynolds Architects.

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

3. B1: No development above ground shall take place until details of particulars and samples of the 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. D11 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: policy 7.15 of the London Plan 2011 and policy DM EP2 of Merton's Sites and Policies Plan 2014.

5. Non-standard condition: [Demolition dust and noise] Prior to the commencement of development [including demolition] measures shall be in place to prevent nuisance from dust and noise to surrounding occupiers with these measures in accordance with a method statement that has previously been submitted to and approved in writing to the Local Planning Authority with the approved measures retained until the completion of all site operations.

Reason: To protect the amenities of occupiers of neighbouring properties and to accord with Sites and Policies policy DM D2.

6. H07: 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.

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.

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.

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.

8. Non-Standard Condition: No part of the development hereby approved shall be occupied until evidence has been submitted to the council confirming that the development has achieved not less than the CO2 reductions (ENE1), internal water usage (WAT1) standards equivalent to Code for Sustainable Homes Level 4.

Evidence requirements are detailed in the "Schedule of Evidence Required" for Post Construction Stage from Ene1 & Wat1 of the Code for Sustainable Homes Technical Guide (2013). Evidence to demonstrate a 19% reduction compared to 2013 part L regulations and internal water usage rates of 105l/p/day must be submitted to, and acknowledged in writing by the Local Planning Authority, unless otherwise agreed in writing.

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

9. Development shall not commence until a Construction Management Plan has been submitted to and is approved in writing by the Local Planning Authority to accommodate:
- Parking of vehicles of site workers and visitors;
 - Loading and unloading of plant and materials;
 - Access arrangements to the site
 - Storage of construction plant and materials;
 - Wheel cleaning facilities;
 - Control of dust, smell and other effluvia;
 - Control of surface water runoff.

No development shall be carried out unless in full accordance with the Construction Management Plan.

Reason: In the interest of vehicle and pedestrian safety and the amenities of neighbouring occupiers and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2015, policy CS 20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

10. One electric vehicle charging pillar will be supplied that has the ability to serve two of the off-street car parking spaces hereby approved. Such electric car charging facilities will be maintained for the duration of the development hereby approved.

Reason: to ensure that electric car charging provision is supplied in the development to a level that is in accordance with Policy CS20 of the Core Strategy (2011) and policy 6.13 of the London Plan (2015).

11. Prior to the occupation of the development hereby permitted, details of the proposed upgrading of the vehicular/pedestrian accessway including paving and lighting will be 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. Such provision will be maintained for the duration of the development hereby approved.

Reason: to ensure that the accessway to the development will be of an acceptable level in accordance with policy CS20 of the Core Strategy (2011).

12. Prior to the occupation of the development hereby permitted, details of the proposed dry riser outlet will be submitted to and approved by the Local Planning Authority. The provision of the dry riser will be maintained accordingly for the duration of the development hereby approved.

Reason: to ensure provision is made for emergency services (specifically fire) response in accordance with policy CS20 of the Core Strategy (2011).

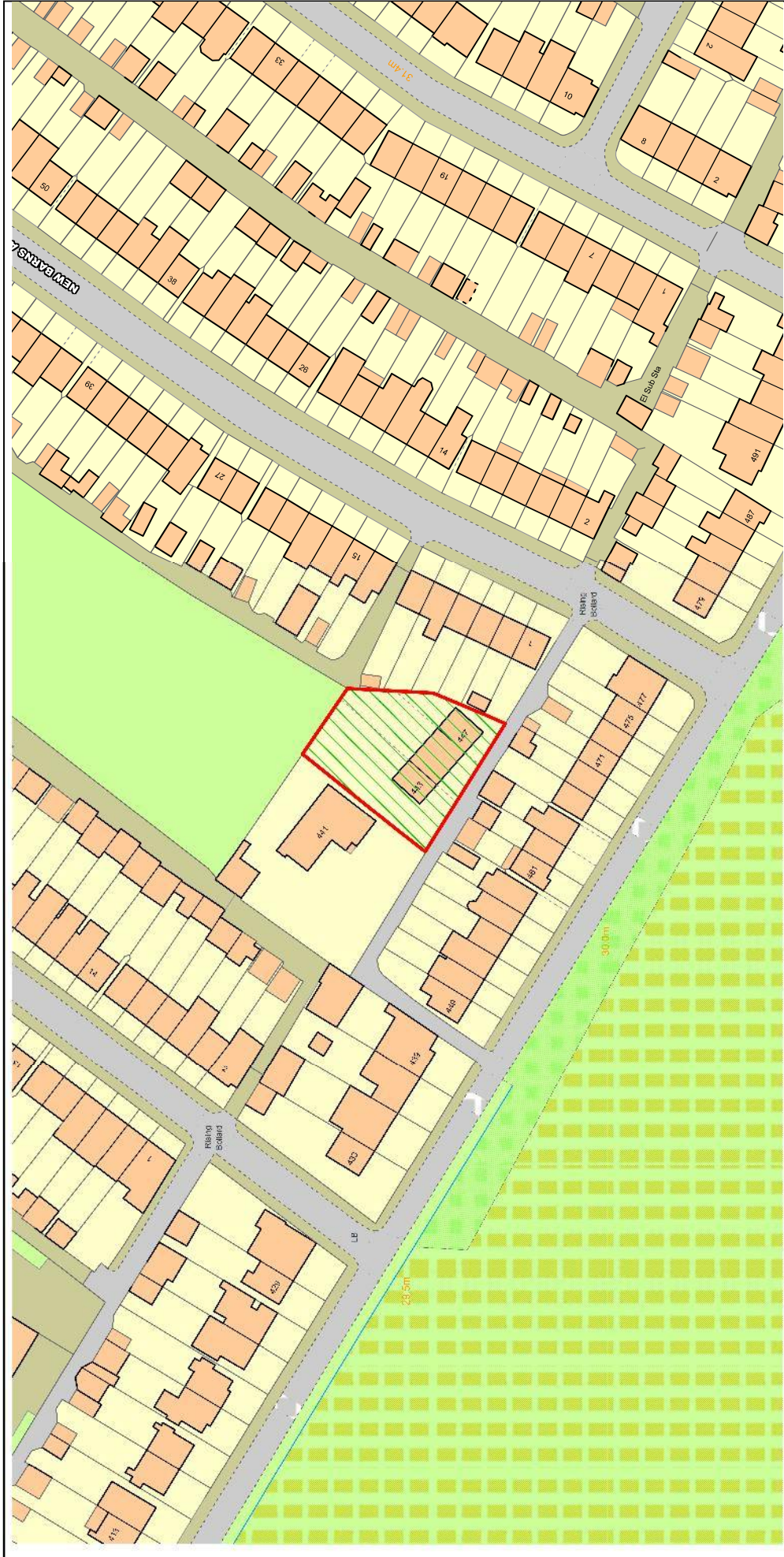
Informatives:

Note To Applicant - Scheme Amended During Application Lifecycle

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

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PLANNING APPLICATIONS COMMITTEE

15th September 2016

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	16/P0451	29/01/2016
Address/Site:	17 Elm Grove, Wimbledon, SW19 4HE	
(Ward)	Hillside	
Proposal:	Change of Use of existing building from Class B1 Office Use on ground floor and Class D1 Educational Use on the first and second floors to Class D1 Nursery Use with capacity for 65 children on the Ground and First Floors and 2 Self-contained flats at second floor level (1 x 1 bed & 1 x 2 bed). Alterations to building elevations and erection of a new single storey rear extension	
Drawing Nos:	150(P)002(Rev2), 003(Rev1), 020(Rev2), 021(Rev2), 022(Rev2), 025(Rev3), 026(Rev3), 027 (1), 028(Rev1) & 029	
Contact Officer:	David Gardener (0208 545 3115)	

RECOMMENDATION

GRANT Planning Permission Subject to a S106 Legal Agreement and Conditions

CHECKLIST INFORMATION

- Heads of agreement: Permit free
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice: No
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted:
- External consultations: None

1. INTRODUCTION

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

2. SITE AND SURROUNDINGS

- 2.1 The application site comprises a detached brick three-storey building, which is located on the southwest side of Elm Grove, Wimbledon. The building is used as a photographic studio (Class B1 use) at ground floor level. The first and second floors are currently vacant however they were last used for teaching purposes (Class D1). The building has been altered and extended with the erection of single storey extensions at the rear and a mansard extension at second floor level.
- 2.2 The surrounding area comprises a mixture of residential and commercial uses. A pair of semi-detached houses abut the application sites southeast boundary, whereas the rear boundaries of a hotel and detached residential buildings, which are sub-divided into self-contained flats that front Worple Road abut the sites northwest facing side boundary.
- 2.3 The application site is not located in a conservation area but is within a controlled parking zone (Zone W1).

3. CURRENT PROPOSAL

- 3.1 The proposal is for change of use of the existing building from class B1 office use on ground floor and class D1 educational use on the first and second floors, to class D1 nursery use on the ground and first floors, and two self-contained flats at second floor level (1 x 1 bed (2 person) & 1 x 2 bed (4 person)). External alterations to the building would include largely glazing the front and rear facades with an aluminium full height curtain wall system, rebuilding the existing mansard behind an extended parapet and erecting a canopy at the front of the building. The flank walls would remain as existing brickwork repainted in external masonry paint whilst the new solid sections of the front and rear facades will be reclad in a lightweight solid cladding system such as glass reinforced concrete or brick slips. The existing single storey rear extension would be demolished and replaced with a new single storey rear extension with access to an external play area. Balconies would be located to the front and rear of the building at second floor level. Two off-street car parking spaces, cycle/scooter/buggy and bin stores would be provided at the front of the building for the nurse (the car parking spaces would be for staff only). The cycle/scooter/buggy and bin stores would be located under the proposed canopy. Three cycle spaces for the proposed flats would be located in the hallway at ground floor level. The proposed flats would be the following sizes:

	Number of Bedrooms/ bed Spaces	Floorspace	Minimum required floorspace	Amenity space
Flat 1	1b/2p	52.9	50	7.4
Flat 2	2b/4p	81.6	70	8.3

- 3.2 It should be noted that the application as originally submitted proposed a maximum capacity of 80 children. This has now been reduced to 65 children.

4. PLANNING HISTORY

The following planning history is relevant:

- 4.1 07/P0005 - Change of use of first floor from class B1 photographic/office to class D1 teaching. Granted - 05/03/2007
- 4.2 96/P0725 - Continuation of use of second floor for teaching purposes (class D1) by Wimbledon School of Art. (Renewal of previous temporary permission – Ref: 94/P0821). Granted - 10/10/1996
- 4.3 94/P0821 - temporary change of use of second floor in new building from class b1 photographic/office use to class D1 for teaching purposes by Wimbledon School of Art. Granted - 22/11/1994
- 4.4 88/P1295 - alterations to and extension of existing photographic laboratory building to provide additional office accommodation at second floor level within new mansard roof including alteration and extension of front facade. Granted - 24/11/1988
- 4.5 MER92/74 -change of use from motor garage to photographic studio. Granted - 31/12/1974
- 4.6 In November 2015 pre-application advice was sought for the conversion of existing building (Use Class B1/D1) to day nursery and 2 x residential dwellings (LBM Ref: 15/P3787/NEW).

5. POLICY CONTEXT

- 5.1 Adopted Merton Sites and Policies Plan and Policies Maps (July 2014): DM C1 (Community facilities), DM C2 (Education for children and young people), DM D2 (Design considerations in all developments), DM D3 (Alterations and extensions to existing buildings), DM E1 (Employment areas in Merton), DM T1 (Sustainable Transport), DM EP2 (Reducing and Mitigating Noise), DM T2 (Transport Impacts), DM T3 (Car parking and servicing standards)
- 5.2 Adopted Merton Core Strategy (July 2011) are: CS.11 (Infrastructure), CS.12 (Economic development), CS.14 (Design), CS.15 (Climate Change), CS.18 (Active Transport), CS.20 (Parking, Servicing and Delivery)
- 5.3 London Plan (March 2015) are: 3.3 (Increasing Housing Supply), 3.5 (Quality and Design of Housing Developments), 3.8 (Housing Choice), 5.3 (Sustainable Design and Construction), 6.13 (Parking)
- 5.4 Housing Standards – Minor Alterations to the London Plan (March 2016)
- 5.5 The following Supplementary Planning Guidance (SPG) is also relevant:

6. CONSULTATION

6.1 The application was publicised by means of a site notice and individual letters to occupiers of neighbouring properties. In response, 17 letters of objection were received. The objections were on the following grounds:

- Elm Grove is unsuitable for a nursery use as it is dangerous for children with lorries using the Elm Grove Industrial Park
- Increased congestion due to picking up and dropping off of children, lack of car parking spaces
- The transport is unrealistic in predicting that very few people will drive to the nursery
- Inadequate outdoor space
- Noise impact. Noise report is inaccurate. It is not mentioned that all ground floor rooms in No.88 Worple Road are either kitchens or living rooms that are continuously used throughout the day with windows open all the time during spring/summer. Report makes assumption that children would be 10m from nearby residences which is unrealistic. Noise levels already exceed recommended levels for a living room and boundary wall would not mitigate against this impact
- Proposed design is out of character with Victorian properties on Elm Grove
- Loss of privacy

6.2 A further re-consultation was undertaken following a reduction in the maximum capacity of the nursery to 65. In response, a further 6 letters of objection were received on the following grounds:

- Pollution
- Congestion, inadequate parking
- Unsafe for both children and pedestrians
- Reduction in capacity does not address concerns that location is unsuitable for a nursery

6.3 Future Merton - Transport planning

6.3.1 The applicant is proposing a nursery on the ground floor that can accommodate up to 80 children with 2 residential dwellings above. The development is expected to generate the following additional net car movements in the peak hours: 0800-0900am = 36 vehicle movements / 1700-1800 = 37 vehicle movements in Elm Grove. In the peak hours there will be a vehicle movement associated with the development every 2 minutes.

6.3.2 Following LBM's concerns about the level of additional traffic movements generated in Elm Grove because it is a cul-de-sac, the applicant's transport consultants undertook a junction modelling assessment to review whether there would be any negative impact on safety and traffic flows at the junction of Elm Grove and Worple Road. The results of this modelling suggest that there will be no queuing or impacts on traffic flows in either Elm Grove and Worple Road.

6.3.3 The applicant's travel plan has been updated and now meets TfL's assessment requirement – It is recommended they also include reference with regards to how parents dropping off children by car to the site access the site and park up. They should be encouraged to drive to the end of the cul-de-sac and turn round where there is more room to manoeuvre rather than do it in the immediate vicinity of the nursery where there is limited room because of the on street parking. Cycle parking details need to be approved prior to occupation – to be secured as a condition. A travel plan and permit free agreement needs to be secured as part of a S106 agreement.

6.3.4 In summary whilst LBM has concerns about the number of additional car movements generated by the nursery proposal in the peak hours these impacts are unlikely to have a severe impact therefore this would not constitute grounds for refusal due to transport impacts.

6.4 Environmental Health

6.4.1 No objections subject to appropriate conditions given there are several properties in the area surrounding the nursery, and the use is likely to generate some noise audible at these properties.

7. **PLANNING CONSIDERATIONS**

The main planning considerations in this instance concern the principle of loss of employment, standard of accommodation, impact on visual amenity, neighbour amenity, traffic and parking and trees.

7.1 **Principle of Development**

7.1.1 The building is currently mixed use, featuring approx. 379sq.m (GIA) of Class B1(c) Use on the ground floor and approx. 333sq.m (GIA) of Class D1 Use at first and second floor levels. The first and second floors, which were previously occupied by the Wimbledon College of Arts, are currently vacant, whilst the ground floor is currently occupied by a photography studio. The proposal would involve changing the use of the ground floor from Class B1 use to Class D1 nursery use and the second floor from Class D1 use to residential (Class C3 use). The first floor would remain in Class D1 use. Overall, the proposal would result in a net loss of 379sq.m of Class B1 use and a net increase of 118sq.m of Class D1 use and 150sq.m of Class C3 residential.

7.1.2 The proposed change of use of the ground floor needs to be considered against the backdrop of the recent changes to permitted development rights, which came into force in March 2015. Under the Town and Country Planning (General Permitted Development) Order 2015, Part 3 Changes of Use, Class T, it is now permitted development to change use from a Class B1 (business) use to registered nursery without the need for planning permission subject to prior approval being sought in relation to transport and highways impact, noise impact and contamination risks. Although the current proposal is a planning application due to the fact that the scheme also includes a change of use of the second floor to flats and external alterations/extensions to the building, it is

considered the ability to apply for prior approval in relation to the ground floor that the principle of the loss of the employment use is acceptable, although this would normally be weighed against the Council's employment policies in relation to B class uses.

- 7.1.3 There is no change of use required for the first floor given it is already in Class D1 use. With regards to the second floor change of use to residential it should be noted that Policy DM C1 allows for net loss of community facilities only when a proposal can demonstrate that the loss would not create, or add to, a shortfall in provision for the specific community uses, and that there is no viable demand for any other community uses on the site. However, in this instance there would in fact be a net increase in the amount of community use floor space in the building due to the Class D1 use replacing the class B1 use on the ground floor. As such it is considered that the change of use of the second floor is acceptable.

7.2 Visual Amenity

- 7.2.1 In terms of local planning policy, Policy CS.14 of the Core Planning strategy promotes high quality sustainable design that improves Merton's overall design standard. Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be expected to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings. Policy DM D3 states that proposals for alterations or extensions to buildings will be expected to respect and complement the design and detailing of the original building.
- 7.2.2 The existing building is red brick with a tiled mansard roof extension. The façade is very bland with small windows within a large expanse of brickwork and it is considered that the building makes a negative contribution to the Elm Grove streetscene. The building has also been subject to a large and unsympathetic single storey rear extension which features an ugly corrugated roof and extends the full depth of the site. The building would be refurbished with the front and rear facades largely glazed with an aluminium full height curtain walling system. The flank walls would remain as existing brickwork repainted in external masonry paint whilst the new solid sections of the front and rear facades will be reclad in a lightweight solid cladding system such as glass reinforced concrete or brick slips. A new canopy would also be located to the front of the building whilst the single storey rear extension would be demolished and replaced by a new single storey rear extension. It is considered that the proposed alterations to the building would give this currently tired looking building a complete new look with the use of glazing and the curtain wall system giving it a much lighter and fresh appearance that would integrate much more positively with the Elm Grove streetscene. The proposed alterations to the rear of the building, which includes the erection of a new single storey rear extension with a contemporary appearance would also significantly improve views of the building from the rear.

7.3 Standard of Accommodation

- 7.3.1 The London Plan 2015 (updated by the Minor Alterations, March 2016 (Housing Standards)) as part of policy 3.5 and the Department for Communities and Local Government 'Technical housing standards – nationally described space standard' sets out a minimum gross internal area standard for new homes. This provides the most up to date and appropriate minimum space standards for Merton. In addition, adopted policy CS.14 of the Core Strategy and DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) encourages well designed housing in the borough by ensuring that all residential development complies with the most appropriate minimum space standards and provides functional internal spaces that are fit for purpose. New residential development should safeguard the amenities of occupiers by providing appropriate levels of sunlight & daylight and privacy for occupiers of adjacent properties and for future occupiers of proposed dwellings. The living conditions of existing and future residents should not be diminished by increased noise or disturbance.
- 7.3.2 The proposed flats at 52.9sq.m (1 bed (2 person)) and 81.6sq.m (2 bed (4 person)) would exceed the minimum space standards set out in the London Plan, with each habitable room providing good outlook and circulation. The flats would both be single aspect with one flat northeast facing and the other southwest facing. Although this is not ideal it is considered that it wouldn't warrant a refusal of the application in this instance given the 2 bedroom flat would be southwest facing. The applicant has also provided a daylight/sunlight assessment showing that the northeast facing one-bedroom flat would see good levels of daylight/sunlight which exceed BRE recommendations. The proposed flats would also feature an acceptable amount of amenity space in the form of private balconies.

7.4 Residential Amenity

- 7.4.1 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be required to ensure provision of appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy, to both proposed and adjoining buildings and gardens. Development should also protect new and existing development from visual intrusion, noise and pollution.
- 7.4.2 A noise survey was submitted with the application, which was based on the previously proposed capacity of 80 children. The noise report makes reference to World Health Organisation (WHO) Guidelines for Community Noise 1999. The national interpretation of the WHO guidelines is contained in BS 8233: 2014 'Guidance on Sound Insulation & Noise Reduction for Buildings'. This recommends that noise levels to surrounding residential properties should not exceed 55db in respect of a garden or 35db in the case of a living room. It is proposed that a maximum of 20 children will use the outside play area at any one time in 15-30 minute periods and that the outside play area would be used for a maximum of 2 hours a day. It is anticipated that a 3m high wall enclosing the outside play area would offer 10db of attenuation which means the noise level would be 40db to the mid-location of the nearest

residential garden which is within the good limit (50db) as defined by BS 8233:2014, and therefore avoids moderate annoyance as defined under WHO guidelines. The activity noise level nearest the residential façade is predicted to be 2db lower than that at the mid-location of the garden. Assuming openable windows and external/internal attenuation of 10-12db, the internal noise levels will be between 30-35db which is again with the accepted limits stated by BS 8233: 2014.

7.4.3 The noise survey was based on the nursery having a capacity of 80 children. It was however considered that despite the positive findings of the noise report that a capacity of 80 children was too great for this location given the close proximity to neighbouring residential properties. This is based on the general increase in activity and from morning and evening drop off and pick up whether coming by car or foot. The latter issue is compounded by the fact that Elm Grove is a cul-de-sac and not a through road, which means cars, would have to turn around to exit therefore potentially causing further nuisance to occupiers of surrounding residential properties. Following discussions with planning officers the capacity of the nursery has been reduced to 65 children and it is considered that this is an acceptable number for this location. The acceptability of the proposed nursery use however would be dependent on a number of conditions. These conditions will stipulate the following:

- The nursery capacity to be limited to a maximum of 65 children
- The nursery shall operate only between the hours of 07:00 and 19:00 Monday to Friday and at no time on Saturday, Sunday or Bank Holidays
- No more than 20 children at any one time shall use the outside play area whilst the use of the play area shall not take place outside 08:30 hours to 17:30 Monday to Fridays and shall be limited to 30 minute periods in any one hour. The use of the rear outside play area will be limited to 2 hours per day.
- No music or amplified sound in the outside play area
- The 3m high wall enclosing the rear outdoor play area to be implemented prior to commencement of the nursery use
- All deliveries, loading, unloading or other servicing activities in connection with the nursery to not take place outside 07:00 hours to 17:00 hours Mondays to Fridays
- Submission of a scheme for the soundproofing of the building to prevent the transmission of noise and vibration between the D1 use and the adjoining residential accommodation

7.4.4 The existing single storey rear element would be demolished and replaced with a new single storey rear extension. The proposed extension would have a different profile, featuring a single pitch roof compared to the combination of both twin pitch roof and flat roof elements on the existing single storey rear element. The proposed extension would also be both shorter and have a lower maximum height than existing. It is considered that the proposed extension is acceptable in terms of its impact on daylight/sunlight and would not be visually intrusive or overbearing when viewed from adjoining residential properties at ground level given it would have a similar impact to existing. At

first floor level and above it is considered that the proposed extension would actually improve the outlook of occupiers of surrounding properties, as they would no longer have to look out onto a large expanse of corrugated roof which extends the full length of the garden of the application site.

- 7.4.5 It is considered that the proposed second floor balconies to the self-contained flats are acceptable in this instance and would not result in an unacceptable level of privacy loss or noise disturbance. The balcony to the one bedroom flat is located at the front of the building and overlooks the street whilst the balcony at the rear of the building is set back behind the façade and features a full height privacy screen.

7.5 Parking and Traffic

- 7.5.1 The existing site has a PTAL rating of 6, which indicates that it is in a sustainable location, with excellent access to public transport services. The application site is located a few metres from Worple Road, which has buses, which run regularly along Worple Road serving Wimbledon Town Centre, Raynes Park and Kingston.

- 7.5.2 The applicant has submitted a transport statement and travel plan. In the peak hours it is anticipated that there will be a vehicle movement associated with the development every 2 minutes (8 – 9am = 36 vehicle movements / 5 - 6pm = 37 vehicle movements in Elm Grove). Following concerns raised by planning officers regarding the level of additional traffic movements generated in Elm Grove because it is a cul-de-sac, the applicant undertook a junction modelling assessment to review whether there would be any negative impact on safety and traffic flows at the junction of Elm Grove and Worple Road. The results of this modelling suggest that there will be no queuing or impacts on traffic flows in either Elm Grove or Worple Road. The applicants Travel Plan also meets TfL's assessment requirement setting out specific smart targets and review periods. Provisions of measures such as information on the nursery's website for parents enrolling their child at the nursery giving information on walking distances/times to the nursery from local railway stations, nearest bus stops and walk and cycle routes are also included. It should be noted that the Travel Plan and Transport Plan relate to the originally proposed maximum capacity of 80 children. Given the maximum capacity has now been reduced to 65 children it is considered the findings of the transport assessment are robust as the impact would be less.

- 7.5.3 Policy DM T3 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that development should only provide the level of car parking required to serve the site taking into account its accessibility by public transport (PTAL) and local circumstances in accordance with London Plan standards unless a clear need can be demonstrated. Policy 6.13 Table 6.2 of the London Plan (March 2015) allows for up to 1 space per unit for 1-2 bedroom dwellings where there is a PTAL rating of 5-6. Nevertheless, parking standards are to be applied as a maximum and given that no off-street parking is provided for the residential flats in this instance there is no objection in principle. The level of parking provision is therefore in accordance with

London Plan policy. Given the application site is located in a controlled parking zone (Zone W1) and has excellent access to public transport it will be required that both of the residential flats are permit free so that they do not create any additional parking stress in the area.

- 7.5.4 Policy DM T1 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that development must provide cycle parking in accordance set out in the London Plan. It states that residential cycle parking facilities should be provided in secure and conveniently sited positions with good access to the street. It is considered that the proposal would comply with Policy DM T1 by providing cycle spaces that are secure and conveniently accessible. It is also considered that the proposed number of cycle spaces (3 spaces) would comply with policy 6.13 of the London Plan, which requires 1 space per one bedroom flat and 2 spaces per two bedroom flat.

7.6 Buggy Store and Refuse

- 7.6.1 It is proposed to locate the buggy store at the front of the building, which is acceptable as it's the most practicable location. Refuse would also be securely stored at the front of the building which is considered acceptable.

7.7 Trees

- 7.7.1 There are no trees located in the application site itself however there are a number of mature trees which are located close to the boundary of the site. These include two Lime trees located in the front and rear gardens of No.16 and a Sycamore tree located immediately to the rear of the site on Saffron Mews. These three trees are protected by Tree Preservation Orders (TPOs).
- 7.7.2 There is an existing approx. 3m high wall which encloses the majority of the rear boundary of the application site and as such it is anticipated that the proposed 3m high wall would have a harmful impact on the trees located close to the boundary. Nevertheless, a condition will be attached requiring the submission of a full tree survey and arboricultural implications report showing how these trees would be protected.

8. SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS

- 8.1 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms of EIA submission.

9. LOCAL FINANCIAL CONSIDERATIONS

- 9.1 The proposal would result in a net gain in gross floor space and as such will be liable to pay both the Mayoral and Merton Community Infrastructure Levies (CIL). The funds will be spent on the Crossrail project, with the remainder spent on strategic infrastructure and neighbourhood projects.

10. SECTION 106 LEGAL AGREEMENT

10.1 Permit Free

10.1.1 The two flats at second floor level are to be 'Permit Free' in line with policy CS.20 of the Core Planning Strategy, which seek to reduce reliance on private motor vehicles in locations with good access to public transport facilities.

10.1.2 Further information in respect of the above, including details of supplementary research carried out in justification of the S106 requirements, can be viewed here:

<http://www.merton.gov.uk/environment/planning/s106-agreements.htm>

11. **CONCLUSION**

11.1 It is considered that the principle of the mix of uses is acceptable and the proposal would not have an unacceptable impact on residential amenity, traffic and parking or trees. The improvements to the appearance of the tired and dated building are also welcomed with design of the alterations and extension considered to be high quality. The proposal would also provide an acceptable standard of accommodation for the occupiers of the second floor flats. Overall it is considered that the proposal would comply with all relevant planning policies and as such planning permission should be granted.

RECOMMENDATION

GRANT PLANNING PERMISSION

Subject to a S106 legal agreement with the following heads of terms:

1. That the two second floor flats are 'Permit Free';
2. The developer agreeing to meet the Council's costs of preparing, drafting and monitoring the Section 106 Obligations.

And the following conditions:

1. A.1 (Commencement of Development)
2. A.7 (Approved Plans)
3. B.1 (External materials to be approved)
4. B.4 (Details of surface treatment)
5. C.7 (Refuse & Recycling (Implementation))
6. C.8 (No Use of Flat Roof)
7. C.10 (Balcony or External Staircase (Screening details to be provided))
8. D.11 (Hours of Construction)

9. F.1 (Landscaping/Planting Scheme)
10. F.2 (Landscaping (Implementation))
11. F.3 (Tree Survey required)
12. F.5 (Tree protection)
13. H.6 (Cycle parking - details to be submitted)
14. The use hereby permitted shall operate only between the hours of 07:00 and 19:00 Monday to Friday and at no time on Saturday, Sunday or Bank Holidays and no staff shall be present at the premises one hour before the opening time or one hour after the closing time.

Reason: To safeguard the amenities of surrounding area and to ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2015, policy CS.7 of Merton's Core Planning Strategy 2011, and policy DM EP2 of Merton's Sites and Policies Plan 2014.

15. The ground and first floor of the building shall be used as a day nursery for a maximum of 65 children and for no other use within Class D1 of the Town and Country Planning Use Classes Order 2015(as amended).

Reason for Condition: To allow the Council to assess the impact of other Class D1 uses, to ensure that residential amenity, and parking and highway safety surrounding the site are not prejudiced and to ensure compliance with policies CS.20 of the Adopted Core Strategy 2011.

16. D.3 (Restriction on Music/Amplified Sound)
17. No more than 20 children at any one time shall use the outside play area associated with the nursery. The use of this area as a play area shall not take place outside 08:30 hours to 17:30 Monday to Fridays and shall be limited to 30 minute periods in any one hour. The use of the rear outside pay area shall be limited to 2 hours per day.

Reason: To safeguard the amenities of surrounding area and to ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2015, policy CS.7 of Merton's Core Planning Strategy 2011, and policy DM EP2 of Merton's Sites and Policies Plan 2014.

18. The 3m high wall enclosing the rear outdoor play area shown on the approved drawings shall be implemented prior to commencement of the nursery use and shall be permanently retained thereafter.

Reason: To safeguard the amenities of surrounding area and to ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2015, policy CS.7 of Merton's Core Planning Strategy 2011, and policy DM EP2 of Merton's Sites and Policies Plan 2014.

19. All deliveries, loading, unloading or other servicing activities in connection with the nursery hereby permitted shall not take place outside 07:00 hours to 17:00 hours Mondays to Fridays.

Reason: To safeguard the amenities of surrounding area and to ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2015, policy CS.7 of Merton's Core Planning Strategy 2011, and policy DM EP2 of Merton's Sites and Policies Plan 2014.

20. No development shall take place until a scheme for the soundproofing of the building to prevent the transmission of noise and vibration between the D1 use and the adjoining residential accommodation has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and shall be permanently retained as such thereafter.

Reason: To safeguard the amenities of surrounding area and to ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2015, policy CS.7 of Merton's Core Planning Strategy 2011, and policy DM EP2 of Merton's Sites and Policies Plan 2014.

21. D.9 (No external lighting)
22. H.9 (Construction Vehicles)
23. H.8 (Travel Plan)
24. L.4 (BREEAM Domestic Refurbishment Pre-Commencement (Conversions to provide new dwellings))
25. L.5 (BREEAM Domestic Refurbishment Pre-Occupation (Conversions to provide new dwellings))
26. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: In order to protect the health of future occupiers of the site and adjoining areas in accordance with the following Development Plan policies for Merton: policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's Sites and Policies Plan 2014.

27. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to

carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: In order to protect the health of future occupiers of the site and adjoining areas in accordance with the following Development Plan policies for Merton: policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's Sites and Policies Plan 2014.

28. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 2, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: In order to protect the health of future occupiers of the site and adjoining areas in accordance with the following Development Plan policies for Merton: policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's Sites and Policies Plan 2014.

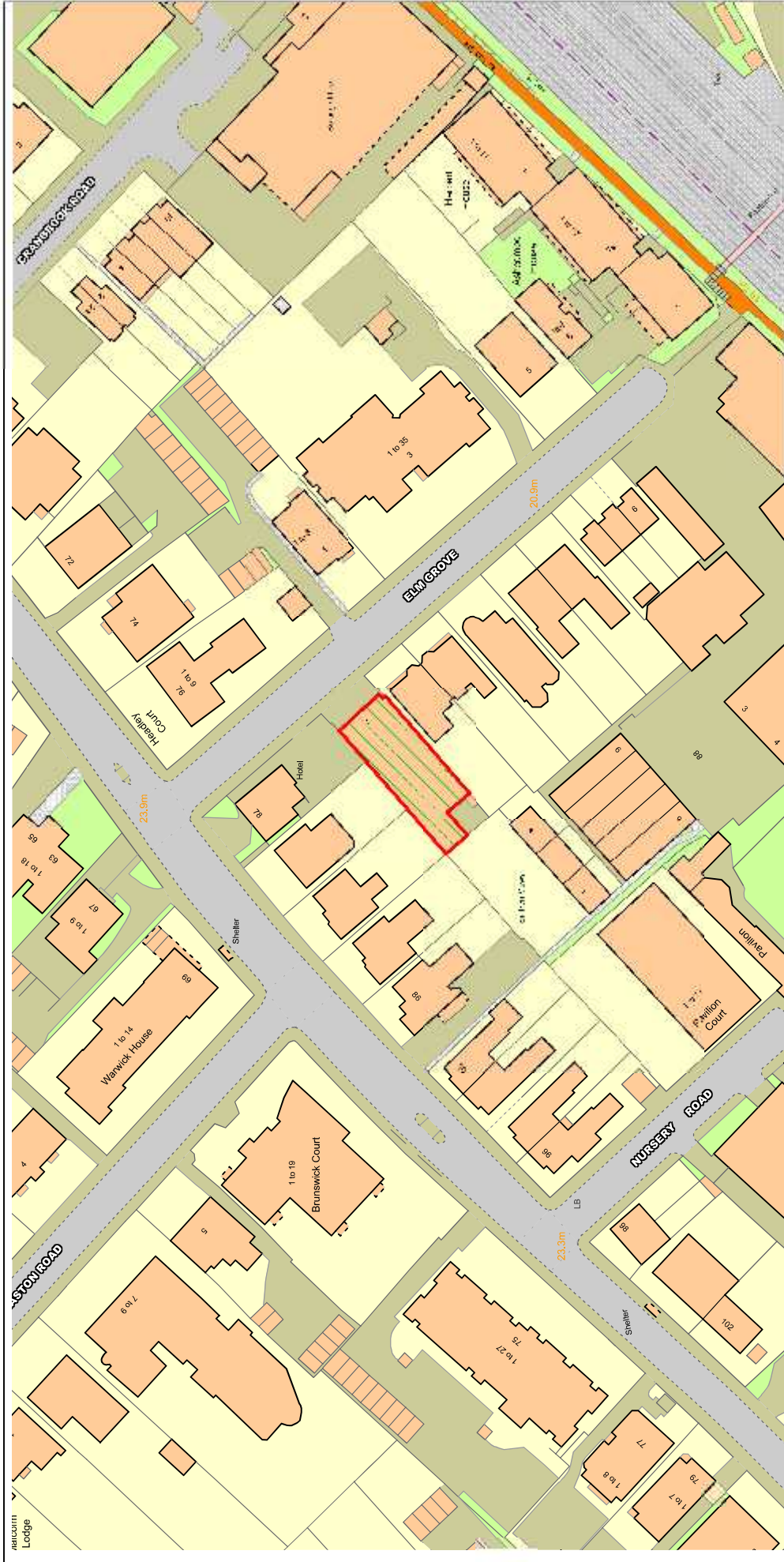
29. No external windows and doors shall be installed until detailed drawings at 1:20 scale of all external windows and doors including materials, set back within the opening, finishes and method of opening have been submitted to and approved by the local planning authority. Only the approved details shall be used in the development hereby permitted.

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.

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

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PLANNING APPLICATIONS COMMITTEE 15 September 2016

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	16/P1696	25/04/2016
Address/Site:	Haig Housing Estate, Hill Top & Rhodes Moorhouse Court, Green Lane, Morden SM4 5NS	
Ward:	St Helier	
Proposal:	Demolition of garages and erection of 68 residential units with associated parking and landscaping.	
Drawing No.'s:	See Condition 2	
Contact Officer:	Felicity Cox (020 8545 3119)	

RECOMMENDATION

Grant planning permission subject to s106 legal agreement and conditions.

CHECKLIST INFORMATION

- S106: Yes
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: Yes
- Site notice: Yes
- Design Review Panel consulted: Yes
- Number of neighbours consulted: 195
- External consultations: 3
- Controlled Parking Zone: No
- Flood zone: Yes
- Conservation Area: Yes
- Listed building: No
- Protected Trees: Yes
- Public Transport Access Level: 2-3

1. INTRODUCTION

- 1.1 This application is being brought to the Planning Applications Committee for determination due to the number of objections received. Furthermore, as the proposal involves building on designated open space, the application is a departure from planning policy and therefore needs to be brought before the Planning Applications Committee.

2. SITE AND SURROUNDINGS

- 2.1 The Haig Housing Trust Estate (HHT) at Morden as it currently stands was largely developed between 1930 and 1935. The 25 acres of land located between the

railway line, Central Road and Epsom Road were leased by the London County Council to the Trustees of Douglas Haig Memorial Homes. Houses and flats were built to accommodate ex-servicemen and their widows and families.

- 2.2 The Estate is divided into two sub-areas - Haig Estate South and Haig Estate North - by Green Lane. The application site relates to the south-eastern section of the Haig Housing Trust Estate, known as Rhodes Moorhouse Court and Hill Top.
- 2.3 The area to the east of Trenchard Court, between its rear gardens and the access road to Rhodes Moorhouse Court was left undeveloped, but the provision of a gap in the buildings at Hill Top suggests that future expansion onto this site and the requirement for vehicle access had been anticipated at an early stage. The strip of land between Hill Top and the large open space adjacent to Rhodes Moorhouse Court is currently enclosed by Harus fencing and is used by Haig's Grounds Maintenance team for storage purposes.
- 2.4 The large open space at Rhodes Moorhouse Court is currently unused (apart from an area set aside for residents to walk their dogs). It is separated by metal railings from the later (1950's) adjacent singlesided broken terrace development of Rhodes Moorhouse Court along the eastern boundary of Haig Estate South. A small access road on to this terrace from Green Lane terminates in a cul-de-sac with an incongruous pair of garages within the open space, which is otherwise fenced off from the roadway. A public right of way exists along the eastern edge of the space, linking with the residential area at Torrington Way to the south, and is used by pedestrians to access the adjacent St. Helier railway station via Green Lane.
- 2.5 The whole of the existing Estate falls within the Upper Morden Conservation Area. Some areas, in particular the space bounded by The Precincts, The Sanctuary and South Close, and the large area of open ground between the rear of Trenchard Court and Rhodes Moorhouse Court, are designated open space.

3. CURRENT PROPOSAL

- 3.1 The application proposes the creation of 68 new residential units and associated landscaping and parking, including the creation of a new central green space. The proposal is in response to the funding that has been granted to Haig Housing Trust from the Ministry of Defence through the Veterans Accommodation Fund (VAF) to provide an additional 68 residential units.
- 3.3 The summary Schedule of Accommodation below shows the amount of new housing proposed on the Rhodes Moorhouse Court and Hill Top sites. The proposal includes a total of 7 wheelchair user dwellings.

UNIT TYPE	One Bedroom Two Person Flat	One Bedroom Two Person Wheelchair Flat	Two Bedroom Three Person Flat	Two Bedroom Three Person Wheelchair Flat	Two Bedroom Four Person Flat	Two Bedroom Four Person Maisonette	Two Bedroom Four Person Wheelchair Flat	Three Bedroom Four Person Flat	Three Bedroom Five Person Flat	Three Bedroom Four Person House	Three Bedroom Five Person House	Four Bedroom Six Person House	TOTAL UNITS	Net New Car Spaces
MINIMUM UNIT AREA	50	60	61	71	70	83	80	74	86	96	102	113		
Hill Top	6	2	4	0	2	0	0	0	0	4	1	0	19	12
Rhodes Moorhouse Court	13	2	2	1	10	1	2	5	0	0	8	5	49	50
Totals	19	4	6	1	12	1	2	5	0	4	9	5	68	62
	23		22					23						
% by Unit	34%		32%					34%						

- 3.4 It is proposed that the court buildings facing the open space at Rhodes Moorhouse Court Gardens generally rise to three storeys and share the same building materials, general form, volume, massing and detailing. The court buildings are designed to be

read as a complete group in the spirit of the existing formal groups on the estate such as South Close, Denmark Court and Legion Court. The housing proposed within Rhodes Moorhouse Court Gardens can be described as follows:

1) U-shaped group to the north of the open space

A 15 unit apartment group comprising a three storey element of 12 units facing the open space with one and two storey subservient 'wings' of 1 and 2 units respectively facing the northern boundary and rear gardens of houses along Green Lane.

2) Terraced group to the west of the open space

A 13 house terrace (8 no. three bed and 5 no. four bed) bookended by three storey stacks of 3 no. apartments at each end of the terrace.

3) L-shaped group to the south of the open space

A 15 unit apartment group comprising a three storey element of 12 units facing the open space with a two storey subservient 'wing' of 2 units facing the southern boundary and west towards the proposed group at Hill Top Court.

3a) Detached bungalow to the south-east of the open space A single, one storey wheelchair user bungalow at the southern end of the entrance access loop addressing the existing houses along Rhodes Moorhouse Court and also Torrington Way to the south.

3.5 The proposal for the Hill Top Court area of the site is to create an extension to the existing Hill Top building group by slightly extending the Hill Top estate access road, through to a small new semi-formal linking court group similar to others in the estate, and linked and integrated in to the proposed Rhodes Moorhouse Court Gardens development. It is proposed that the buildings in the Hill Top Court group rise to two storeys and would relate closely to the general form, massing and detailing of the existing buildings at Hill Top and Trenchard Court. They are designed to provide a transition between the existing Hill Top buildings and the new group proposed at Rhodes Moorhouse Court Gardens. The housing proposed within the Hill Top Court site can be described as follows:

4a) Detached house south of the Rhodes Moorhouse Court terrace A two storey, three bed detached house providing a focus to the transition point at the small landscaped parking area south-west of Rhodes Moorhouse Court.

4b) Group of paired semi-detached houses west of group 4a Two pairs of two storey, semi-detached three bed houses arranged close together to the north and south of a pedestrian axis route to provide a sense of enclosure to the Hill Top Court group and a transition point between the Rhodes Moorhouse Court Gardens and Hill Top Court groups.

4c) Paired apartment groups west of group 4b Two pairs of two storey, 4 unit apartment groups arranged to the north and south of the pedestrian axis route between the Rhodes Moorhouse Court Gardens and Hill Top Court groups.

4d) L-shaped group west of the existing Hill Top group A two storey, 6 unit apartment group infilling this open area to define the linking point between the existing and new Hill Top groups.

3.6 Vehicular and pedestrian access to the new development is proposed from within the main body of the existing estate at Hill Top and from the existing access road serving Rhodes Moorhouse Court. All access roads within the site will be low speed, shared

surface with pedestrian priority, in keeping with the existing roads across the HHT Estate.

- 3.7 Existing parking provision for current residents at Rhodes Moorhouse Court and Hill Top will be maintained (16 spaces) and a total of 62 net new car parking spaces are to be provided on site.
- 3.8 Private gardens are proposed for the three and four bed family houses, with a combination of private and communal open space proposed for flats. A large shared amenity space is proposed in a landscaped central 'garden' at Rhodes Moorhouse Court Gardens. The provision of play space in the proposed development has been considered in the context of the Estate as a whole and therefore the applicant proposes that a Local Landscaped Area for Play replaces the existing tennis courts.

4. PLANNING HISTORY

- 4.1 The site has an extensive planning history primarily relating to miscellaneous applications for tree works. As the proposed buildings are to be located on an undeveloped section of the site, it is not considered relevant to detail the extensive planning history of the site in this instance.

5. CONSULTATION

5.1 Public consultation

Public consultation was undertaken by way of post, site notices and press notices. In total 18 representations were received from members of the public / residents with 1 in support and 17 in objection. The points made in the representations received are summarised as follows:

Those received in support (1):

- Need for re-housing of veterans far exceeds Haig's annual turnover of homes, especially in London
- In response to neighbours' concerns about overlooking, the distance between the new buildings and rear of dwellings fronting Rougement Avenue is at least 80 feet and the 6-foot high fence is to be retained with new shrubs to be planted for screening
- Number of objections from Moorhouse Court residents centre on access road from Green Lane plus provision of adequate number of resident's parking bays. Haig Homes have stipulated they are providing 16 bays for the 12 existing homes, which is more than other areas of the estate which average only one bay per household. Each of the new 68 dwellings will also have their own bay so there would be no pressure on existing residents.
- Regarding the access road width, understood that the garden at 12 Haig Close had been reduced to permit wider access off Green Lane
- Objectors comments on parking of emergency vehicles, contractors and the like is considered irrelevant. Rest of estate works fine with day to day comings and goings of vehicles and some properties don't even have vehicular access. Residents' vehicles being denied access temporarily in an emergency is not something to object to

Those received which objected to the proposed development (15):

- Proposal will increase burden on infrastructure such as schools, NHS services etc.

- There are opportunities to create housing on other Haig Housing Estates rather than expand this one; additionally expansion on other parts of the estate would be more appropriate
- Loss of green space of site would be negative
- Adding to the estate would be detrimental to the social cohesion of the community
- Haig Housing Trust have not listened to residents comments and those who oppose the proposal, and have not openly consulted with residents from the beginning of the process
- Consultation undertaken by Haig Housing Trust has weighted to the advantage of Haig Housing Tenants
- Three storey building along southern boundary will be overly imposing and lead to loss of privacy for dwellings along Rougement Avenue and 52 Torrington Way due to height and proximity to boundary. Due to ground rising above Rougement Avenue, even two storey building would be overbearing. Balconies on the L-shaped building (No. 3) will also overlook rear gardens and homes of properties on Rougement Avenue.
- Planting of trees will not overcome privacy and overlooking issues.
- Proposal for three storeys is out of scale and out of character with surrounding buildings and area. Layout of buildings along the southern boundary of the site is not in keeping with the existing line of buildings along Rhodes Moorhouse and Torrington Way.
- Proximity of buildings to boundaries will generate high levels of noise and disturbance to what is currently a quiet area, cause loss of views, and loss of open aspect and suburban atmosphere of the neighbourhood
- Windows looking towards Rougement Avenue dwellings should be fixed shut with opaque glass
- Buildings along the southern boundary should be set back from the boundary line
- Inadequate number of parking spaces have been provided, and parking in the surrounding roads is already an issue. Unrealistic to expect that all dwellings will only have one car. No spaces have been provided for visitors in addition to residents and it does not address current shortage of spaces for existing residents.
- Combination of open space for play combined with parking around its boundary appears to be poorly thought out design in terms of health and safety considerations
- Proposal is over development that would be to the detriment of other residents. Whilst basis of units to land space the ratios may not appear to be unreasonable, the layout of the plans shows the buildings are too close to existing homes.
- Planning statement refers to anti-social behaviour in Rhodes Moorhouse Court. Disputed by residents who state that they have never seen inappropriate behaviour and this could be addressed through CCTV cameras if it does occur.
- Proposal will exacerbate flood issues on site and flood report did not take account of the impact on surrounding properties when water flows down off the site
- Layout of estate should be reconsidered. There are opportunities to provide housing using different designs and in different parts of the estate.
- Proposal would lead to loss of value of the adjoining properties
- Incorrect information given on the planning applications, such as answering 'no' to the site being vacant, answering 'no' to the site being viewable from a public road, footpath or other public way, and declaring that the facts stated in

the form are accurate.

- Proposal will change from open, healthy environment to close-by intrusive/invasive/threatening environment leading to an avoidable unhealthy, environment
- Proposal has been largely driven by needing to meet the financial objectives
- Heritage report does not identify or encourage specific materials required to sustain the conservation area and may therefore be detrimental to the conservation area
- Proposal provides insufficient provision of family housing, which has been identified in planning policy as in short supply in the borough.
- Density of the proposal is too high and not in keeping with suburban character of the area
- Design of buildings does not add value to the existing character of both heritage and historical buildings within the neighbourhood
- Trees of significance are being removed and there is evidence of bats in the area
- Electric car spaces should not be restricted to electric cars only, to help alleviate parking stress issues
- Link from Haig Homes to Rougement needs to be upgraded with more than just hedges
- Single passing bay for access from Green Lane is insufficient given the number of movements that will be generated by the new houses. Potential for conflict is a safety concern.
- Access for emergency vehicles, delivery vehicles and contractors has not been taken into consideration

Re-consultation was undertaken following submission of amended plans. Five further objections were received citing the following:

- Three storey height not in keeping with height of Haig Housing Estate and will create a more urban environment in an established suburban area
- Minimal proximity of buildings will result in overlooking into gardens of Torrington Way/Rougemont Avenue houses and result in loss of privacy and natural light, and be visually overbearing on properties
- Insufficient changes made to the plans to address neighbour's amenity concerns
- Scheme is considerate of existing HHT residents but doesn't take into consideration impacts on neighbouring properties around the estate
- Level of parking insufficient given parking demand in surrounding streets
- Concerns about impact of natural drainage/water runoff resulting from loss of green space
- Provision of 26% family residences not in keeping with 50% strategic housing recommendation
- 14 day re-consultation period insufficient and poorly timed over holidays

5.2 Transport for London

- The A24 Epsom Road that is adjacent to the Haig Housing Estate (although not the particular covered by this application) is a TfL managed red route
- TfL accepts modelling and considered development is not likely to cause an unacceptable impact on nearby TLRN
- Requested reduction in number of parking spaces
- Level of disabled parking and bicycle provision acceptable
- Request EV charging points be increased to provision of 20% active and 20% passive charging points

- Conditions – Car Parking Management Plan, Travel Plan and Construction Logistics Plan

Officer response:

- LBM Traffic & Highways have responded that the parking provision is acceptable. It is in line with the London Plan parking standards and due to number of veterans living on the site with limiting health problems there are likely to be a high number of visits from carers and medical professionals.
- LBM Traffic & Highways have responded that electric vehicle charging point provision is acceptable and in accordance with London Plan standards – because the estate is social housing recognised that there can be some flexibility in the level of provision
- Appropriate conditions have been included

5.3 Network Rail

- No comments or objections.

5.4 Designing Out Crime Officer

- Defensible space is provided by front gardens and low hedge planting adjacent to ground floor windows.
- Natural surveillance to be promoted through careful selection of plant species, on going maintenance programme and the creation of vision channels where shrubs have a mature growth height no higher than 1 metre, and trees with no foliage, or lower branches below 2 metres.
- If a play area is proposed, it should be in a location to allow for supervision from nearby dwellings with safe routes for users to come and go.
- Any seating should be designed to include centrally positioned arm rest dividers to assist those with mobility issues and prevent people from lying down.
- Space should be created between any seating and footpaths to help reduce the fear associated with having to walk past and be located where there will be natural surveillance.
- Blank gable ends should be avoided to deter potential ASB of graffiti or ball games also to increase the chance of natural surveillance
- Lighting should be to BS 5489:2013 and council requirements.
- Any planting adjacent to the car parking areas must be carefully selected to allow for clear views of the cars and avoid the creation of potential hiding places.

Officer response:

- Comments have been incorporated into the design. The design was amended to include defensible spaces in front of the houses and blank walls have been avoided. Detailed landscape design will be secured by condition.

5.5 Internal responses

LBM Traffic & Highways

- The carriageway layout doesn't work unless it is going to be one way throughout the site with all motorised vehicular traffic exiting via Hill Top
- The proposed access arrangements onto Green Lanes from Rhodes Moorhouse Court Gardens are not acceptable unless it is going to be access only. The increased volume of traffic generated by the development will make the two way operation of the access point from Green Lane into Rhodes Moorhouse Court unworkable and lead to traffic queuing on Green Lane to

enter the estate.

- The parking layout with teardrop layout and angled parking is visually and functionally unacceptable. not right and looks awful.
- The pedestrian and cycle access through the site to the south to Rougemount Avenue needs to be maintained and enhanced – require agreement ensuring a public right of way through the site
- The refuse vehicle tracking shown in the drawings is only 9 metres long and not the larger 10 metre vehicle.
- Level of provision for parking, disabled parking, cycle parking and EV charging points acceptable
- Proposed bin locations do not require these to be moved more than 25 metres
- Conditions – Cycle Parking (Implementation), Travel Plan, Construction Logistics Plan

Officer response:

- Layout was amended to remove tear-drop arrangement, create two-way carriageway and provide for parallel parking – LBM Traffic & Highways advised this was considerable improvement and now acceptable
- Tracking for 10m vehicle provided demonstrating site can be serviced by larger Refuse Collection Vehicle
- Dimensions of access to Green Lane increased to provide for two-way access in accordance with officer comments. Access also amended to incorporate officer recommendations to include signs/markings at the pinchpoint showing that traffic entering from Green Lane has right of way over vehicles exiting, double yellow lines or other forms of parking restriction introduced along the length of the access road from the pinch point to Green Lane to ensure vehicles do not park up on it in the future, and junction of Rhodes Moorhouse Court at the junction with Green Lane provided a raised entry treatment to compensate for wider junction crossing

LBM Urban Design & Conservation Area Officer Comments:

- Overall it is considered that this is a good quality proposal that has a good layout and integrates well into the existing estate and is at a complementary but increased density
- Overall approach to architectural design of buildings appropriate and respectful of Conservation Area, however requested information on materials and finishes to be provided
- Massing, height and scale of buildings appropriate. However detailed design needs to create an emphasis on vertical rhythm rather than horizontal
- Whilst the layout of buildings is appropriate, proposed square, arrangement of parking and road layout with tear drop would detract from conservation area due to visual dominance of car parking and road layout
- One-way road layout inflexible and parking has created barriers to pedestrian movement
- Green space too formal and not in keeping with more informal character of open space in the conservation area
- Wide dormer windows do not relate to scale of other dormer windows in the estate
- Block 2 roof form massing is overly dominant and needs to be addressed
- Internal floor area for bedrooms to be provided
- Proposal could better integrate existing Rhodes Moorhouse Court dwellings into development by removal of front fences

Officer response:

- Layout was amended to remove tear-drop arrangement, increase area of central green space and provide for parallel parking – LBM Urban Design & Conservation advised this was considerable improvement and now acceptable
- Detailed design elements such as chimneys, drain pipes and material details added to reduce massing and create vertical emphasis
- Landscape concept plans submitted providing for more informal green space to Rhodes Moorhouse Court and additional landscaping at rear of Block 2 – Conservation & Urban Design Officers commented amended design is respectful of openness of Haig Housing Estate and Conservation Area
- Width of dormer windows reduced and Conservation Area Officer advised this is acceptable
- Internal floor areas provided to meet requirements of London Plan
- HHT have advised that existing residents of Rhodes Moorhouse Court opposed to removal of their front fences and hence this has not been revised
- Condition – materials to be submitted to ensure the development preserves and enhances conservation area

LBM Biodiversity/Ecology

- Findings and recommendations of the June 2016 Middelmarsh Environmental reptile survey report (No: RT-MME 122471) acceptable
- The conversion of a tennis court into a play space facility would not have an undue impact on the SINC
- The proposed play space on the 1300sqm tennis court, will exceed the minimum requirements set out in the Mayor's Play and Informal Recreation SPG and is acceptable
- Conditions – provision of bird boxes & submission of detailed design of play space

Officer response:

- Noted – appropriate conditions have been included.

LBM Tree Officer : No objection

- Proposed to remove approx. 16 single trees and 2 groups of trees (there are 8 trees in one group and 7 trees in the other group). The proposals include the removal of two B1 category trees (T21& T32);
- The proposals do include the retention of a few trees around the perimeter of the site. These will need to be protected during the course of site works;
- The submitted landscape proposals indicate that approx. 70 new trees are to be planted across the site. These consist of a good range of species that should, in time, make a significant contribution to the landscape amenities of the estate.
- Conditions – Tree Protection, Site Supervision (Trees), Design of Foundations, Landscaping & Implementation

Officer response:

- Noted – appropriate conditions have been included.

LBM Environmental Health Officer

- No objections to proposal
- Conditions – Demolition & Construction Method Statement, External Lighting & Contaminated Land Informative

Officer response:

- Noted – appropriate conditions and informative have been included.

LBM Flood Risk Engineer

- FRA and Foul/Surface Water Drainage Strategy acceptable
- Condition recommended for development to be implemented in accordance with Surface Water Drainage strategy

Officer response:

- Noted – appropriate conditions have been included.

Sustainability/Climate Change Officer

- Development is to be designed in accordance with the Mayor's energy hierarchy and will meet policy requirements
- Condition recommended relating to CO2 emissions to be 35% improvement on Part L 2013 (Building Regulations) and water usage rates not to exceed 105 litres per person per day.

Officer response:

- Noted – appropriate conditions have been included.

Design Review Panel – notes relating to Haig Housing Estate from meeting on Tuesday 24th November, 2015

Item 1: Pre-Application, 15/P2690/NEW, Units 1-4, Haig Homes Masterplan, Morden

The Panel were impressed with the proposals and presentation, and liked the strategy of keeping and developing the series of courtyards/green squares. At the macro level, the Panel noted the aim of the applicant to create a calm and relaxed atmosphere for war veterans. The Panel however, felt that this should not necessarily lead to maintaining low site density. There was only one opportunity to get the masterplan right and the applicant needed to ensure they made the best use of the land whilst respecting the conservation area and existing estate. The Panel felt that it was quite possible to achieve calm tranquillity in a slightly higher density development.

At the next level, the Panel felt that the masterplan was in places not very clear about its pedestrian and vehicular routes and that, particularly on the southern site, it was creating ambiguous spaces and parking courts that were well out of sight of housing. It was felt that this could be significantly improved upon, particularly with the creation of a street linking Rhodes Moorhouse Court with the Trenchard Court/South Close area. Streets needed to be simple, clear and straight with parallel parking where possible. Streets should be designed to create a calm and safe environment, with easy level crossings at pavement level that support a design speed of 20mph maximum. It was felt that the tennis court could be retained as green space and the proposed housing be located behind it to turn Trenchard Court into a larger central square.

It was felt that the layout could be a bit more efficient and compact, giving a stronger block structure a clearer grid of streets and paths to provide clearer sight lines and a greater feeling of safety. It was felt that some spaces such as Lawrence Weaver Close were well resolved blocks with surrounding roads, but the other smaller, more awkward spaces, were less successful. It was felt that the large parking court next to the railway was not efficient and was more suitable for extra housing as is close to the station and shops. It was also felt that the north-west edge of the site adjacent to

London Road was underdeveloped and provided an opportunity to create some higher density housing to form a barrier between the busy road and main part of the estate and better define the mature landscaping remaining from the former house.

It was felt that more work was needed on the landscaping and that a clear landscape strategy was needed to understand which were the important trees and which were not, and to provide a long-term landscape plan for the estate. This was important for a number of reasons, primarily because the current estate benefits from a high quality green landscape that needed to be maintained and enhanced.

Parking is integral to this and the Panel was uncomfortable with the creation of large parking courts as on-street end-on arrangements had less detrimental impact on the landscape and could more flexibly accommodate different sized vehicles. Several parking courts also had poor surveillance from dwellings. It was felt that on-street end-on parking should be used more, with parking also potentially also sensitively integrated into the larger landscaped squares as part of an overall landscaping strategy of 'imaginative integration' but that this should not undermine the landscape quality of these spaces.

The Panel were not opposed to an architectural style similar to that existing housing, but warned of the risk of creating a monotonous feel to the estate in so doing. To this end the Panel encouraged the applicant to consider a slightly more contemporary feel that still retained scope for architectural variety and which also respected and drew upon the existing architectural context. The Panel were clear in their feeling that the new housing should be inspirational for the new veterans and respond to their needs in many ways, such as low-cill large windows for wheelchair users, so that they attain and provide homes to lifetime-homes standards.

The designs for the Haig Centre seemed more advanced than those for the housing. The Panel recommended that the designs for the courtyards now needed to be worked up more carefully in terms of both the architecture, landscaping and streets and that individual designs for each courtyard/square be developed, giving them each their own character.

Overall the Panel welcomed the proposals but felt there was still scope for the applicant to be bolder, braver and try harder. They were close to producing something exceptional but not quite there yet

VERDICT: GREEN

Design Review Panel – notes relating to Haig Housing Estate from meeting on Tuesday 19th April, 2016

Item 2: Pre-Application, 15/P2690/NEW, Haig Homes, Green Lane, Morden

The Panel welcomed a number of changes since the review in November 2015, particularly the improved route through the site and the removal of the parking courts. The Panel reiterated its support for the garden square concept and for the shared surface approach to the streets. The Panel's main concerns centred around how parking was accommodated on the site, and that this caused a range of other problems.

The Panel felt that the parking provision dominated the square and should not do so. This was due to the angled echelon arrangement. Whilst this maximised the number of spaces, it isolated the square from the houses. The high number of spaces and

low level landscaping proposed to mitigate the visual effect of cars also did this and reduced natural surveillance into the square.

It was suggested that the parking arrangement was a little over-designed and may lead to people pavement parking. It needed to be flexible and simple on-street parking softened with planting may be the best approach (although there was a suggestion for forecourt parking). The Panel also felt that parking dominance was evident by the three roads into the site and that one of these should be removed if possible.

It was felt that the overall design was too rigid, formal and symmetrical. Whilst this may be a sound basis from which to start, the Panel felt that something more dynamic was needed and the design needed to 'loosen up' a little. Removing one of the roads might help.

The internal design of the square needed to reflect desire lines and the paths did not do so. Internally there also needed to be more imagination in the layout, which seemed a little sterile and lacking a social dimension. The square needed to connect far better to the surrounding houses and both to feel part of one whole. Visibility and natural surveillance was key to this and the Panel suggested less low-level planting and more tree planting with higher canopies that allowed views across the site.

The Panel did not comment extensively on the architecture, thought did suggest that square windows rarely worked well as neither the opening, nor the window could both be square at the same time. Overall the Panel were very supportive of the proposal but felt that further work was needed primarily on the approach to parking and development of the landscaping concept.

VERDICT: AMBER

6. POLICY CONTEXT

6.1 NPPF - National Planning Policy Framework (2012):

- 6. Delivering a wide choice of quality homes.
- 7. Requiring good design.

6.2 London Plan (2015)

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
- 3.11 Affordable housing targets
- 3.13 Affordable housing thresholds
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.13 Sustainable drainage
- 5.17 Waste capacity
- 6.3 Assessing the effects of development on transport capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure

- 6.9 Cycling
 - 6.11 Smoothing traffic flow and easing congestion
 - 6.12 Road network capacity
 - 6.13 Parking
 - 7.1 Lifetime neighbourhoods
 - 7.2 An Inclusive environment
 - 7.3 Designing out crime
 - 7.4 Local character
 - 7.5 Public realm
 - 7.6 Architecture
 - 7.8 Heritage assets and archaeology
 - 7.14 Improving air quality
 - 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
 - 8.2 Planning obligations
- 6.3 Merton Local Development Framework Core Strategy – 2011 (Core Strategy)
 Relevant policies include:
 CS 8 Housing choice
 CS 9 Housing provision
 CS 13 Open space and leisure
 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 H3 Support for affordable housing
 DM D1 Urban Design
 DM D2 Design considerations
 DM D4 Managing Heritage Assets
 DM O1 Open space
 DM O2 Trees, hedges and landscape features
 DM EP2 Reducing and mitigating noise
 DM T1 Support for sustainable travel and active travel
 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 – 2012
 Merton Design SPG – 2004
- 7. PLANNING CONSIDERATIONS**
- 7.1 Key planning considerations:
- Principle of development
 - Affordable housing
 - Open space / green space
 - Design and impact upon the character and appearance of the area
 - Biodiversity

- Play space
- Flooding
- Impact upon neighbouring amenity
- Standard of accommodation
- Transport and parking
- Refuse storage and collection
- Cycle storage
- Sustainability

Principle of development

- 7.2 Policy 3.3 of the London Plan 2015 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 densities and that the Council will work with housing providers to provide a minimum of 4,107 additional homes [411 new dwellings annually] between 2015 and 2025.
- 7.3 Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space. This should meet the needs of all sectors of the community and include the provision of family sized and smaller housing units. Policy DM H2 confirms that the Council is seeking to encourage "socially mixed, sustainable communities with a greater choice and better mix in the size, type and location of housing" with an indicative housing mix of 33% one bedroom dwellings, 32% two bedroom dwellings and 35% three or more bedroom dwellings.
- 7.4 Haig Housing Trust is the largest provider of accommodation to the Veterans sector and provides independent, social housing to ex-Servicemen and women in housing need, as well as providing specialist housing solutions to wounded, injured and sick Veterans. The submitted Statement of Need demonstrates that the demand for housing assistance from Veterans has grown exponentially over the past 5 years and is currently at a peak, with demand highest in London and the South East. Current demand for veteran housing assistance from bona fide applicants nationally outstrips HHT means by a factor of 6:1. In London and the South East, the disparity is much larger by a factor of 11:1. Haig has experienced a 30% increase in qualifying applications in the last three years whilst our stock has grown by only 3.4% in the same period.
- 7.5 The proposal relating to the expansion of the Haig Housing Estate would result in a net increase of 68 residential units that range in size from one bedroom two-person flats to four bedroom, six-person houses to accommodate an identified need for housing for service leavers, the elderly and new veteran families needing housing assistance. The proposed housing mix is in accordance with the preferred housing mix specified in Policy DM H2, and also provides for 10% wheelchair accessible dwellings in accordance with Policy CS8. The proposed expansion of the Haig Housing Estate would address an urgent need for accommodation for veterans and their families and accord with London Plan policies, Merton Local Development Framework Core Strategy, Merton Sites and Policies Plan and supplementary planning documents.

Affordable Housing

- 7.6 Core Strategy policies CS8 outlines provisions for affordable housing in line with the relevant provisions of policies 3.11 and 3.13 of the London Plan (2015). Core Strategy CS8 specifies affordable housing target of 40% of the units to be provided on-site as affordable housing, to consist of 60% social rented and 40% intermediate provision.
- 7.7 The new housing to be created by Haig Housing Estate would ultimately all be provided as affordable rent and would be retained by Haig Homes Trust in order to cater for the specific needs of the community it serves. However, notwithstanding the intention to retain all of the units in the HHT estate, for planning purposes this planning application seeks only to explicitly secure the provision 31% of the units (21 units) (equating to 40% of the total habitable rooms being created by the proposal) as affordable housing through the associated Section 106 Agreement (see table below). In accordance with the HHT model, all 40% of the housing secured under s106 would be social rent and no intermediate provision would be proposed.

	Private Units		Affordable Units (All Social Rent)		TOTAL	
	Units	Habitable Rooms	Units	Habitable Rooms	Units	Habitable Rooms
1 bed flat (2 hr)	19	38	4 (4 wheelchair)	8	23	46
2 bed flat (3 hr)	19	57	3 (3 wheelchair)	9	22	66
3 bed flat (4 hr)	4	16	1	4	5	20
3 bed house (5 hr)	5	25	8	40	13	65
4 bed house (6 hr)	0	0	5	30	5	30
TOTAL	47	136	21	91	68	227
%	69	60	31	40	100%	100%

- 7.8 Notwithstanding that Policy CS8 seeks the provision of 40% of the units as affordable housing, having consideration to the fact that 100% of the dwellings to be created will be delivered as social rent, and that the s106 units will include a greater proportion of family sized units, it is considered that the number, tenure and mix of affordable housing provision is acceptable in this instance.
- 7.9 However, it is recommended that the terms of the s106 require the delivery of 6 additional units as affordable housing (social rent) in the event of any of the untied dwellings being sold on the open market in future. This would consequently result in the overall scheme delivering a minimum of 40% of the units (equating to a total of 27 residential units) as affordable housing under s106.

Open Space

- 7.10 In line with the NPPF, Merton's adopted Sites and Policies Plan Policy DM O1 states that designated open space should not be built on unless the open space is surplus to the requirements of the Borough, the loss would be replaced by equivalent or better provision in terms of quantity or quality, or the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

- 7.11 The proposed development would result in a net loss of designated open space when compared to the existing situation. As set out in Part 2 of the submitted Design and Access Statement, several alternative sites were considered to accommodate the additional housing and through a process of feasibility studies, masterplan development and consultation with existing HTT residents, the Hill Top and Rhodes Moorhouse Court sites were selected. Many of the alternative sites offered the opportunity for smaller infill development around the estate. Rhodes Moorhouse Court offered the only opportunity for a single larger scale development in one location.
- 7.12 The impact of the proposals on the character of the area, other policy designations and neighbouring properties were considerations in the selection of the site. The Rhodes Moorhouse Court site offered the opportunity for a high quality development that would reflect the character and layout of the estate. It is not constrained by any ecological/environmental designations and would have a limited impact on the amenities of existing neighbouring occupiers.
- 7.13 Consideration was also given to which sites would deliver the most cost effective use of the funding available. Developing several smaller and more awkward sites in one go would not be as cost effective. HHT are in a very unusual situation of having a sum of money to spend in one go which allows them to develop a larger scheme that would not otherwise be possible. They are unlikely to ever have the funds again to build this number of units in one go.
- 7.14 All of these considerations point towards developing the Rhodes Moorhouse Court site now, along with the adjacent Hill Top site that would provide the 68 units that the funding allows for.
- 7.15 Any perceived harm from the development of this land would be offset by the provision of additional housing and the enhanced landscaping, visual amenity and accessibility of the remaining land. As detailed in the Open Space Statement prepared by HHT, the land in question has been largely closed off from public access for some time and is not currently used for recreation or amenity. The Conservation Area Character Assessment draws attention to the poor landscape quality of the open space at Rhodes Moorhouse Court as being a negative feature within the Conservation Area. Concerns over the use of the land because of anti-social behaviour issues, have been highlighted in the feedback from public consultations undertaken by HHT.
- 7.16 This proposal offers the opportunity to address those concerns. The proposal will deliver a reduced area of public open space but that space will benefit from natural surveillance from the new residential properties and will become a central feature for the residents. It is anticipated that the quality of this open space provision will be significantly enhanced as a result of the development.
- 7.17 In light of the need to provide additional housing to meet the significant demand for housing of ex-Servicemen and women and the potential for the site to meet this need, it is considered that the community benefits from the proposal would outweigh the loss of designated open space, and therefore a departure from planning policy is considered to be acceptable in this instance.

Design and impact upon the character and appearance of the area

- 7.18 London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policy DMD2 require well designed proposals that will respect the appearance, materials, scale, bulk, proportions and character of the original building and their surroundings. Policy 7.6 sets out a number of key objectives for the design of new buildings including that they should be of the highest architectural quality, they should be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm, and buildings should have details that complement, but not necessarily replicate the local architectural character. Policy CS14 of the adopted Core Strategy states that all development needs to be designed to respect, reinforce and enhance local character and contribute to Merton's sense of place and identity. This will be achieved in various ways including by promoting high quality design and providing functional spaces and buildings.
- 7.19 The Haig Housing Estate is designated within the Upper Morden Conservation Area. The Upper Morden Character Assessment notes "*There are six Locally Listed buildings within this sub area – The Precincts, The Sanctuary, Trenchard Court, South Close and Hill Top... Each of the main building groups displays its own group value, in terms of the consistent architectural treatment. Thus 3-12 Central Road, the Sanctuary, Hill Top, South Close and Trenchard Court are each seen to be a homogeneous entity in terms of their architecture and plan form.*" The Character Assessment notes that 1-12, 12a and 14 Rhodes Moorhouse Court are considered to make a neutral contribution.
- 7.20 To address the comments of the Design Review Panel, along with those of LBM Urban Design, Conservation & Traffic Officers, the layout was revised to remove the tear-drop road arrangement and angled parking, replacing this with a larger central green space and the provision of parallel parking to reduce the visual impact of parking. LBM Urban Design/Conservation Officers have commented that the revised layout of the development around the new square is highly relevant and appropriate, relating well to the original design ethos of the estate. The revised layout provides for a clear and legible link through the estate and preservation of a large, identifiable green space where there will be loss of existing open land. There is also a clear link maintained to Torrington Way for pedestrians. The existing estate's buildings are formally laid out around squares, with the spaces left primarily as grass and not significantly intruded by parking. The amended proposal repeats this pattern of formality in buildings with a more informal approach to the open space and landscaping in line with the rest of the estate.
- 7.21 The landscape design for the estate was revised to address the comments of the Design Review Panel and LBM Urban Design, Conservation & Traffic Officers by taking inspiration from the landscape remnants of the former house on the site. The landscape design has achieved a more informal green space through an arrangement of mature trees of mixed species disbursed throughout the space with varying tree top profiles. The design has incorporated paths following desire lines and provision of low level landscaping in front of the buildings to provide for casual surveillance. These amendments, along with the rearrangement of parking, have resulted in the greenspace better integrating with the surrounding housing and are considered to create a high quality asset that will make a positive contribution to the conservation area and will retain the leafy and open character of the existing Estate.
- 7.22 The density is also considered appropriate. Compared to the existing estate density it is an intensification, but the character is in the spirit of the original layout and fits in well. It will not feel over dense and the provision of the new square is key to this. The scale and height of the building is also considered appropriate. This consists of one,

two and three storey buildings with pitched roofs. This mirrors the scale found on the estate as a whole, which is a mix of three, two and sometimes one-storey buildings.

- 7.23 The architectural style and detail of the two parts of the development (the extended Hill Top Court and Rhodes Moorhouse Court Gardens) are treated in slightly different ways. In general terms the proposed buildings in the Rhodes Moorhouse Court Gardens group and adjacent sub-courts are designed as a contemporary interpretation of the Classical Domestic Style typically found on the estate. In general terms the proposed buildings in the Hill Top Court group are designed to create a transition between the existing buildings at Hill Top and the new group at Rhodes Moorhouse Court Gardens
- 7.24 The overall rhythm, massing and architectural design of the buildings is considered acceptable. LBM Urban Design/Conservation Officers have commented that the overall architectural style is clean and crisp and has its own character. With a condition requiring submission of materials to ensure the use of high quality materials, it is considered the proposal will be an asset and improvement to the Conservation Area. The yellow brick and concrete tiles are not consistent with the materials of the existing buildings. However, given this is a new 'quarter' to the estate, and a more contemporary feel is being encouraged, a departure from this is appropriate. The addition of metal clad service risers to the roof, dormer windows, drainpipes and brick soldier course details in the detailed design further aid in achieving a suitable mass and balance between horizontal and vertical rhythm.
- 7.25 In conclusion, the design, scale, layout and appearance of the proposed development is considered acceptable when taken in the local context, and the proposal is considered to preserve and enhance the Upper Morden Conservation Area.

Biodiversity/Ecology

- 7.26 Policy CS13 of Merton's Core Strategy (2011) seeks to protect and enhance biodiversity within the borough. London Plan Policy 7.19 states in part D that: "*On Sites of Importance for Nature Conservation development proposals should: ...give sites of borough and local importance for nature conservation the level of protection commensurate with their importance.*" The only part of the proposal that is on a Site of Importance for Nature Conservation (SINC) is the proposed play space that is to be erected on the existing tennis court.
- 7.27 The applicant has supplied an Ecological Appraisal and undertaken an Environmental Reptile Survey Report in June 2016. These documents have been reviewed by LBM Open Space/Biodiversity Officer who has commented that the conversion of a tennis court into a play space facility would not have an undue impact on this part of the SINC. With suitably worded planning conditions, which secure the bird boxes recommended in paragraph 4.7 of the 29 March 2016 Crossman Associates Ecology Appraisal, the proposals will result in net biodiversity gains and is therefore considered to be in accordance with policy CS.13 of the Core Strategy (2011).
- 7.28 Policy CS13 of the Core Strategy also seeks that new developments incorporate and maintain landscape features such as trees which make a positive contribution to the wider network of open space.
- 7.29 It is proposed to remove approximately 16 single trees and 2 groups of trees (there are 8 trees in one group and 7 trees in the other group), including the removal of two

B1 category trees (T21& T32). In addition to the retention of several trees around the perimeter of the site, the submitted landscape proposals indicate that approximately 70 new trees are to be planted across the site. LBM Trees Officer has commented that the proposed replanting consists of a good range of species that should, in time, make a significant contribution to the landscape amenities of the estate. The LBM Trees Officer has recommended conditions to be attached relating to tree protection for the trees to be retained, site supervision, and submission of details of the design and foundations.

Play Space & Loss of Tennis Court

- 7.30 Merton's Core Planning Strategy policy CS 13 and The London Plan policy 3.6 require housing proposals to provide play spaces for the expected child population and the Mayor of London's 'Play and Informal Recreation' SPG 2012 provides detailed guidance on this matter.
- 7.31 The nearest play space is the Morden Recreation Ground Play Area, which is approximately 540m 'actual walking distance' from the site and to access it children would have to cross Green Lane. The proposed provision of play space on the 1,300 square metre tennis court will exceed the minimum requirements set out in the Mayor's Play and Informal Recreation SPG, and is therefore considered to be acceptable subject to the submission of design details secured by means of a suitably worded planning condition.
- 7.32 With respect to building the new playspace on the existing tennis court, Part B 'Planning decisions' of London Plan 3.19 states: "Proposals that result in a net loss of sports and recreation facilities, including playing fields should be resisted." Part H of Core Strategy Policy CS13 states: "*Based on assessment of need and capacity, opportunities in culture, sport, recreation and play will be promoted by: 1. Safeguarding the existing viable cultural, leisure, recreational and sporting facilities and supporting proposals for new and improved facilities;...*".
- 7.33 Taking into consideration Merton's Playing Pitch Study (June 2011) which commented that there are sufficient courts to meet demand now and in the future, it is considered that in this instance, the need for a play space would clearly outweigh the loss of the tennis court and is therefore acceptable.

Flooding

- 7.34 Policies DM F1 and DM F2 of Merton's Sites and Policies Plan and policy CS.16 of the Core Strategy seeks to ensure that development will not have an adverse impact on flooding and that there would be no adverse impacts on essential community infrastructure. The site is located within Flood Zone 1 and is therefore at low risk of flooding from fluvial flooding.
- 7.35 The applicant submitted a Flood Risk Assessment with the application, and following on from concerns relating to drainage and comments from LBM Flood Risk Officer, submitted a Surface Water Drainage Strategy. The reporting details proposed drainage measures, including permeable pavements and directing exceedance flows along the roads towards the Rhodes Moorhouse Court Gardens open space. These documents have been reviewed by the LBM Flood Risk Officer who has no objections on flood risk or drainage grounds. The proposed greenfield runoff rates are in accordance with the London Plan 5.13 and Merton's policy DM F2 requirements. LBM Flood Risk Officer has recommended inclusion of a suitably

worded condition requiring implementation of the surface water drainage strategy in accordance with the submitted material.

Impact upon neighbouring amenity

- 7.36 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.
- 7.37 The proposed development varies in height from one to three stories. Existing buildings surrounding the site are generally two storeys in height, some with further accommodation within their roofspaces.
- 7.38 Proposed Block 1 is a U-shaped block that varies in height from 1-2 storeys adjacent to the rear boundaries of 12, 12a & 14 stepping up to three storeys in height where fronting the new internal carriageway. Taking into consideration the separation distance would be a minimum of 24 metres from the rear elevation of houses fronting Green Lane to the northern flank wall of Block 1, and the limited openings provided along the flank elevation of Block 1 (primarily at ground level), the proposal is not considered to lead to undue overlooking into the rear of the adjoining houses. BRE Sunlight/Daylight assessments provided demonstrate the surrounding dwellings will maintain acceptable access to daylight and sunlight. When taking into account the setbacks and stepped height, it is not considered that Block 1 would result in an unacceptable amenity impacts on the adjoining dwellings.
- 7.39 Proposed Block 2 will be three storeys and is located to the west of the new central green space within the centre of the site. The building is located over 30 metres from the nearest neighbouring dwellings at Trenchard Court and Haig Place. Given this separation distance and building height and massing, Proposed Block 2 is not considered to adversely impact the amenities of any adjoining dwellings.
- 7.40 The proposed building Hill Top Court group buildings 4a, 4b, 4c, and 4d along the southern site boundary are located a minimum of 30m from the rear elevations of houses along Rougement Avenue to the south. Although there is a change in ground level from the Haig Homes Estate down to the dwellings fronting Rougement Avenue, the submitted BRE sunlight/daylight analysis demonstrates that the dwellings will maintain adequate access to sunlight/daylight. The two storey height of the buildings and setback from the nearest dwellings will allow for for adequate outlook, privacy and sunlight/daylight to the adjoining dwellings fronting Rougement Avenue and therefore the new Hill Top Court buildings are not considered to adversely impact the amenities of neighbours.
- 7.41 The U-shaped Block 3 fronting Rhodes Moorhouse Court Gardens has also been sited a minimum of 30m from the rear elevation of houses along Rougement Avenue to the south and is of an appropriate massing, height and siting to not detract from the amenities of these properties. In relation to the impact of this building on 52 Torrington Way, it is noted that the orientation of this house is such that the outlook to its rear is in a westerly direction, and Block 3 will be located to the north of the rear garden. The southern flank elevations of Block 3 located closest to the boundary are single storey with the three storey components of the building set back from the shared boundary. Only one opening is proposed on the flank elevation facing south. The distance between the nearest windows facing towards the rear elevation of 52 Torrington Way will be 35 metres, exceeding standard distance requirements to ensure adequate privacy. The BRE sunlight/daylight analysis demonstrates that the dwelling will maintain adequate access to sunlight/daylight. With a suitably worded

condition securing screening to the side elevations of balconies of Units 63, 67 & 68, it is considered that the design, siting, height and scale of Block 3 is appropriate to not cause undue amenity impacts on neighbours.

- 7.42 Proposed Block 3a is a bungalow and has been sited so to maintain the outlook from the flank windows of 52 Torrington Way. Given its single storey nature and setback from the southern boundary, it is not considered that the bungalow will adversely impact the amenities of neighbouring dwellings in Torrington Way.
- 7.43 In order to create the proposed site and road layout a small number of existing garden boundaries will need to be realigned from properties no. 2 Hill Top, 10, 11 and 12 Trenchard Court and 12, 12a and 14 Haig Place. All of the garden boundary and access roads to be realigned are privately owned by HHT and all of the affected gardens, once realigned, will still be in excess of 50sqm and with lengths greater than 11m, ensuring the residents of these properties maintain sufficient access to private amenity space.

Standard of accommodation

- 7.44 Policy 3.5 of the London Plan 2015 states that housing developments 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 - GIA) as set out in Table 3.3 of the London Plan (Table 3.3). Table 3.3 (as amended in the Housing Standards Minor Alterations to the London Plan – March 2016) provides a comprehensive detail of minimum space standards for new development; which the proposal would be expected to comply with.

Table 1: Section of table in Table 3.3 of the London Plan

Number of bedrooms	Number of bed spaces	Minimum GIA (m ²)			Built-in storage (m ²)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	

- 7.45 The GIA of each of the proposed unit types are summarised as follows:

Residential units	Unit	Required GIA	GIA	Number of units at this size
Unit Type 1	1 bed 2 person – WHC flat	50m ²	78m ²	1
Unit Type 2	3 bed 4 person flat	74m ²	76m ²	4
Unit Type 3	1 bed 2 person flat	50m ²	50m ²	12

Unit Type 4	1 bed 2 person – WHC flat	50m ²	72m ²	1
Unit Type 5	2 bed 4 person flat	70m ²	70m ²	8
Unit Type 6	1 bed 2 person flat	50m ²	53m ²	1
Unit Type 8	2 bed 3 person – WHC flat	61m ²	81m ²	1
Unit Type 9	2 bed 4 person flat	70m ²	70m ²	2
Unit Type 10	2 bed 3 person flat	61m ²	64m ²	2
Unit Type 11	3 bed 5 person house	99m ²	113m ²	8
Unit Type 12	4 bed 6 person house	112m ²	123m ²	5
Unit Type 13	3 bed 4 person flat	74m ²	82m ²	1
Unit Type 14	3 bed 4 person house	84m ²	97m ²	4
Unit Type 15	2 bed 3 person flat	61m ²	67m ²	2
Unit Type 16	1 bed 2 person – WHC flat	50m ²	70m ²	2
Unit Type 17	2 bed 3 person flat	61m ²	67m ²	2
Unit Type 18	1 bed 2 person flat	50m ²	58m ²	2
Unit Type 19	1 bed 2 person flat	50m ²	53m ²	2
Unit Type 20	2 bed 4 person flat	70m ²	71m ²	1
Unit Type 21	1 bed 2 person flat	50m ²	50m ²	2
Unit Type 22	2 bed 4 person flat	70m ²	71m ²	2
Unit Type 23	3 bed 5 person house	93m ²	112m ²	1
Unit Type 24	2 bed 4 person – WHC flat	70m ²	85m ²	1
Unit Type 25	2 bed 4 person – WHC flat	70m ²	90m ²	1
Unit Type 26	2 bed 4 person flat	79m ²	104m ²	1

- 7.46 As shown above, all units meet or exceed the minimum floor area requirements as set out in the London Plan 2015. All habitable rooms are serviced by windows which are considered to offer suitable outlook and natural light; in addition, all units are dual or triple aspect.
- 7.47 All main entrances to flats and houses are visible from the public realm, covered and arranged to provide level access with level or gently sloping approaches.
- 7.48 In accordance with the London Housing SPG, the Council's Sites and Policies Plan states that there should be 5 sqm of external space provided for 1 bedroom flats with an extra square metre provided for each additional bed space. Merton's Sites and Policies Plan (2014) policy DM D2 requires for all new houses a minimum garden area of 50sqm.
- 7.49 All houses are to be provided with private rear gardens with areas of at least 50sqm in accordance with Policy DM D2.
- 7.50 The new ground floor units are provided with private paved patio areas set within hedging, whilst flats on the upper floors are provided with balconies or terraces of appropriate sizes. A minimum of 5m² of private outdoor space will be provided for 2 person dwellings, with an extra 1m² provided for each additional occupant. The minimum depth and width of all balconies and other private external spaces is 1500mm.

- 7.51 There are 5 number proposed flats in the Hill Top Court group which do not feature private outdoor space. These are the 3 first floor units in building group 4d and 1 first floor unit in each of the two 4c building groups. These units, as well as all others within the proposed development will though have direct access, through the communal circulation cores, to private communal open space to the rear of the buildings.
- 7.52 Whilst it is noted that there are five flats which will not have access private community space, these units, as well as others within the proposed development, will have direct access to private communal open space courtyards to the rear of the buildings, varying in size from 57sqm – 400sqm. This reflects an arrangement common within the existing Estate, whereby provision of private gardens is not universal and rather the Estate features a variety of communal garden, semi-private and private external garden areas. Furthermore, the development will see the re-provision of an 1,800m² communal green space in addition to the extensive landscaped open spaces throughout the Estate that are accessible by all residents.
- 7.53 It is therefore considered that all future occupiers will provided with adequate access to outdoor amenity space, providing for a good internal and external standard of living for any future occupants.

Transport and parking

- 7.54 Core Strategy policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, on street parking or traffic management. The site has a PTAL Rating of 2-3 and is adjacent to the St Helier Train Station.
- 7.55 Residents have raised concerns with the level of parking provision based on parking stress in the area. The proposed layout would replace the existing 16 spaces for residents of Rhodes Moorehouse Court and provided an additional 62 new car parking spaces, thereby providing car parking for the new units at a rate of .91 spaces per unit, which is in accordance with the London Plan maximum parking standards. LBM Transport & Highways have commented that the level of provision is in accordance with the London Plan maximum parking standards and due to number of veterans living on the site with limiting health problems there are likely to be a high number of visits from carers and medical professionals. LBM Traffic & Highways have also commented that the level of electric vehicle charging points is acceptable and the level of disabled car parking provision is in accordance with London Plan standards. As such, the level of parking provision is considered acceptable. TfL have requested a Car Parking Management Plan to be secured as a condition.
- 7.56 In response to objections from LBM Transport & Highways, Conservation and Urban Design officers, the layout of the internal access road and parking area was amended to remove the original tear drop and angled parking arrangement to create a larger central green space with parallel parking and two way access throughout the site. It is considered that the amended parking and road alignment is an improvement both visually and in terms of vehicle manoeuvrability and pedestrian safety. LBM Transport & Highways have no objections to the amended parking and road alignment and is therefore considered acceptable.
- 7.57 In response to LBM Transport & Highways and objections received, the access road from Green Lane was amended to remove the passing bay and widened to a width of 4.8m at the entrance to allow for two-way access and egress from Green Lane. The

access will reduce to a width of 3.9m at a pinchpoint in front of 1 Rhodes Moorehouse Court before increasing to a two-way carriageway within the Estate.

- 7.58 LBM Transport & Highways Officers have commented that the amended access is suitable to accommodate the anticipated increase in traffic movements without resulting in queuing on Green Lane and address safety concerns. Officer recommendations have been incorporated into the design of the access to ensure safe movement of vehicles and pedestrians, including the provision of signs demarcating vehicles entering from Green Lane have right of way over vehicles exiting at the access pinchpoint, provision of double yellow lines along the length of the access road from the pinch point to Green Lane to ensure vehicles do not park up on it in the future, and the provision of a raised entry treatment to compensate for wider junction crossing at the junction of Rhodes Moorhouse Court at with Green Lane.
- 7.59 The existing public footpath from Green Lane in the north-east corner and linking through the estate at Rhodes Moorhouse Court Gardens to Torrington Way in the south-east corner of the site will be maintained and can be secured by a suitably worded condition.

Refuse storage and collection

- 7.60 Refuse and Recycling storage for the new development will be provided adjacent to the new access roads for ease of collection by the Waste Services. These are generally located in dedicated stores around the communal entrance porches for the new flatted areas and within purpose designed enclosures in front garden areas for the new houses.
- 7.61 Within the Rhodes Moorhouse Court section, the proposed collection points are within 25m of the intended refuse collection points around the site in accordance with LBM Standards. Within the Hill Top Court section, the width and manoeuvring limitations of the existing access road near Hill Top does not permit bins to be stored within 25 metres of the refuse vehicle access and therefore the waste management arrangements already provided within the estate will be extended as necessary to serve the new flats and houses within Hill Top Court.

Cycle storage

- 7.62 Cycle storage is required for new development in accordance with London Plan policy 6.9 and table 6.3 and Core Strategy policy CS 18. Cycle storage should be secure, sheltered and adequately lit.
- 7.63 Secure cycle storage is provided within the flatted elements of the development within enclosures in the private communal garden area of each of the blocks and to the houses within purpose designed enclosures within front garden entrance areas or within private rear gardens where secure direct access to the rear garden is available direct from the public areas of the development.
- 7.64 Based on the proposed accommodation, the London Plan requires provision of a minimum number of 109 number long stay and 2 short stay secure cycle storage facilities. The proposed provision of 112 long stay and 2 short stay spaces exceeds the London Plan requirement and is therefore considered acceptable.

Sustainability

- 7.65 Policy 5.2 Minimising Carbon Dioxide Emissions of London Plan requires that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor's energy hierarchy. Merton's Core Planning Strategy Policy CS15 Climate Change (parts a-d) requires new developments to make effective use of resources and materials, minimise water use and CO2 emissions.
- 7.66 LBM Climate Change Officers have confirmed that the development will achieve a minimum 35% improvement on Part L Building Regulations 2013 and achieve water usage rates not in excess of 105 litres per person per day in accordance with Policy 5.2 and in exceedance of the requirements of Policy CS15. As per the recommendation of LBM Climate Change Officers, a condition to the above effect has been included to ensure compliance.

8. CONCLUSION

- 8.1 The proposed redevelopment of the Haig Housing Estate for 68 new dwellings is considered to be of an appropriate design, siting and scale to minimise amenity impacts on neighbours, and preserve and enhance the character and appearance of the Upper Morden Conservation Area. The new greenspace is considered to preserve and enhance the leafy and open character of the existing Estate and will improve the usability and quality of this space for residents. In light of the need to provide additional housing to meet the significant demand for housing of ex-Servicemen and women and the potential for the site to meet this need, it is considered that the community benefits from the proposal would outweigh the loss of designated open space, and therefore a departure from planning policy is considered to be acceptable in this instance, and is therefore recommended for approval.

RECOMMENDATION

Grant planning permission subject to planning conditions and the completion of a S106 agreement covering the following heads of terms:

1. Delivery of 31% of the residential units on the site (equating to 40% of the total habitable rooms) as affordable housing (100% as affordable rent);
2. In the event that any of the new residential units on site are sold on the open market, the delivery of 40% of the residential units of the original scheme (equating to 27 residential units) as affordable housing (100% as affordable rent);
3. The developer agreeing to meet the Council's costs of drafting the Section 106 Obligations [£ to be agreed].
4. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations [£ to be agreed].

And the following conditions:

1. A1: Commencement of Works

A7 Built according to plans: GA 001 Rev PL (Site Location Plan), GA 002 Rev PL1 (Planning Constraints Plan), GA 110 Rev PL1 (As Proposed Estate Ground Floor/Site Plan), GA 111 Rev PL1 (As Proposed Site Plan), GA 112 Rev PL1 (As Proposed Context Ground Floor/Site Plan), GA 113 Rev PL1 (As Proposed Context Roof Plan/Site Plan), GA 120 Rev PL1 (As Proposed Parking & Traffic Flow Plan), GA 121 Rev PL1 (As Proposed Cycle Store Plan), GA 122 Rev PL1 (As Proposed Refuse Store & Collection Plan), GA 123 Rev PL1 (As Proposed Trees to be Removed, Retained and Added), GA

124 Rev PL1 (As Proposed Garden Boundary & Road Realignment), GA 125 Rev PL1 (As Proposed Private Gardens & Amenity Space), GA 201 Rev PL6 (As Proposed Ground Floor/Site Plan), GA 202 Rev PL5 (As Proposed First Floor Plan), GA 203 Rev PL5 (As Proposed Second Floor Plan), GA 204 Rev PL4 (As Proposed Roof Plan), GA 210 Rev PL1 (As Proposed Unit Types Ground Floor Plan), GA 211 Rev PL1 (As Proposed Unit Types First Floor Plan), GA 212 Rev PL1 (As Proposed Unit Types Second Floor Plan), GA 311 Rev PL2 (As Proposed Block 1 Ground Floor/First Floor Plan), GA 312 Rev PL2 (As Proposed Block 1 Second Floor/Roof Plan), GA 321 Rev PL3 (As Proposed Block 2 Ground Floor Plan), GA 322 Rev PL3 (As Proposed Block 2 First Floor Plan), GA 323 Rev PL2 (As Proposed Block 2 Second Floor Plan), GA 324 Rev PL2 (As Proposed Block 2 Roof Plan), GA 331 Rev PL1 (As Proposed Block 3 Ground Floor Plan), GA 332 Rev PL1 (As Proposed Block 3 First Floor Plan), GA 333 Rev PL1 (As Proposed Block 3 Second Floor Plan), GA 334 Rev PL1 (As Proposed Block 3 Roof Plan), GA 341 Rev PL2 (As Proposed Block 4 Ground Floor Plan), GA 342 Rev PL2 (As Proposed Block 4 First Floor Plan), GA 343 Rev PL1 (As Proposed Block 4 Roof Plan), GA 411 Rev PL1 (As Proposed Block 1 Sections (Sheet 1)), GA 421 Rev PL1 (As Proposed Block 2 Sections (Sheet 1)), GA 431 Rev PL1 (As Proposed Block 3 Sections (Sheet 1)), GA 441 Rev PL1 (As Proposed Block 4 Sections (Sheet 1)), GA 501 Rev PL3 (As Proposed Site Elevations (Sheet 1)), GA 502 Rev PL3 (As Proposed Site Elevations (Sheet 2)), GA 511 Rev PL3 (As Proposed Block 1 Elevations), GA 521 Rev PL3 (As Proposed Block 2 Elevations), GA 531 Rev PL2 (As Proposed Block 3 Elevations), GA 541 Rev PL2 (As Proposed Block 4 Elevations (Sheet 1)), GA 542 Rev PL2 (As Proposed Block 4 Elevations (Sheet 2)), GA 801 Rev PL4 (Unit Type 1), GA 802 Rev PL4 (Unit Type 2), GA 803 Rev PL4 (Unit Type 3), GA 804 Rev PL4 (Unit Type 4), GA 805 Rev PL4 (Unit Type 5), GA 806 Rev PL4 (Unit Type 6), GA 808 Rev PL4 (Unit Type 8), GA 809 Rev PL4 (Unit Type 9), GA 810 Rev PL4 (Unit Type 10), GA 811 Rev PL4 (Unit Type 11 GF), GA 811a Rev PL3 (Unit Type 11 1F), GA 811b Rev PL3 (Unit Type 11 2F), GA 812 Rev PL4 (Unit Type 12 GF), GA 812a Rev PL3 (Unit Type 12 1F), GA 812b Rev PL3 (Unit Type 12 2F), GA 813 Rev PL4 (Unit Type 13), GA 814 Rev PL4 (Unit Type 14 GF), GA 814a Rev PL3 (Unit Type 14 1F), GA 815 Rev PL4 (Unit Type 15), GA 816 Rev PL4 (Unit Type 16), GA 817 Rev PL4 (Unit Type 17), GA 818 Rev PL4 (Unit Type 18), GA 819 Rev PL4 (Unit Type 19), GA 820 Rev PL4 (Unit Type 20), GA 821 Rev PL4 (Unit Type 21), GA 822 Rev PL4 (Unit Type 22), GA 823 Rev PL4 (Unit Type 23 GF), GA 823a Rev PL3 (Unit Type 23 1F), GA 824 Rev PL4 (Unit Type 24), GA 825 Rev PL4 (Unit Type 25), GA 826 Rev PL4 (Unit Type 26 1F), GA 826a Rev PL3 (Unit Type 26 2F), GA 140 Rev PL (As Proposed Green Lane/Rhodes Moorhouse Court Junction), GA 512 Rev PL1 (As Proposed Block 1 Detail Elevation Study), GA 522 Rev PL3 (As Proposed Block 2 Elevations), GA 523 Rev PL1 (As Proposed Block 2 Detail Elevation Study), GA 543 Rev PL1 (As Proposed Block 4 Detail Elevation Study).

And the following submitted plans:

- Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan dated April 2016;
- Design and Access Statement Rev A undertaken by Haines Phillips

- Architects dated August 2016;
- Ecological Appraisal of land at Hill Top and Rhodes Moorhouse Court, Haig Estate, Morden undertaken by Crossman Associates ref: RIII8.0011 Issue 4 dated 29 March 2016;
- Environmental reptile survey report undertaken by June 2016 Middlemarch Environmental ref: RT-MME 122471
- Flood Risk Assessment undertaken by Stuart Michael Associates Limited reference number 5410-FRA Issue 01 dated April 2016 (Amended August 2016);
- Proposed Landscape Concept Plan for Central Green Space & Trenchard Court Gardens prepared by Haines Phillips Architects (Drawing No: 3854 SK 1, 3854 SK 2, 3854 SK 3, 3854 SK 4, 3854 SK 5 & 3854 SK 6);
- Transport Statement undertaken by JMP Consultants, reference ST16368-1/3 dated 11 August 2016;
- Foul and Surface Water Drainage Strategy undertaken by Stuart Michael Associates SMA Ref: 5410-DS Issue: 02 dated August 2016;

2. B1: External Materials to be Approved
3. B4: Details of surface treatment
4. C07: Refuse & Recycling (Implementation)
5. C09: Balcony/Terrace Screening

No part of the development shall be occupied until details for the screening of the balconies of Unit 68 (screening to southern side elevation) and Units 63 & 67 (screening to south-eastern side elevation) has been submitted for approval to the Local Planning Authority. The development shall not be occupied unless the scheme has been approved and implemented in its approved form and those details shall thereafter be retained for use at all times from the date of first occupation.

6. D10: External Lighting
7. D11: Construction Times
8. F01: Landscaping/Planting Scheme (Details to be submitted)
9. F05: Tree Protection

Tree Protection: The details and measures for the protection of the existing retained trees as contained in the approved document 'Arboricultural Impact Assessment Arboricultural Method Statement Tree Protection Plan for Haig Estate, Morden SM4 5BJ' dated April 2016 shall be fully complied with. The approved methods for the protection of the existing retained trees shall follow the sequence of events as detailed in the document and as shown on the drawing titled 'Tree Protection Plan' numbered '160415-HHE-TPP-LI & AM'

and shall be retained and maintained until the completion of all site operations.

Reason: To protect and safeguard the existing trees in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policies DM D2 and O2 of Merton's Sites and Policies Plan 2014.

10.F06: Design of Foundations

No work shall be commenced until details of the proposed design, materials and method of construction of the foundations to be used within the root zone of the Oak tree listed as T7 in the arboricultural report shall be submitted to and approved in writing by the LPA and the work shall be carried out in accordance with the approved details. Such details shall include further arboricultural measures for the protection of the Oak tree and shall take the form of an addendum report to the approved Arboricultural Method Statement and Tree Protection Plan.

Reasons: To protect and safeguard the existing retained Oak tree in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policy O2 of Merton's Sites and Policies Plan 2014.

11.F08: Site Supervision (Trees)

12.H07: Cycle Parking to be implemented

13.H08: Residential Travel Plan

14.H11: Parking Management Strategy

15.H13 Construction Logistics Plan

16.Non-Standard Condition

No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy 5.13, Merton's Policy DM F2 and the advice contained within the National SuDS Standards. Where a sustainable drainage scheme is to be provided, the submitted details shall:

i. provide information about the design storm period and intensity, the method employed to delay and control the rate of surface water discharged from the

site to no more than 1.4l/sec for Area A and 3.7l/s for Area B, as shown in the indicative drainage strategy. These details shall detail the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

ii. include a timetable for its implementation;

iii. include a CCTV survey of the existing surface water connection to the main sewer and site wide drainage network to establish its condition is appropriate; and

iv. provide a drainage management and maintenance plan for the lifetime of the development.

Reason: To ensure satisfactory means of surface water drainage, to reduce the risk of flooding and to comply with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F2 of Merton's Sites and Polices Plan 2014.

17. No development shall take place until a Demolition and 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 demolition and construction period. The Statement shall provide for:

- hours of operation

- 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 and vibration during construction.

- measures to control the emission of dust and dirt during construction/demolition

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

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 6.3 and 6.14 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Polices Plan 2014.

18. Non-Standard Condition

Prior to the occupation of the development hereby permitted, bird boxes shall be implemented in accordance with the recommendation of paragraph 4.7 of the 29 March 2016 Crossman Associates Ecology Appraisal.

Reason: To protect and safeguard the existing biodiversity accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policy

19. Non-standard condition

No development above ground hereby approved shall commence until details of the design of the play space have been submitted to and approved in writing by the Local Planning Authority. The approved play space 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 a satisfactory provision of play space for future residents in accordance with the following Development Plan policies for Merton: The London Plan policy 3.6, Merton's Core Planning Strategy policy CS 13 and the Mayor of London's 'Play and Informal Recreation' SPG 2012.

20. Non-standard condition

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 not less than the CO2 emissions reductions outlined in Policy 5.2 of the London Plan (35% improvement on Part L 2013 Building Regulations), and internal water usage rates of no greater than 105l/p/day (equivalent to Code for Sustainable Homes Level 4) - Evidence requirements are detailed in the "Schedule of Evidence Required - Post Construction Stage" under Category 1: Energy and Carbon Dioxide Emissions (ENE1: dwelling emissions rate) and Category 2: Water (WAT1: Indoor water use) of the Code for Sustainable Homes Technical Guide (2010).

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 2011 and policy CS15 of Merton's Core Planning Strategy 2011.

21. NPPF Informative

22. Drainage 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 separate 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).

23. Contaminated Land Informative

If during construction works contamination is encountered The Council's Environmental Health Section shall be notified immediately and no further development shall take place until remediation proposals (detailing all investigative works and sampling, together with the results of analysis, risk assessment to any receptors and proposed remediation strategy detailing proposals for remediation) have been submitted to and approved by the Local Planning Authority This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

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

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NORTHGATE SE GIS Print Template



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PLANNING APPLICATIONS COMMITTEE

15th September 2016

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	16/P1677	20/04/2016
Address/Site:	150-152 Hartfield Road, Wimbledon, SW19 3TQ	
Ward:	Dundonald	
Proposal:	Erection of 2 x single storey rear extensions, rear mansard roof extension with 2 x roof terraces in connection with conversion of 150-152 Hartfield Road from 5 x self-contained flats (1 x 1 bed, 3 x 2 bed & 1 x 3 bed) to 7 x self-contained flats (2 x 1 bed & 5 x 2 bed)	
Drawing Nos:	HR_EX_BLOCK_PLAN_001(001), HR_PRO_GFP_007(007), HR_PRO_FFP_007(007), HR_PRO_SFP_007(007), HR_PRO_N&E_ELVS_007(007), HR_PRO_W&S_ELVS-007(007), HR_PRO_LAND_007(007) & Site Location Plan.	
Contact Officer:	David Gardener (0208 545 3115)	

RECOMMENDATION

GRANT Planning Permission Subject to a S106 Legal Agreement and Conditions

CHECKLIST INFORMATION

- Heads of agreement: Permit free
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice: No
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 55
- External consultations: None

1. INTRODUCTION

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

2. SITE AND SURROUNDINGS

- 2.1 The application site comprises a pair of semi-detached buildings (Nos.150 & 152 Hartfield Road) which have been converted into a total of five self-contained flats. No.150 Hartfield Road currently comprises three flats (1 x 1 bedroom & 2 x 2 bedroom) flats whilst No.152 comprises two flats (1 x 2 bedroom & 1 x 3 bedroom) flats. Two off-street parking spaces are provided at the front of the site.
- 2.2 The application site is located on the east side of Hartfield Road. The surrounding area is generally characterised by a mixture of houses and flats. It should be noted that planning permission has recently been granted for a new three bedroom detached house at the rear of the site (Ref: 15/P2482).
- 2.3 The application site has a PTAL rating of 6b (excellent) and is not located in a conservation area. The site is also located in a controlled parking zone (Zone W4).

3. CURRENT PROPOSAL

- 3.1 The applicant seeks planning permission to erect 2 x single storey rear extensions, 2 x rear mansard roof extensions and 2 x rear second floor terraces in connection with conversion of Nos. 150-152 Hartfield Road from 5 x self-contained flats to 7 x self-contained flats (2 x 1 bed (2 person) & 5 x 2 bed (5 x 3 person)). The proposed flats would be the following sizes:

Flat No.	Number of Bedrooms/Bed Spaces	Floorspace	London Plan Minimum required floorspace	Amenity space
150: A	1b/2p	50	50	46sqm
150: B	2b/3p	73	61	none
150: C	2b/3p	65	61	6sqm
152: A	1b/2p	50	50	10sqm
152: B	2b/3p	73	61	none
152: C	2b/3p	65	61	6sqm
Rear ground floor	2b/3p	80	61	43sqm

- 3.2 Private amenity space would be provided for the ground floor and second floor flats. Cycle parking and bin storage are also proposed and built in storage space. One off-street parking space would be retained at the front of the site to allow for enough space for the cycle parking and bin storage.

- 3.3 The application has been amended since it was first submitted with a single storey extension to the rear of the outrigger of No.150 now proposed. The single storey extension proposed for the north side of the building has been removed. The extension proposed to the rear of the outrigger of No.150 would feature a flat roof and measure 4m in depth and 3.1m in height. The extension attached to the side of the outrigger of No.152 would have a height of between 2.6m and 3.6m. This extension does not project beyond the rear wall of this outrigger.

4. PLANNING HISTORY

The following planning history is relevant:

- 4.1 No.150
- 4.2 MER419/71 - Conversion forming three self-contained flats on first and second floors. Granted - 10/06/1971
- 4.3 No.152
- 4.4 14/P4584 - Application for a lawful development certificate for the proposed conversion of 2 x flats into a single family dwelling house. Issued - 27/01/2015
- 4.5 Land Rear of 150-152 Hartfield Road
- 15/P2482 - Erection of a single three bedroom detached dwelling on land rear of 150-152 Hartfield Road, with associated parking and amenity spaces. Granted - 20/04/2016

5. POLICY CONTEXT

- 5.1 Adopted Merton Sites and Policies Plan and Policies Maps (July 2014): DM D1 (Urban design and the public realm), DM D2 (Design considerations in all developments), DM T1 (Support for sustainable transport and active travel), DM T3 (Car parking and service standards)
- 5.2 Adopted Merton Core Strategy (July 2011) are: CS.8 (Housing Choice), CS.9 (Housing Provision), CS.14 (Design), CS.20 (Parking, Servicing and Delivery)
- 5.3 London Plan (March 2015) are: 3.3 (Increasing Housing Supply), 3.5 (Quality and Design of Housing Developments), 3.8 (Housing Choice), 5.3 (Sustainable Design and Construction), 6.13 (Parking)
- 5.4 Housing Standards – Minor Alterations to the London Plan (March 2016)
- 5.5 Mayor’s Housing Supplementary Planning Guidance (March 2016)
- 5.6 DCLG Technical Housing Standards – nationally described space standard March 2015

5.7 The following Supplementary Planning Guidance (SPG) is also relevant:
New Residential Development (September 1999)

6. CONSULTATION

6.1 The application was publicised by means of a site notice and individual letters to occupiers of neighbouring properties. In response, seven letters of objection have been received. The objections are on the following grounds:

- Overdevelopment of the site
- Loss of open space at rear/trees, impact on wildlife, insufficient amenity space
- Traffic and parking impact
- Loss of privacy/overlooking, noise and disturbance
- Proposed balconies are an unneighbourly form of development and out of keeping with area
- Some of the flats are below minimum space standards and lack amenity space, poor layout and concerns regarding ventilation
- Poor design

6.2 A re-consultation was undertaken following amendments to the proposal. In response a further 2 objections were received on the grounds that the proposal remains too dense, loss of green space/trees, privacy and visual impact.

7. PLANNING CONSIDERATIONS

7.1 Principle of Development

7.1.1 Policy CS.14 of Merton's Core Planning Strategy (2011) requires the incorporation of at least one family sized unit where resulting in the loss of an existing family sized unit. A three bedroom unit currently exists at first floor and roof level within no. 152. The current scheme does not include a three bedroom unit. However, it is considered that this would not warrant a refusal of the application in this instance given there is an extant permission to erect a three bedroom house at the rear of the site (Ref: 15/P2482), subject to a S106 agreement requiring that the new house is substantially complete prior to occupation of the flats. In addition, the existing 3-bed unit is at first and second floor level and does not have access to the outside amenity space, affecting its suitability for family occupation.

7.1 Visual Amenity

7.1.1 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be required to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings, whilst using appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting.

7.1.2 Although, the Council's SPG states that a mansard roof form on the rear roof slope of the main roof would not normally be considered acceptable, exceptions have been widely permitted where the architectural style of the parent building provides a strong basis for an alternative design approach. In this instance, the roof extensions would be located on a pair of semi-detached Victorian buildings, which means a mansard roof form would be acceptable and the flank walls comprising London Stock brick would project through the roof plane. The rear roof extensions over the rear 'outriggers' would extend only half the length of each outrigger and the rear and side walls are sloped at 70 degrees, which would significantly reduce their visual impact. It should also be noted that the immediate surrounding area comprises an eclectic mixture of building styles and sizes and a number of similar roof extensions along part of the outrigger have been granted planning permission on this type of property in the Borough. It is also considered that the roof terraces are acceptable in this instance given they are small in size with the 1.7m high screening set back from the rear and side walls of the building limiting their visual impact.

7.1.3 The single storey rear extensions are considered to be acceptable in terms of their size with the extension on the south side of No.152 not extending beyond the rear wall of the outrigger, whilst the extension to the rear of the outrigger at No.150 would have a depth of only 4m. The extension would also feature matching materials, which means they would integrate well with the current building. Overall, it is considered that there would be no adverse impact on the street scene or the wider area in general and as such the proposal accords with policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014).

7.3 Standard of Accommodation

7.3.1 Policy 3.5 of the London Plan 2015, as updated by the Minor Alterations Housing standards (March 2016) and the Department for Communities and Local Government 'Technical housing standards – nationally described space standard' set out a minimum gross internal area standard for new homes. This provides the most up to date and appropriate minimum space standards for Merton. In addition, adopted policy CS.14 of the Core Strategy and DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) encourages well designed housing in the borough by ensuring that all residential development complies with the most appropriate minimum space standards and provides functional internal spaces that are fit for purpose. New residential development should safeguard the amenities of occupiers by providing appropriate levels of sunlight & daylight and privacy for occupiers of adjacent properties and for future occupiers of proposed dwellings. The living conditions of existing and future residents should not be diminished by increased noise or disturbance.

7.3.2 All of the proposed flats would meet or exceed the minimum room sizes required by policy 3.5 of the London Plan and the Department for Communities and Local Government 'Technical housing standards –

nationally described space standard'. The flats are also at least double aspect and as such it is considered that they would receive a satisfactory amount of daylight/sunlight and have good outlook. The three ground floor flats would have private garden space well in excess of the Council's standards and the second floor flats would have balconies that meet the minimum size required by policy DM D2 of the Sites and Policies Plan and Policies Maps (July 2014). Although the two first floor flats do not have access to amenity space it is considered that this would not warrant a refusal of the application in this instance given that the three existing upper floor flats do not have access to the rear garden. A number of consultation responses raised concerns regarding the lack of amenity space, poor layout and that the flats were below minimum space standards. It should be noted that plans were amended with a reduction in bed spaces from 4 to 3 in three of the flats whilst the amount of amenity space for the one bedroom flat at ground floor level in No.150 has been increased from 10sqm to 46sqm.

7.4 Residential Amenity

7.41 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be required to ensure provision of appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy, to both proposed and adjoining buildings and gardens. Development should also protect new and existing development from visual intrusion.

7.4.2 It is not considered that the proposal would be visually intrusive, overbearing when viewed from neighbouring properties or result in an unacceptable level of daylight/sunlight loss or outlook. The proposed single storey rear extension on the south side of No.152 would not project beyond the rear wall of the outrigger whilst there would be a gap of approx. 1m to the side boundary. A shared driveway to car parking and No.154a also abuts the southern boundary of the application site. The extension to the rear of the outrigger would have a depth of only 4m and is located approx. 3.4m from the northern boundary of the application site.

7.4.3 The mansard would also not feature any windows in its side elevation and the rear roof terraces are only 6sqm and are located approx. 4.2m from the side boundaries and enclosed by a 1.7m high screen, which means they are unlikely to have an unacceptable impact on privacy or noise.

7.5 Parking and Traffic

7.5.1 The application site has a PTAL rating of 6b, which means it has excellent access to public transport. Policy DM T3 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that development should only provide the level of car parking required to serve the site taking into account its accessibility by public transport (PTAL) and local circumstances in accordance with London Plan standards unless a clear need can be demonstrated. Policy 6.13 Table 6.2 of the London Plan (March 2015) allows

for up to 1 space per unit for 1-2 bedroom dwellings where there is a PTAL rating of 5-6.

7.5.2 There are currently two off-street parking spaces provided at the front of the site. To create the required space for the bin storage and cycle parking the number of car parking spaces would be reduced to one. Given parking standards are to be applied as a maximum there is no objection to this in principle. The level of parking provision is therefore in accordance with London Plan policy. Given the application site is located in a controlled parking zone (Zone W4) and has excellent access to public transport it will be required that the two, one (2 person) bedroom flats are permit free so that it does not create any additional parking stress in the area. It should be noted that the five current flats which have a total number of 18 bed spaces do not have parking permit restrictions whilst the proposal would have 19 bed spaces in total so in this instance it would be unreasonable to require any more than the two net additional flats (a total of 4 bed spaces) to be permit free.

7.5.3 Policy DM T1 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that development must provide cycle parking in accordance set out in the London Plan. It states that residential cycle parking facilities should be provided in secure and conveniently sited positions with good access to the street. It is considered that the proposal would comply with Policy DM T1 by providing cycle spaces that are secure and conveniently accessible. It is also considered that the proposed number of cycle spaces (14 spaces) would comply with policy 6.13 of the London Plan, which requires 1 space per one bedroom flat and 2 spaces per two bedroom flat.

7.6 Trees and Landscaping

7.6.1 Occupiers of neighbouring properties have raised concerns regarding the loss of trees and greenery at the rear of the site. The proposal does not actually involve the removal of any trees however it should be noted that a condition was attached to the recently approved application (Ref: 15/P2482) for the erection of a new house at the rear of the site requiring the planting of trees at the front and rear of the house. It is a requirement of this condition that these trees are permanently retained. The reduction in car parking spaces to one space at the front of the building would also create an opportunity to introduce some landscaping at the front of the site and therefore soften the appearance of the building when viewed from Hartfield Road. A condition will be attached requiring submission of landscaping details.

8. SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS

8.1 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms of EIA submission.

9. LOCAL FINANCIAL CONSIDERATIONS

- 9.1 The proposal would result in a net gain in gross floor space and as such will be liable to pay both the Mayoral and Merton Community Infrastructure Levies (CIL). The funds will be spent on the Crossrail project, with the remainder spent on strategic infrastructure and neighbourhood projects.

10. SECTION 106 LEGAL AGREEMENT

10.1 Permit Free

10.1.1 The two, one bedroom flats on the ground floor are to be 'Permit Free' in line with policy CS.20 of the Core Planning Strategy, which seek to reduce reliance on private motor vehicles in locations with good access to public transport facilities.

10.1.2 Further information in respect of the above, including details of supplementary research carried out in justification of the S106 requirements, can be viewed here:

<http://www.merton.gov.uk/environment/planning/s106-agreements.htm>

10.2 To retain a 3 bedroom family sized unit on the site it will be required that the house granted planning permission under Ref: 15/P2482 is to be substantially complete prior to occupation of the flats.

11. CONCLUSION

11.1 It is considered that the proposal is acceptable in terms of size and design and would not have an unacceptable impact on neighbour amenity, traffic/parking whilst providing a satisfactory standard of accommodation. Overall it is considered that the proposal would comply with all relevant planning policies and as such planning permission should be granted.

RECOMMENDATION

GRANT PLANNING PERMISSION

Subject to a S106 legal agreement with the following heads of terms:

1. That the two, one bedroom ground floor flats are 'Permit Free';
2. The house granted planning permission under Ref: 15/P2482 is to be substantially complete prior to occupation of the flats;
3. The developer agreeing to meet the Council's costs of preparing, drafting and monitoring the Section 106 Obligations.

And the following conditions:

1. A.1 (Commencement of Development)

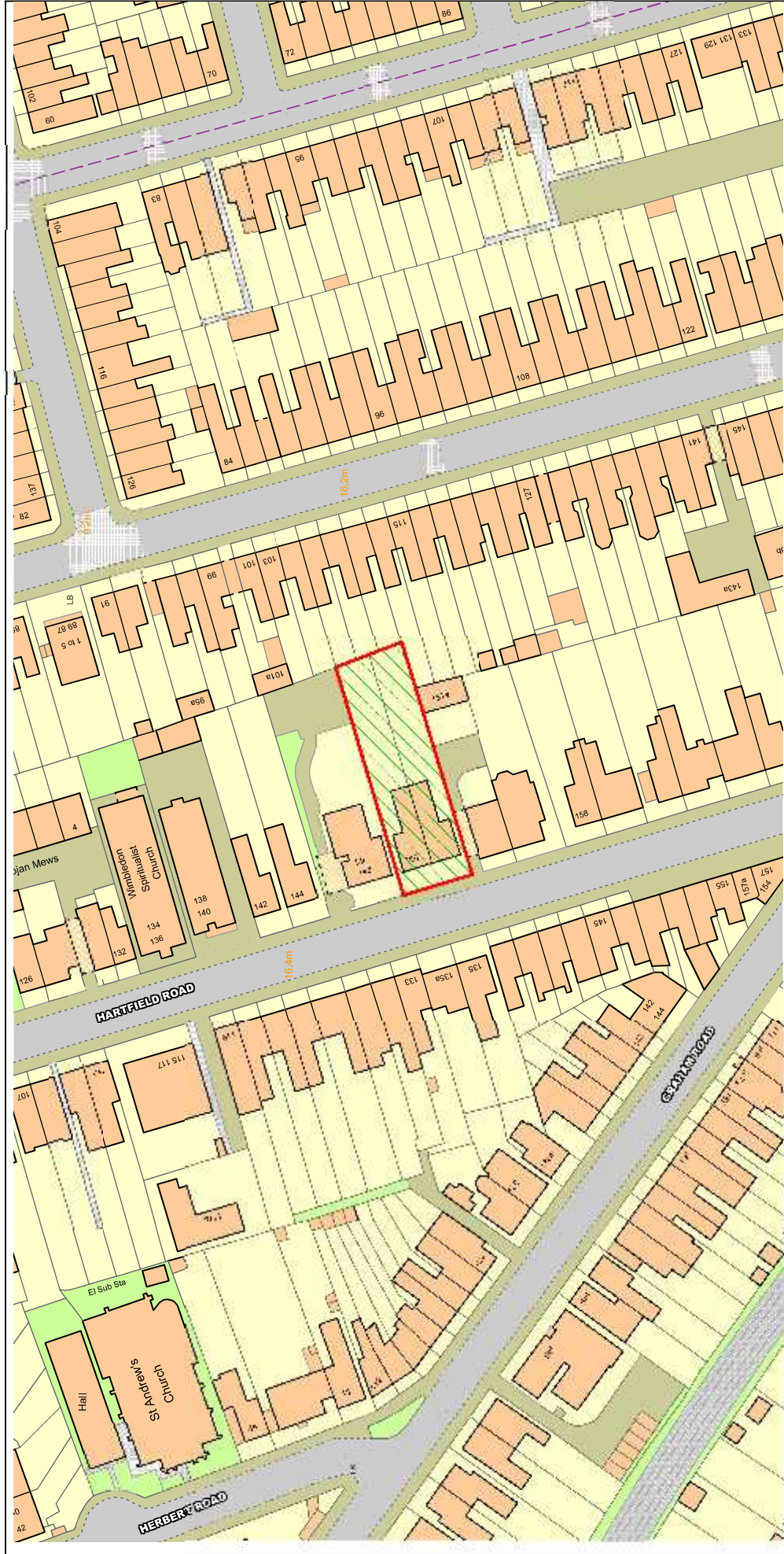
2. A.7 (Approved Plans)
 3. B.2 (Matching materials)
 4. C.8 (No use of flat roof)
 5. C.9 (Screening)
 6. D.11 (Hours of Construction)
 7. F.1 (Landscaping/Planting Scheme)
 8. F.2 (Landscaping (Implementation))
 9. H.6 (Cycle parking – Details to be submitted)
 10. C.6 (Refuse & Recycling (Details to be submitted))
-

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

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**PLANNING APPLICATIONS COMMITTEE
15 SEPTEMBER 2016**

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	16/P1714	26/04/2016
Address/Site	32 Mount Road, Wimbledon Park SW19 8EW	
(Ward)	Wimbledon Park	
Proposal:	Demolition of existing garage and erection of 1 x 2 bedroom dwelling house.	
Drawing Nos	Site Location Plan, 15.009-111A, 112B, 113B, 114B, 115B, 116A, 120, Design and Access Statement and Flood Risk Assessment	
Contact Officer:	Richard Allen (8545 3621)	

RECOMMENDATION

GRANT Planning Permission subject to conditions

CHECKLIST INFORMATION

- Heads of agreement: Yes
- Is a screening opinion required: No
- Is an Environmental impact statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice- No
- Site notice-Yes
- Design Review Panel consulted-No
- Number neighbours consulted –
- External consultants: None
- Density: n/a
- Number of jobs created: n/a
- Archaeology Priority Zone: No

1. INTRODUCTION

- 1.1 This application has been brought to the Planning Applications Committee due to the number of objections received.

2. **SITE AND SURROUNDINGS**

- 2.1 The application site comprises part of the existing curtilage of 32 Mount Road, a two storey end of terrace property with rooms within the roof space situated on the south side of Mount Road, on the corner with Lucien Road. The parcel of land sits between the flank wall of no.32 and the side boundary fence with Lucien Road. It comprises part of a hardstanding, a detached prefabricated garage and part of the garden area. The application site is not within a conservation area. However, the site is within a controlled parking zone (CPZ P3).

3. **CURRENT PROPOSAL**

- 3.1 The proposed house would be 5.3 metres in width and 9.8 metres in overall length at ground floor level and 8.3 metres in length at first floor level. The building would have eaves heights of between 5.1 and 5.3 metres. Internally, at ground floor the proposed house would comprise a living room, kitchen/dining room divided by an entrance hall. Entrance to the house would be from the Lucien Road frontage.
- 3.1 At first floor level a double bedroom, bathroom and boxroom/study would be formed with a second bedroom within the roof space. The proposed house would be a contemporary version of the 1920/30's houses in the area, constructed in facing brickwork and render with a pitched roof and rear dormer window.
- 3.2 A single off-street parking space would be provided within the front curtilage.

4. **RELEVANT PLANNING HISTORY**

- 4.1 03/P2074 – Erection of a single storey rear extension, a roof extension to the side and rear and a side extension on 3 levels
REFUSED under delegated powers for the following reason:
The proposal would, by reason of its size, siting and bulk, be an unduly dominant and incongruous form of development which would be unsympathetic to the form, scale, bulk and proportions of the original building and be detrimental to the character and appearance of the area.
- 4.2 05/P0944 – Erection of rear roof extension including change of main roof from hip to gable GRANTED July 2005 and renewed under 10/P1291 in June 2010 .
- 4.3 13/P2100 – Application for Lawful Development Certificate for hip to gable and rear roof extension-GRANTED Aug 2013.
- 4.4 The hip to gable and rear dormer extension has been implemented.

5. **CONSULTATION**

5.1 The application has been advertised by site notice procedure and letters of notification to occupiers of neighbouring properties. In response 13 letters of objection have been received. The grounds of objection are set out below:-

- Mount Road is already saturated with property and there are also plans for the redevelopment of Haslemere Industrial Estate to create residential units. Further residential development in the area would put pressure on schools, doctor's surgeries and parking.
- The plot is too small, box bedroom too small.
- The site is highly visible and the three storey dwelling will be too dominant.
- Materials are out of character, diagonal black and white tiled panels have no precedent
- strain on limited parking
- loss of garden area for Mount Road
- loss of privacy to 41 Lucien Road and 32 Mount Road.
- Would result in the loss of a tree
- .siting of entrance onto Lucien road out of character
- proposal to extend the existing house to the side refused, this proposal for a new house should also be refused.
- loft bedroom does not have sufficient head height
- plans do not show relationship to neighbouring buildings clearly

5.2 Transport Planning
No objections

6. **POLICY CONTEXT**

- 6.1 Adopted Merton Core Strategy (July 2011)
CS8 (Housing Choice), CS9 (Housing Provision), CS14 (Design), CS15 (Climate Change) and CS20 (Parking).
- 6.2 Sites and Policies Plan (July 2014)
DM H2 (Housing Mix), DM H3 (Support for Affordable Housing), DM D2 (Design Considerations in all Developments), DM D3 (Alterations and Extensions to Existing Buildings), DM F2 (Sustainable Drainage) and DM T3 (Car Parking and Servicing Standards).
- 6.3 The London Plan (March 2015) as Amended by the Mayor of London's Housing Standards, Minor Alterations to the London Plan (March 2016)
The relevant policies within the London Plan are 3.3 (Increasing London's Supply of Housing), 3.4 (Optimising Sites Potential), 3.5 (Quality and Design of Housing), 3.8 (Housing Choice), 5.3 (Sustainable Design and Construction), 7.4 (Local Character) and 7.6 (Architecture).
- 6.4 Mayor's Housing SPG (March 2016)
- 6.5 DCLG Technical Housing Standards – nationally described space standard.

7. PLANNING CONSIDERATIONS

7.1 The main planning considerations concern the principle of the residential development, design, standard of residential accommodation, neighbour amenity, tree and parking issues.

7.2 Principle of Residential Development

There has been similar development of corner plots in the vicinity of the application site. The principle of residential development is considered to be acceptable subject to consideration of all other material planning considerations.

7.3 Design/Impact on Street Scene

In general, the pattern of development (either as originally built or as extended) in relation to corner sites within the vicinity is for flank walls to adjoin or sit very close to the side boundary with the pavement. Notably, the parcels of lands adjacent to the ends of terraces at both of the corner junctions between Mount Road and Brooklands Avenue have been developed in this way. The flank wall of the original house on the opposite corner of Lucien Road sits very close to pavement edge and original houses further down Lucien Road directly abut the side boundary. The proposed development would be set back from the front elevation of no.32 and would be set back again at the site corner. There are also 2 setbacks away from the side boundary at first floor level.

7.3 Although the proposed house has been designed in a contemporary style, it still references the adjoining terrace in respect of roof form, the provision and the proportions of the central front bay window, and the use of a brick base with render above. Although the entrance is sited on the Lucien Road frontage, this is not considered to be unacceptable in design terms, providing an active frontage to the street. The size of the rear dormer has been scaled back to sit centrally within the roof plane and is far preferable to the full width box dormers erected under permitted development on the adjoining houses and will be far less prominent than the existing dormer at 32, given its size and siting. In light of concerns expressed by residents about the use of black and white tiling panels on the side elevation (intended by the architect to reference the tiled paths of the facing Edwardian properties) this has been removed at first floor level, but is retained within the recessed porch and window areas at ground floor to give emphasis to these features.

7.4 In relation to the previously refused application for a side extension in 2003, the current proposal is very different in design and massing. The refused extension to 32 did not step down in height or setback from the front of 32 and in fact had eaves higher than the existing house on the front elevation. It also directly abutted the side boundary at all levels and included a large mansard extension directly on the boundary.

7.5 Standard of Residential Accommodation

The proposed house would have a gross internal floor area of 89.2m² which is considered to be acceptable in relation to DCLG and London Plan

standards. Although some objections refer to the 2nd floor bedroom as having a ceiling height of 1.5m, this is not the case. The agent has referred to the fact that they have not counted floorspace below 1.5m in height at this level as part of the GIA in accordance with DCLG requirements. The internal layout is considered to be acceptable and the proposed dwelling would have 53m² of amenity space provided within the rear garden, with 68.6 sqm retained for the existing house at 32. The proposal therefore accords with policies CS14 and DMD2.

7.6 Neighbour Amenity Issues

The proposed house would not affect the amenities of 32 Mount Road and the rear elevation of the house would face towards the side elevation and front garden of 41 Lucien Road. The proposal is therefore considered to be acceptable in terms of policy DM D2 (Design Considerations in all Developments).

7.7 Tree Issues

There is an existing tree within the rear of the site. A number of objections have been received referring to the possible removal of the tree. However, the applicant has confirmed that the tree is to be retained.

7.8 Parking

A single off-street car parking space would be provided within the front curtilage of the site. The parking provision is considered to be acceptable in this location and the proposal accords with policy CS20.

8. **SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS**

8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly there is no requirement for an EIA submission.

9. **CONCLUSION**

9.1 The design of the proposed house is considered to be acceptable, acknowledging its context in terms of materials, form and inclusion of the front bay feature. It also provides an acceptable standard of accommodation and does not have any unacceptable impacts on adjoining properties. It is recommended that planning permission be granted.

RECOMMENDATION

GRANT PLANNING PERMISSION

and subject to the following conditions:-

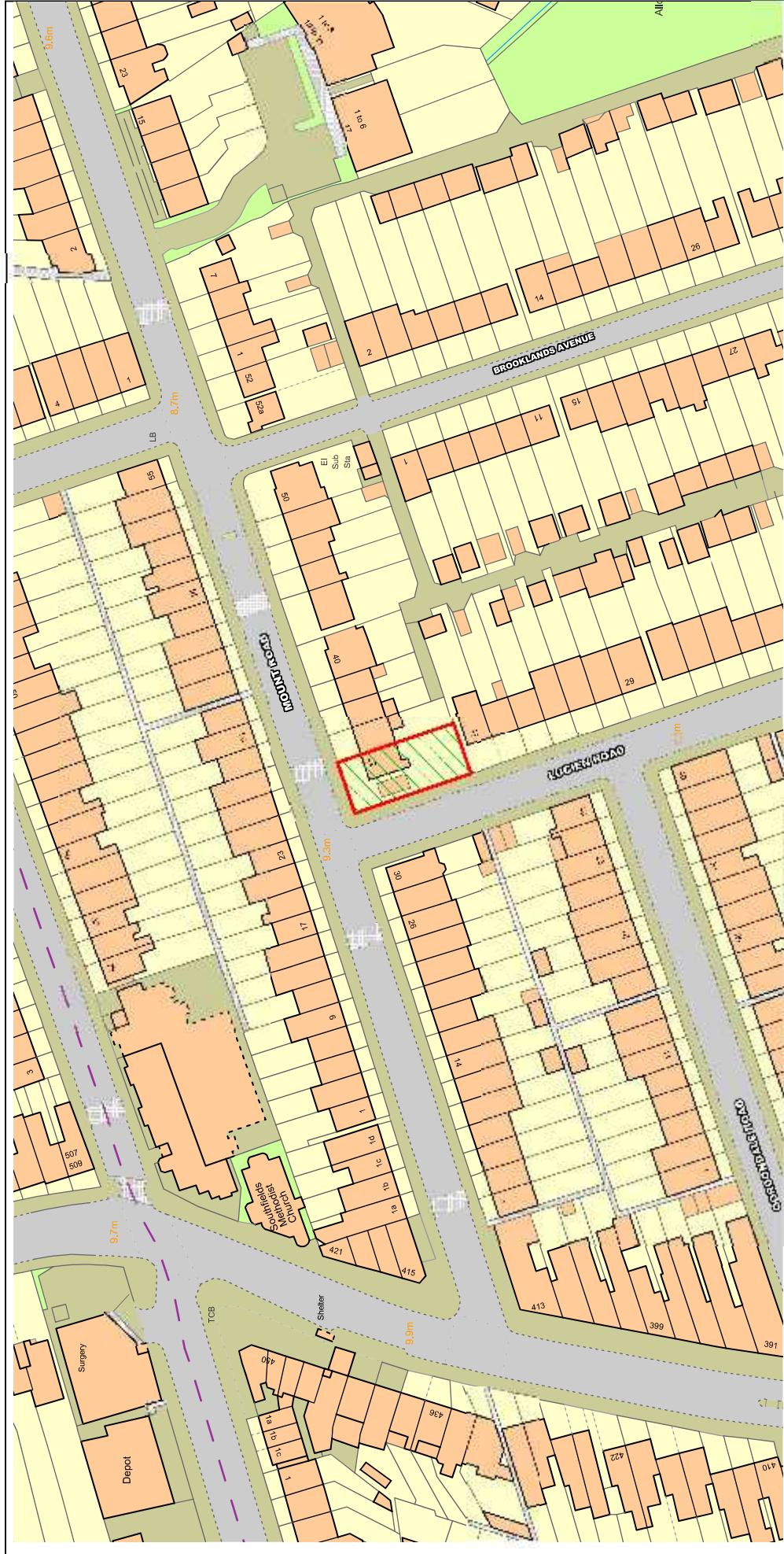
1. A.1 Commencement of Development

2. A.7 Approved Drawings
 3. B.1 (Approval of Facing Materials)
 4. C.2 (No Permitted Development Doors/Windows)
 5. C6 (Refuse and Recycling – Details to be Submitted)
 6. D.11 (Hours of Construction)
 7. SUDS measures
 8. Energy usage in line with Code 4
 9. Removal of pd rights –extensions
 10. Landscaping details
 11. Cycle storage
 13. INF.1 Party Wall Act
-

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PLANNING APPLICATIONS COMMITTEE 15 September 2016

	<u>APPLICATION NO.</u> 15/P4305	<u>DATE VALID</u> 12/11/2015
Address/Site:	Pollards Hill Estate, Mitcham	
Ward:	Pollards Hill	
Proposal:	ERECTION OF 90 x RESIDENTIAL UNITS (CLASS C3), INVOLVING THE DEMOLITION OF 24 EXISTING RESIDENTIAL UNITS, ALTERATIONS TO THE ELEVATIONS OF RETAINED PROPERTIES AND THE CONSTRUCTION OF NEW ESTATE ACCESS ROAD WITH ASSOCIATED PARKING COURTS AND CAR/CYCLE SPACES (CAR PARKING TO BE INCREASED FROM 310 SPACES TO 499 SPACES). NEW LANDSCAPING AND THE PROVISION OF WASTE STORAGE FACILITIES.	

Drawing No.'s and documents: See appendix A

Contact Officer: Jonathan Lewis (020 8545 3287)

RECOMMENDATION

Grant planning permission subject to S106 legal agreement and conditions.

CHECKLIST INFORMATION

- S106: Yes
- Is a screening opinion required: Yes
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: Yes
- Site notice: Yes
- Design Review Panel consulted: Yes
- Number of neighbours consulted: 1724
- External consultations: Yes
- Controlled Parking Zone: No
- Flood zone: No
- Conservation Area: No
- Listed buildings: No
- Protected Trees: No but numerous trees on site.
- Public Transport Access Level: 2-3

1. INTRODUCTION

- 1.1 This application is being brought to the Planning Applications Committee for

determination due to the proposals involving building on designated open space (a departure from planning policy) and therefore being outside the scope of the scheme of delegation to officers.

2. SITE AND SURROUNDINGS

- 2.1 The site is located at Pollards Hill, a residential district between Mitcham and Norbury. The site is bounded by South Lodge Avenue / Recreation Way and Radnor Close / Lancaster Road. The majority of properties lie to the north of South Lodge Avenue.
- 2.2 The Pollards Hill estate was developed in the 1960's as a high density low rise scheme of 3 storey houses and flats. The scheme was laid out in a rectilinear pattern set around a series of squares, bounded by Recreation Way. The estate implements the principles of 'perimeter planning' whereby terraces are compactly zigzagging around the edge of a large open space. The estate includes a library and community centre, the library was extended and refurbished in 2009, with a new external envelope to the entire building.
- 2.3 Pollards Hill consists of over 1500 homes, 848 of which are part of the current application. The majority of the dwellings are narrow-fronted houses arranged in a series of articulated terraces.
- 2.4 The existing estate is characterised by three storey Flat blocks with connecting rows of three storey terraced houses.
- 2.5 The site slopes down fairly steeply from its northern end towards South Lodge Avenue. Changes of level are accommodated through a series of ramps, steps and embankments to the perimeter of Donnelly Green and resident courtyards.
- 2.6 The existing estate turns its back on Donnelly Green and presents a blank series of back garden fences to the main public open space. Public access to all the houses and Flats is from Recreation Way.
- 2.7 There are trees of varying quality and maturity around the estate perimeter and within the parking courts off Recreation Way and Donnelly Green and more mature specimens towards the South Lodge Avenue.
- 2.8 All properties have flat roofs, with no projecting party walls between plots. Roofs are screened by parapets and rainwater down-pipes are concealed within buildings. Windows take the form of continuous horizontal 'ribbons'. Many windows have been altered from the original timber framed construction to uPVC, and there is a wide variety of frame colours and details, the result of an on-going process of ad hoc alternation by home owners. Some houses have been extended at first floor, above projecting garages. Deterioration of building fabric is prevalent on the estate.
- 2.9 The Pollards Hill Estate is surrounded by low-rise (two and three storey) residential development, which take the form of semi-detached houses and

short terraces. The Pollards Hill Estate extends to the south of South Lodge Avenue, where the majority of properties have been redeveloped, several with over sailing mono-pitched roofs. The predominant external materials are brickwork, (with a variety of colours), and clay or concrete tiled pitched roofs. Window frames are generally white painted timber or uPVC framed. The general architectural style is undistinguished post-war residential, with little overall coherence in terms of detail. To the north west of the Estate there are a number of larger scale community buildings, including a library, community centre, youth club and a short parade of shops.

- 2.10 Whilst these community buildings have larger than domestic footprints they are all low-rise, none exceeding three storeys. The community centre and library to the north east of South Lodge Avenue are modern in appearance, having flat roofs and large areas of wall cladding.
- 2.11 The surrounding streets are laid out in a traditional pattern of public/private space. The Pollards Hill Estate marks a dramatic break to the prevailing street pattern. The visual appearance of the estate is markedly different to its neighbours, both in the greater scale and continuous form of its architecture and the austerity of its elevations. A strong horizontal emphasis is given to the estate (including the library and community centre), which contrasts with the surrounding buildings.

3. CURRENT PROPOSAL

- 3.1 The proposals comprise major demolition, new build works and refurbishment works on the north side of South Lodge Avenue and refurbishment and other remedial works on the south side. The scope of the proposals are set out in detail in the applicant's planning statement and include:

Alterations to the elevations of all Moat houses in order to improve their environmental performance.

The demolition and removal of four existing blocks of flats, comprising 24 existing residential units in order to facilitate the opening of direct pedestrian/ cycle links and clear lines of sight into and through the site and create safe and direct routes into and through the site.

The construction of 66 new residential units and 24 replacement residential units on 1.2ha of land currently designated as public open space in order to create a new high quality frontage to and surveillance of Donnelly Green Public Open Space.

The construction of a new estate road and associated surface parking areas to provide access to and parking for the proposed new residential units.

The upgrading of 0.97 ha of Donnelly Green and the introduction of a comprehensive site-wide landscape strategy involving new planting, new pathways and an upgraded and expanded children's play facilities.

The upgrading of nine existing shared courtyard gardens and the provision of new boundary treatments, new planting, lighting and controlled access.

The introduction of site-wide signage, street furniture and lighting strategy.

The introduction of new/ replacement refuse storage facilities to meet the needs of the site.

The reorganisation of car parking and the provision of additional parking spaces (98 car parking spaces (including 9 disabled car parking spaces) to serve to new residential units and 91 additional car parking spaces to serve the existing development.

In addition to the above a number of other works, which do not expressly require planning permission will be implemented in parallel with the above works:

All non Moat properties will be painted and all properties will be given roof insulation and finishes to create a continuous waterproof finish across party wall lines.

The resurfacing of existing roads and the cleaning and repair of existing pavements, as appropriate.

The replacement of existing and the provision of new boundary fences to all properties, as appropriate.

The implementation of a site wide tree and shrub planting strategy.

- 3.3 The application is accompanied by a number of supporting statements including: Landscape Design Statement; Transport Statement; (Draft) Travel Plan and Car Parking Assessment; Highway Improvement Drawings; Flood Risk Assessment; Energy and Sustainability Statement; Statement of Community Involvement; Ecological Assessment; Arboricultural Statement; Utilities Infrastructure Review; Sunlight/ daylight report.
- 3.4 The plans have been the subject of amendment and now include an above ground storage feature within the landscaped area for above ground SuDS storage, relocation of below ground storage areas from the road to landscaped areas, separate roof and highways drainage to allow for adoption of highways drainage.
- 3.5 The detailed highways/footpath layout has also been amended to address highways concerns regarding the safety and functionality of the new road layout.

4. PLANNING HISTORY

- 4.1 October 2014 - planning permission to alter the elevations of 29 properties at 1-30 Monmouth Close. The works included for: 'New rendered cladding and roof finishes, replacement windows and balcony balustrades'. The application (LB Merton ref: 14/P4165) was granted permission on 30th December 2014. The works have subsequently been implemented.

Officers note that it was intended that these works should represent the first phase (the demonstration phase) of a proposed Site-wide recladding exercise).

5. CONSULTATION

- 5.1 Public consultation was undertaken by way of neighbour notification letters, site notices and press notices. 12 representations were received making the following comments:

Loss of open space.

Loss of part of Donnelly Green resisted as it is enjoyed by many of the residents. Queries as to where the children's playground will be. The Council/Moat housing should look for other sites to build housing.

Demolition of buildings. Demolition will pose a health risk and danger to residents due to asbestos and dust. Applicant needs to secure necessary permits.

Layout/safety and security.

Safe, traffic free route to the open space will go and the road layout and demolition of dwellings will give rise to increased risk to children and result in increased noise and pollution to residents of Glamorgan Close.

Alley between 39 Glamorgan Close and Moat housing should not be blocked off. Proposed bin store are will encourage more fly tipping. Issues of access to side of 39 Glamorgan Close for maintenance.

New buildings will cut the estate in half and create a dead area between Lindsey Close and Monmouth Close and an area for youths to congregate. Will detract from safety of residents.

Proposals will hide bus stop to detriment of the safety of bus users alighting at night.

More people will lead to an increase anti-social problems on estate.

Scale.

Objection to 3 to 4 storey development.

Loss of view of green.

Daylight and sunlight.

Loss of light and overshadowing to properties in Kent Close.

Traffic and parking.

Queries raised as to likely impact on traffic. Scheme should include secure motorcycle parking. Traffic congestion on South Lodge Avenue will get worse. Footpath should be narrowed outside local shops and more parking bays should be provided to help the flow of traffic.

Servicing.

Proposals will generate more rubbish locally.

Moat consultation.

Summary of response to public consultation by Moat considered to be misleading. Moat should engage in further consultation with Glamorgan Close and Kent Close residents.

3 responses receive supporting refurbishment of existing/retained dwellings.

5.2 Cllr Henry (Pollards Hill) Proposals will help housing for the homeless, lead to

less overcrowded living leading to better lives and less crime. The estate is an area of significant deprivation. Building new homes will not deprive residents freedom of green spaces but improve quality of environment for the community.

External.

5.3 Environment Agency. No comments. Advisory note to the effect that surface water flood risk is transferred to the Council as Lead Local Flood Authority.

5.4 Met Police.
Residential communal space appears to be clearly defined; also there is separation between public and private areas. Defensible space appears to be provided between all residential windows and public/communal area. The new builds do not appear to have recessed doors onto public spaces (positive comment). The proposals to close off most existing dog leg pedestrian routes and provide four major routes for vehicles and pedestrians that are straight wide, overlooked and have clear sight lines would be of great benefit to the residents. New buildings facing Donnelly Green would increase natural surveillance.

Public cycle parking should be located in areas with good natural surveillance. Cycle routes should be designed with disabled users in mind. Landscaping should not impede opportunity for natural surveillance. Hard landscaping to deter rough sleepers. External areas would benefit from CCTV. Secured by Design Standards recommended for buildings and spaces around buildings. Balconies and porches should not offer climbing aid to first floors.

Recommendations to ensure good surveillance over car parking areas.
Cycle storage to be properly enclosed and secured.

Lighting – should meet required British Standards and should meet Secured By Design objectives.

5.5 London Borough of Lambeth. No comments.

Internal.

5.6 Transport Planning.
Car Parking

Based upon the evidence presented in the car parking surveys undertaken as part of the transport assessment and the existing situation with parking on the estate the level of parking provision being provided as part of the development is considered acceptable and appropriate.

Internal Parking Management

Whilst the new roads within the estate will be adopted as public highway and maintained and managed by LBM, the parking bays will all remain the responsibility of Moat Housing who will be responsible for maintenance and management. LBM has concerns that this could create confusion and misunderstandings over enforcement of parking within these bays and

ongoing maintenance. As such LBM will require a comprehensive parking management plan to be secured as a planning condition which will clearly set out plans clearly showing areas of responsibility and roles. All roads within the development to be adopted as public highway will need to have dedicated traffic orders restricting parking and stopping on them (whether this requires double yellow lines is to be agreed with LBM at a later date).

Cycle Parking

The cycle parking provision for the new dwellings is acceptable.

Servicing and deliveries

LBM has concerns about the ability of larger vehicles being able to easily navigate the new roads being created as part of the development and there are some turning movements that will have to be banned to ensure larger vehicles including refuse vehicles can safely move through the estate. Banned movements and final designs to be agreed with LBM engineers and conditioned prior to construction.

Highways

LBM engineers will need to oversee any construction taking place on the public highway. Any new roads that are due to be adopted as public highway will have to be constructed in accordance with LBM design standards and will not be adopted if they do not meet these standards.

LBM has significant concerns about the width of some of the proposed footways being built in addition to lack of continuous footways in certain locations and the impact on pedestrian safety. These have been discussed with the applicant.

(Officers note that these concerns have now been addressed as a result of negotiation and following the submission of amended plans).

Any lighting columns that will be taken on by LBM will need to be installed and constructed by LBM Street Lighting Contractors.

The junction of the development access road and South Lodge Avenue will need to be upgraded as part of the development proposals.

Construction Logistics and Traffic Management Plan will be secured as a condition.

Planning Conditions & Contributions

1. S.278 Highway Works
2. Final construction and traffic management plans to be approved by LBM prior to construction.
3. Construction Logistics Plan (CMP) / Traffic Mgt Plan (TMP) – secured as a condition.
4. Parking Management Plan – secured and signed off as a condition
5. Car Club contribution - £10,000.
6. Final Travel Plan to be approved and signed off as a condition.

- 5.7 Housing strategy team. Comments awaited.
- 5.8 Future Merton (Housing Policy) No objection to housing mix. Wheelchair /adaptable units should be at least 10% of provision. Planning statement addresses this. Units meet adopted space standards.
- 5.9 Flood risk management engineer. Following negotiation and amendments to scheme to introduce underground storage and a swale within the retained open space officers have reached a position where the drainage scheme is acceptable in principle to allow us to proceed with a suitably worded condition.
- 5.10 Green Spaces team.
Proposals result in massive loss of green space/green infrastructure. Over provision of hard surfaces and proliferation of vehicle space.
- Concerns raised regarding maintenance access (grass cutting, emergency vehicle access to MUGA and playground in the case of an accident for example). Consideration also needs to be given to traveller incursions.
- Remodelled play area should be designed so as to avoid levels or planting and not necessarily be designed along the lines of “zoned” or “enclosed” spaces as suggested.
- Concerns raised regarding proximity of houses to the play area. Potential for impact on houses in terms of anti-social behaviour and noise. The new play area needs to focus more on play value. No objection to introduction of a swale within the retained open space. However, open space designs need to factor in on-going maintenance costs to Council.
- The Radnor Close/rear of Galpins Rd linear green infrastructure feature derives from a previously TPO'd line of Poplars. Though the TPO was withdrawn some years ago, the feature largely remains in some form and is a vital green corridor from/to Mitcham Common. Officers are glad to see its importance recognised.
- Proposals need to give greater consideration to the needs for canopy increase, shading and cooling, and pollution amelioration. Loss of category C trees not supported and new planting, especially if planting space is reduced for any reason, cannot replace such losses either in the short or medium term.
- 5.11 Future Merton (Open Spaces and Biodiversity). Appropriately worded conditions recommended to secure delivery of landscaping. Proposed play spaces exceed the minimum requirements within the Mayor's SPG for the additional homes. Contributions towards maintenance of open spaces and landscaping recommended. Biodiversity/ecological assessment needs amending (officers note that an addendum has been submitted).
- 5.12 Future Merton (Climate change)
Section 3.3.15 of the submitted Planning Statement acknowledges the

regional requirement of the London Plan to achieve a 40% reduction on CO2 emissions, but indicates that new residential accommodation on the estate will achieve a minimum of 25% improvement on Building Regulations.

As a major development proposal (90 new residential units), and as indicated in Section 3.3.15 of the Planning Statement, the development should be designed to meet a 35% improvement on Part L 2013). This is in accordance with the carbon dioxide emissions targets outlined in Policy 5.2 (part B) of the London Plan (2015).

The submitted Energy and Sustainability Statement does not include any information on the proposed works to improve the environmental performance of existing homes on the estate. Further detail on the fabric improvements for existing residential units (summarised on p.17 of the submitted Design and Access Statement), proposed measures and the resulting thermal / CO2 improvements should therefore be included in the Energy and Sustainability Statement and submitted for review.

Intention to specify and install low water use fittings and appliances in the development with the intention of achieving an overall water usage of less the 90 litres per person per day welcomed. This proposals exceeds the minimum requirement of 105 litres per person per day (Code Level 4 equivalent) included under Policy CS15 of Merton's Core Planning Strategy (2011).

- 5.13 Trees officer. 38 trees are to be removed to enable the development to proceed. The vast majority of the trees proposed for removal have been classified "C" or "U" - no objection in officer comments raised with respect to their removal.

Three trees are classified as A and B including two alongside South Lodge Avenue and one set back further into the site. Relocation of two trees alongside South Lodge Avenue is encouraged adjacent to the highway on South Lodge Avenue.

The applicant has submitted a soft landscaping scheme which includes the provision of a considerable amount of new trees across the site. All of these trees are native species which accords with policy DM.O2.

No objection subject to conditions relating to tree protection, on-going site supervision, landscaping and landscaping implementation.

- 5.14 Children Schools and Families. Scale of development not a cause for concern regarding school place planning. Based on estimated child yields (pre-school 17.5, primary 17.3, secondary 5.2 and 6th form 2.2) there is sufficient capacity at William Morris Primary School and the child yield for secondary schools is negligible.

- 5.15 Design Review Panel.
Notes relating to from meeting on Tuesday 24th November, 2015

The Panel welcomed the proposals and the changes that had been made in response to the previous review by the Panel, particularly the resolving of front/back issues with the new housing. Overall the Panel applauded the

approach taken by the applicant and were understanding of the numerous constraints the applicant was working with, notably financial and ownership.

The Panel felt that it was important to get more routes into the estate and have houses facing the green, and felt that the landscaping strategy for the green was generally good, as was having home zones around it. It was noted that care should be taken in the detailed design of the home zones in order to get the balance right in activating the space for all users. The landscaping along the main road was well considered. There was some merit in redesigning the parking on the edge of the open space away from a 'parking court' that might attract anti-social behaviour, to a more dispersed approach.

It was acknowledged that it was not appropriate to replicate the style and appearance of the existing housing and that the 'transitional' approach taken with the materials was right. The use of render for the light colour was questioned as it was felt it might not weather well. It was also felt, that as the new routes into the estate were not particularly wide and obvious, the appearance and colour of the new build should be used as an aid to wayfinding around and into the estate.

Whilst there was much to commend in the design, the Panel felt that elements of the detailed design still needed refining. Clear routes to and through the green space and development, notably diagonal spaces across the green, were important to create active, popular and self-enforcing spaces. The new public space and routes were welcomed but needed a 'reality check' to minimise the risk of anti-social behaviour. This included the new routes into the estate, which needed to deter cycles/mopeds if they were not supposed to use them. There were bin stores under windows and some street furniture seemed to encourage skateboarding. The Panel was notably uncomfortable with the proposal to use the closed off alleys for cycle stores and felt these needed to have good natural surveillance. The Panel acknowledged the difficult issues about how to legally close the alleys.

A further difficult issue that needed more thought was the internal courtyards. The poor relationship and surveillance between the back gardens and this space was acknowledged and a strategy was needed that addressed how these spaces were supposed to be used and how they related to the surrounding housing. It was suggested that each courtyard could have its own different landscape design theme. Above all it was important to avoid creating confused spaces – they need to have clarity about what they are and how they relate to their surroundings.

Overall the Panel felt that the proposals exhibited the right approach to the estate given the constraints but more work needed to be don't to get the details right.

VERDICT: **GREEN**

6. POLICY CONTEXT

6.1 NPPF - National Planning Policy Framework (2012)

- 4. Promoting sustainable transport.
- 6. Delivering a wide choice of quality homes.
- 7. Requiring good design.
- 8. Promoting healthy communities.
- 11. Conserving and enhancing the natural environment.

6.2 London Plan (2015)

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
- 3.11 Affordable housing targets
- 3.13 Affordable housing thresholds
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.9 Overheating and cooling.
- 5.10 Urban greening
- 5.11 Green roofs.
- 5.13 Sustainable drainage
- 5.15 Water use and supplies.
- 5.17 Waste capacity
- 6.3 Assessing the effects of development on transport capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.11 Smoothing traffic flow and easing congestion
- 6.12 Road network capacity
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 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.
- 7.18 Protecting open space and addressing deficiency.
- 8.2 Planning obligations
- 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 13 Open space and leisure
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 H3 Support for affordable housing
DM D1 Urban Design
DM D2 Design considerations
DM O1 Open space
DM O2 Trees, hedges and landscape features
DM EP2 Reducing and mitigating noise
DM T1 Support for sustainable travel and active travel
DM T2 Transport impacts of development
DM T3 Car parking and servicing standards
DM T4 Transport infrastructure

6.5 Supplementary planning considerations

DCLG Technical Housing Standards - 2015
London Housing SPG – 2016
Merton Design SPG – 2004

7. PLANNING CONSIDERATIONS

7.1 Key planning considerations:

- Principle of development and the delivery of housing
- Principle of development and impact on Open space/green space.
- Affordable housing
- Design and impact upon the character and appearance of the area
- Biodiversity
- Drainage/flood risk.
- Play space.
- Impact upon neighbouring amenity
- Standard of accommodation
- Transport and parking
- Refuse storage and collection
- Cycle storage
- Sustainability

Principle of development and the delivery of housing via a more intensive development of land.

- 7.2 Policy 3.3 of the London Plan 2015 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 densities and that the Council will work with housing providers to provide a minimum of 4,107 additional homes [411 new dwellings annually] between 2015 and 2025.
- 7.3 Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space. This should meet the needs of all sectors of the community and include the provision of family sized and smaller housing units. Policy DM H2 confirms that the Council is seeking to encourage "socially mixed, sustainable communities with a greater choice and better mix in the size, type and location of housing" with an indicative housing mix of 33% one bedroom dwellings, 32% two bedroom dwellings and 35% three or more bedroom dwellings.
- 7.4 In planning policy terms the Site is located within the Mitcham Sub-Area. Policy CS2 confirms that in the areas surrounding Mitcham Town Centre the priority is to improve the environment through the delivery of high quality mixed tenure new housing, public realm enhancements, high quality urban design and architecture and through permitting development that makes a positive impact on its surroundings.
- 7.5 At the national and regional levels, planning seeks to deliver sustainable development and developments that are high quality and inclusive. In the context of these policies the proposals would improve the quality of the estate and secure its long-term sustainability.
- 7.6 The delivery of new homes would also contribute towards achieving the Council's increased annual monitoring target of 411 new homes between 2015 and 2025.
- 7.7 The London Plan indicates that the Site would be categorised as 'suburban' for the purposes of calculating the appropriate density range (150-200hrha). The Site has a low accessibility level (PTAL2) and an existing density of 207.1 hr/ ha on the Estate.
- 7.8 Core Strategy policy CS8 requires new development to achieve appropriate densities having regard to the London Plan density matrix.
- 7.9 The proposed density at 258 hr/ha is broadly in line with the London Plan density matrix which seeks to optimise the amount of housing that can be delivered. Matters of scale, massing, design and impact on the surrounding area are addressed elsewhere in this report.

Principle of development and impact on open space.

- 7.10 London Plan Policy 7.18 Part B reiterates national policy stating that loss of open spaces must be resisted unless equivalent or better quality provision is

made within the local catchment area. Core Strategy Policy C13 confirms that Merton will protect and enhance the Borough's public and private open spaces and improve access to it.

- 7.11 In line with the NPPF, Merton's adopted Sites and Policies Plan Policy DM O1 states that designated open space should not be built on unless the open space is surplus to the requirements of the Borough, the loss would be replaced by equivalent or better provision in terms of quantity or quality, or the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.
- 7.12 The proposed development would result in a net loss of designated open space when compared to the existing situation. The loss of 1.2ha of designated open space, as envisaged by the application is contrary to the above policies at national, regional and local levels. However, the loss needs, to be considered in context with the opportunities the proposals present and the wider characteristics of the estate.
- 7.13 To the north of the application site beyond Recreation Way is an area of public open space already providing a range of recreational facilities including a skateboard park along with a link to Pollards Hill Open space in the neighbouring borough of Lambeth. The immediate locality already benefits from generous publicly accessible open spaces. In addition the Estate supports nine generous courtyard gardens. Despite the size of these open spaces, use of which benefits residents, none are designated as protected open spaces. These existing spaces however lack any features or sense of place and contribute little to the amenity needs of the residents and visitors. The application proposes a comprehensive set of proposals, which include for the delivery of an open space and landscape strategy that comprises a hierarchy of open spaces and places that will better meet the diverse needs of the Estate and which will be overlooked and integrated into an overall pedestrian movement strategy.
- 7.14 The landscape strategy seeks to improve and better integrate the nine existing courtyard gardens and connect them into Donnelly Green, such that the open space is perceived as an inviting accessible and useable piece of landscape. The strategy also proposes works to each of the nine courtyard spaces to create courtyard gardens with a more domestic atmosphere through the introduction of new planting and replacing garden fences. Notwithstanding that the spaces will not be protected open space for local planning purposes, these courtyards have the potential to become a positive part of the public open space offer in the area.
- 7.15 Thus; while these spaces might otherwise offset the loss of designated open space were they to be included in any subsequent review of designated open spaces, for the time being officers consider that the contribution that these spaces would make to the quality of green space accessible to residents would be enhanced by the proposals.

- 7.16 Notwithstanding the loss of designated open space, officers consider the proposed layout would in itself enhance the retained open space. The proposed new housing has been configured to create a new active and public frontage to Donnelly Green and addresses what might otherwise be considered a failing of the existing estate design much of which turns its back on Donnelly green and inwards towards the courtyards. Existing rear garden fences, which currently dominate views from the Estate from South Lodge Avenue, will be masked by new buildings, whose gardens will back onto existing ones, to create traditional configuration of back garden to back garden. This will result in Donnelly Green being surrounded by strong building frontages, which will provide activity and overlooking of the open space and which will provide a robust and well-defined edge to the existing open space.
- 7.17 In terms of the quality of the retained open space, the proposals include for the upgrading of existing and provision of new play equipment, the introduction of an area of nature play elements, the realignment of existing paths to follow desire lines, new lighting, seating and signage and the introduction of new planting and landscape features including a swale.
- 7.18 To summarise; the proposals result in the loss of protected open space but have the potential to turn existing underused open spaces into positive assets, to provide an active, animated and positive edge to the open space, and have the potential to deliver significant community and environmental benefit to the estate and area as a whole through upgrading retained open space facilities. As a matter of judgement it may be considered that the benefits outweigh any potential 'harm' that may be caused as a result of the loss of 1.2 ha of open space and that a departure from adopted Policy DM O1 is acceptable in this instance.

Delivery of affordable housing and housing mix.

- 7.19 Core Strategy policies CS8 outlines provisions for affordable housing in line with the relevant provisions of policies 3.11 and 3.13 of the London Plan (2015). Core Strategy CS8 specifies an onsite affordable housing target of 40% of the units to be provided on-site as affordable housing, to consist of 60% social rented and 40% intermediate provision.
- 7.20 The applicant proposes 40% affordable housing (based on the overall number of units to be provided). The tenure mix for the affordable element would provide 61% rented and 39% shared ownership with the overall mix as follows:

		OMS	SO	Rent
1b2p	Flat	2	0	0
1b2p	WC Flat	0	2	0
2b3p	Flat	3	7	18
2b4p	house	38	3	0
	WC			
2b4p	house	7	0	0
3b4p	house	4	2	4

Tenure: SO – Shared Ownership, OMS - Open Market Sale

- 7.21 Delivery of the proposals is dependent on a satisfactory agreement being reached between the Council as land owner and the applicant and the applicant has signalled that they would look to deliver a minimum of 50% affordable (45 units) with this tenure split being dependent on viability post appointment of a contractor. Officers consider given that outcomes will depend on the Council's negotiations as land owner and that the applicant's indication on affordable housing provides an opportunity to explore further the matter of viability so as to enable the maximum affordable housing to be achieved.
- 7.22 For the purposes of progressing the application officers consider that permission may be granted on the basis of the current offer with a viability review mechanism being integrated into any S106 legal agreement to secure additional affordable units.
- 7.23 Policy CS8 seeks the provision of a mix of housing types, sizes and tenures to meet the needs of all sectors of the community. At the local level DMH2 supports residential proposals where they contribute to meeting the needs of different households such as families with children, single person households and older people by providing a mix of dwelling sizes.
- 7.24 In terms of mix policy DM.H2 states that in assessing proposals the Council will take account of Merton's Housing Strategy (2011-2015) borough level indicative proportions (1-bed: 33%; two-bed: 32% and three-bed plus: 35%) and have regard to individual site circumstances, the economics of provision and other planning contributions.
- 7.25 In the context of these policies the proposals involve the delivery of a mix of one, two and three bed flats/ duplexes and two and three bed houses, as follows:
- 1 bed: 4 units: 5%
 - 2 bed (3 person) 28 units: 31%
 - 2 bed (4 person) 48 units: 53%
 - 3 bed: 10 units: 11%
- Emphasis is given to larger 2 –bed and 3-bed units, compared with smaller one and two-bed units. This proposed mix responds to the applicant's assessment of the particular needs of this part of the Borough and the character of the existing estate and officers do not consider that proposed should be resisted on the basis of the mix of unit types.
- 7.26 In line with Core Strategy Policy CS8 10% of the new housing will be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users (2 x1B2P and 7x 2B4P).

Design and impact upon the character and appearance of the area

- 7.27 London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policy DMD2 require well designed proposals that will respect the appearance, materials, scale, bulk, proportions and character of the original building and their surroundings. Policy 7.6 sets out a number of key objectives for the

design of new buildings including that they should be of the highest architectural quality, they should be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm, and buildings should have details that complement, but not necessarily replicate the local architectural character. Policy CS14 of the adopted Core Strategy states that all development needs to be designed to respect, reinforce and enhance local character and contribute to Merton's sense of place and identity. This will be achieved in various ways including by promoting high quality design and providing functional spaces and buildings.

Layout.

- 7.28 The proposals would deliver townscape improvements around Donnelly Green. Urban design officers consider Donnelly Green would be much improved by the provision of new terraces of houses which clearly face the open space and provide good enclosure to it.
- 7.29 The proposals would reconfigure the layout of the estate and provide significant benefits in terms of north to south permeability. To improve security and way-finding it is proposed to close off most of the existing routes and, through selective demolition, open up four major routes across the site. Four existing blocks of Flats (24no dwellings) are to be removed to create major routes and a legible movement network across the site. These routes would be supported by enhanced lighting, signage and landscaping. Step-free access would be achieved across the estate. Elsewhere the existing alleyways will be closed off and used to provide much needed refuse storage or external amenity space for existing residents.
- 7.30 Amendments to the site layout have addressed earlier concerns regarding pedestrian safety and, while limiting movement of vehicles through the remodelled estate, would provide safe routes for pedestrians and cyclists.

Massing.

- 7.31 The proposed buildings will be generally the same height or lower than the existing three storey estate. Houses will take the form of two storey terraces, and Flats will be grouped into three storey blocks as continuations of the existing buildings. Flat blocks will act as nodal points marking the new access points to and from Recreation Way, to reflect their value as 'urban markers' small sections of the Flat blocks will be 4 storeys.
- 7.32 The scale and massing of the buildings of the proposed dwellings is considered to complement that of the existing blocks and is appropriate.

Design.

- 7.33 The design of the proposed buildings is contemporary, with clean, simple lines, flat roof and modern finishes. To mediate between the more traditional surroundings and the appearance of the existing estate the design distinguishes between the houses and the Flats. The houses, which are visually separated from the existing buildings and face the green are brick faced and have a 'domestic' appearance. The Flats, which connect visually to

the existing buildings, are split visually into extensions of the existing terraces (off-white rendered) and facing the green (brick clad).

- 7.34 In conclusion, officers consider the layout, scale and design, of the proposed development is considered acceptable when taken in the local context.

Biodiversity/trees/landscaping

- 7.35 Policy CS13 of the Core Strategy seeks to ensure that new developments incorporate and maintain landscape features such as trees which make a positive contribution to the wider network of open space. 27 Poplar trees rear of Radnor Close are protected by a TPO. These trees are not impacted by the proposals.
- 7.36 Officers acknowledge that the proposals would entail the loss of trees and the species and quality of the trees to be removed are set out in the Arboricultural Impact Assessment (AIA). The proposals however have been designed so that where possible existing trees are retained in particular trees adjacent to boundaries of the site which have a good screening value. Where possible the proposed plans have been designed to retain all the higher category specimens to reduce the impact on the local landscape. Where trees are being removed there is the potential to mitigate any impact by tree planting and to improve the overall aesthetic value of the estate.
- 7.37 The proposed development has been designed so that major works are generally not required within root protection areas and where works are such as in proximity to construction footpaths or parking areas protection measures may be attached as a condition.
- 7.38 The AIA also acknowledges the need for protective measures to be in place during construction and to sure no harmful impact from the formation of builders compounds and the storage of materials on site.
- 7.39 The AIA provides a detailed summary of recommended measures for to protection and officers propose conditions are attached to ensure that the arboricultural method statement is satisfactory along with tree protection measures.
- 7.40 While acknowledging the concerns raised by the Council's Green Spaces team regarding the loss of some trees the applicant's landscape design statement identifies the retention of the vast majority of trees on the site and flags up opportunities presented by the proposals to introduce some more formal tree planting and to use planting to help define the character of the courtyard gardens with a preference for native species to increase biodiversity.
- 7.41 To conclude, the proposals provide an opportunity overall to enhance tree planting on the estate and which officers consider outweighs the loss of individual trees. Where trees are to be retained adequate protection measures may reasonably be required via conditions.

Play Space

- 7.42 Merton's Core Planning Strategy policy CS 13 and The London Plan policy 3.6 require housing proposals to provide play spaces for the expected child population and the Mayor of London's 'Play and Informal Recreation' SPG 2012 provides detailed guidance on this matter.
- 7.43 Currently the nearest play spaces comprise the MUGA and children's playground on the estate. Notwithstanding the child yield expectation of the proposed development the proposals provide an opportunity to secure improvements to informal playspace within the numerous estate courtyards, would retain the MUGA and entail the reconfiguration of the children's playground. The applicant's landscape design statement identifies opportunities to make the existing play areas more efficient and to provide additional play opportunities.
- 7.44 Notwithstanding the open space layout plans the Council's Green Spaces team have flagged up concerns regarding proximity to new dwellings and the potential for anti-social activity to detract from the quality of environment for those new residents facing the playground. Given the layout will need to secure approval from the Council as the long term managers of the retained open space rather than simply in its role as the local planning authority officers consider that the final design and layout of the open space may reasonably be conditioned.

Flooding and site drainage

- 7.45 Policies DM F1 and DM F2 of Merton's Sites and Policies Plan and policy CS.16 of the Core Strategy seeks to ensure that development will not have an adverse impact on flooding and that there would be no adverse impacts on essential community infrastructure. The site is located within Flood Zone 1 and is therefore at low risk of flooding from fluvial flooding.
- 7.46 The Council's Flood Risk Management Engineer has engaged with the applicant's specialist advisors on the detailed drainage strategy. On the basis of an addendum to the original submission and the introduction of a swale feature within the retained open space officers are comfortable with the principles set out with regards to the adoption element and the technical design. Officers recommend a condition requiring full details of surface water drainage and sustainable drainage system including a timetable for implementation and arrangements for management maintenance and adoption.

Impact upon neighbouring amenity

- 7.47 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.

- 7.48 A technical assessment of the impact of the proposals on the light to dwellings enjoyed by existing occupiers accompanies the application. The report examines daylight and sunlight to existing dwellings, concluding that in those cases where there is an impact the reduction in daylight is well within recommended thresholds. Shading to gardens has also been considered and is not raised as an issue. The report concludes that the scheme design responds well to its neighbours and the existing site context and is fully compliant with policy. Officers raise no issue with the methodology used or its findings.
- 7.49 Where new terraces face existing dwellings 1.8m fences will separate rear gardens providing a degree of privacy to amenity spaces and ground floor windows. Separation distances between first floor windows and those of proposed dwellings where new terraces face existing is around 17.5m with the lengths of new gardens mirroring those of existing. While a little below the Council's recommended minimum of 20m officers consider the shortfall should be offset against the consequence of seeking to achieving design guide compliance whereby new dwellings would encroach further into the retained open space.
- 7.50 The issue of potential noise from the proximity of a playground to new houses has already been addressed above.

Standard of accommodation

- 7.51 Policy 3.5 of the London Plan 2015 states that housing developments 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 -GIA) as set out in Table 3.3 of the London Plan (Table 3.3). Table 3.3 (as amended in the Housing Standards Minor Alterations to the London Plan – March 2016) provides a comprehensive detail of minimum space standards for new development; which the proposal would be expected to comply with.

Table 1: Section of table in Table 3.3 of the London Plan

Number of bedrooms	Number of bed spaces	Minimum GIA (m2)			Built-in storage (m ²)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	

- 7.52 The proposals would meet or exceed the minimum space standards for dwellings of different sizes:
- 1bed2P (flat)- 50m² x2
 - 1bed2P (flat)- 61m² (WCH) x2
 - 2bed3P (flat) - 61m² x 28
 - 2bed4P (house) - 102m² x 41
 - 2bed4P (house) - 110m² (WCH) x 7
 - 3bed5P (duplex) – 96m² x10

- 7.53 Adopted policy DM.D2 seeks the provision of 50 sq.m as garden space for family housing and for flatted developments for 1 and 2 bedspaces 5 sq.m with an extra 1 sq.m for each extra occupant. The proposed dwellings will be provided with private amenity external space in the form of gardens, balconies or patios. In terms of area, each house is provided with an average of 36/37 sq.m of amenity space and each flat is provided with an average of 7 sq.m. amenity space for flats would meet adopted standards and while gardens to larger units would be 28% below standard such shortfalls should reasonably be viewed in context of the estate, small patio type gardens being a characteristic of the estate (the area of existing rear gardens are 24 sq.m) and in the context that all new units abut or are in close proximity to publicly accessible open space that includes areas for play. In this particular instance, shortfalls in garden space are not considered to be a basis to withhold permission or delay determination.

Outlook, natural light and privacy.

- 7.54 No issues are raised with regards to light and outlook for the occupiers of the new dwellings. The applicant's design advisors have demonstrated in the submitted daylight and sunlight assessment, that adequate light to windows and rooms would be achieved for new dwellings. 1.8m fences will separate rear gardens providing a degree of privacy to amenity spaces and ground floor windows. Separation distances between first floor windows and those of proposed dwellings where new terraces face existing is around 17.5m with the lengths of new gardens mirroring those of existing. While a little below the Council's recommended minimum of 20m officers consider the shortfall should be offset against the consequence of seeking to achieving design guide compliance whereby new dwellings would encroach further into the retained open space.

- 7.55 It is therefore considered that all future occupiers will provided with adequate access to outdoor amenity space, providing for a good internal and external standard of living for any future occupants.

Transport and parking

- 7.56 Core Strategy policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, on street parking or traffic management.
- 7.57 Transport planning officers have reviewed the applicant's transport and parking submissions concluding on the basis of the evidence provided which

examines the existing situation with parking on the estate that the level of parking provision being provided as part of the development is acceptable and appropriate.

- 7.58 In response to objections from LBM Transport & Highways officers, the layout of the internal access road and parking area was amended. It is considered that the amended parking and road alignment is an improvement both visually and in terms of vehicle manoeuvrability and pedestrian safety. LBM Transport & Highways have no objections to the amended parking and road alignment and is therefore considered acceptable.
- 7.59 The proposals provide wider opportunities to promote more sustainable forms of travel and, along with cycle usage, Transport Planning officers encourage car club membership to be incentivised. A S106 contribution is sought.

Refuse storage and collection

- 7.60 The proposed layout has been revised to ensure adequate space for the safe turning/manoeuvring of larger vehicles including refuse collection. The proposals provide a detailed schedule for the provision of refuse storage providing enhanced capacity within the estate and a condition is proposed to ensure its provision as part of the development.

Cycle storage

- 7.61 Cycle storage is required for new development in accordance with London Plan policy 6.9 and table 6.3 and Core Strategy policy CS 18. Cycle storage should be secure, sheltered and adequately lit.
- 7.62 Transport planning officers advise that the cycle parking provision for the new dwellings is acceptable.

Sustainability

- 7.63 Policy 5.2 Minimising Carbon Dioxide Emissions of London Plan requires that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor's energy hierarchy. Merton's Core Planning Strategy Policy CS15 Climate Change (parts a-d) requires new developments to make effective use of resources and materials, minimise water use and CO2 emissions.
- 7.64 The proposals aim to meet the equivalent of Code for sustainable homes level 4 in terms of water use reduction and CO2 emission reduction. Climate change officers have identified the need to comply with higher standards for CO2 reductions as set out in the latest London Plan. The development should be designed to meet a 35% improvement on Part L 2013). This is in accordance with the carbon dioxide emissions targets outlined in Policy 5.2 (part B) of the London Plan (2015). The applicant appears amenable to

delivering a higher standard although this is likely to be achieved via the use of low/zero carbon technologies such as solar panels.

- 7.65 The proposals also envisage upgrading the fabric of the existing dwellings further improving energy efficiency and major refurbishment and would need to comply with the latest Building Regulations. While the application is not accompanied by more detailed information technical submissions which accompanied the trial refurbishment application in 2014 further information can be provided by the applicant and it may be prudent to provide sufficient flexibility in a condition so as to enable officers to review improved performance across the estate as a whole.

8. SECTION 106.

- 8.1 The proposals entail development that will require agreement to be reached between the Council as landowner as well as local planning authority. Officers have therefore given consideration as to the scope of any planning legal agreement that may be deemed appropriate as opposed to other legal and legislative mechanisms that may be used to ensure that the development fulfils the requirements of other Council services.

- 8.2 Securing affordable housing along with any review mechanism would be covered under the S106. Similarly financial contributions towards a car club would be covered under the S106. Where other primary legislation may take effect, such as with highways, conditions are proposed requiring agreements under that legislation. Implementation of the proposals entails work on Council land. Planning conditions may be used to require certain works to be implemented before occupation of the development. The terms and conditions for the delivery and long term maintenance of highways, open spaces and associated infrastructure may be negotiated separately outside the scope of the S106.

9. CONCLUSION

- 9.1 The proposals have developed over a considerable period reflecting both engagement by the applicant with local residents and from discussions between the applicant and Council officers. The application presents both opportunities in the form of the delivery of much needed housing and affordable housing as an integral part of upgrading the environment for the whole of the Pollards Hill Estate and on the other hand the loss of public open space. Officers consider that the merits of the proposals outweigh harm that might arise and that subject to appropriate S106 obligations including relating to affordable housing, and suitably conditioned the proposals may reasonably be approved.

- 9.2 The application is therefore recommended for approval subject to a S106 legal agreement and appropriate conditions.

RECOMMENDATION

Grant planning permission subject to planning conditions and the completion of a S106 agreement covering the following heads of terms:

1. Delivery of not less than 40% of the residential units as affordable housing (60/40 affordable rent/ intermediate);
2. That the delivery of affordable housing is subject to a review of viability based on (to be agreed) suitable trigger points during the construction process including pre-construction stage;
3. Financial contributions towards car club membership (£10,000);
4. The developer agreeing to meet the Council's costs of drafting the Section 106 Obligations [£ to be agreed].
5. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations [£ to be agreed].

And the following conditions:

1. A1: 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. A7: The development hereby permitted shall be carried out in accordance with the following approved plans: Insert schedule of plans and documents.

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

3. B1: No development above ground for the relevant phase of the development shall take place until details of particulars and samples of the materials to be used on all external faces of that phase 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 Polices Plan 2014.

4. D11 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: policy 7.15 of the London Plan 2011 and policy DM EP2 of Merton's Sites and Polices Plan 2014.

5. B4 No development, other than demolition and site preparation 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. No works that are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied until the details have been approved and works to which this condition relates have been carried out in accordance with the approved details.

Reason: To ensure a satisfactory standard of development in accordance with the following Development Plan policies for Merton: policies 7.5 and 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Polices Plan 2014.

6. Non-standard condition: [Demolition dust and noise] Prior to the commencement of development [including demolition] measures shall be in place to prevent nuisance from dust and noise to surrounding occupiers with these measures in accordance with a method statement that has previously been submitted to and approved in writing to the Local Planning Authority with the approved measures retained until the completion of all site operations.

Reason: To protect the amenities of occupiers of neighbouring properties and to accord with Sites and Policies policy DM D2.

7. H6 No development above ground shall commence until details of secure cycle parking facilities for the occupants of, and visitors to, the relevant phase of the development have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure satisfactory facilities for cycle parking are provided and to safeguard the existing retained trees to comply with the following Development Plan policies for Merton: policies 6.13 and 7.21 of the London Plan 2015, policies CS18 and CS13 of Merton's Core Planning Strategy 2011 and policies DM T1 and DM O2 of Merton's Sites and Polices Plan 2014.

8. H8: 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 on accordance with the approved Travel Plan.

Reason: To promote sustainable travel measures and comply with the following Development Plan policies for Merton: policy 6.3 of the London Plan 2015, policies CS18, CS19 and CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Polices Plan 2014.

9. H11: Development shall not commence until a Parking Management Strategy has been submitted in writing for approval to the Local Planning Authority. No works that is subject of this condition shall be carried out until this strategy has been approved, and the development shall not be occupied until this strategy has been approved and the measures as approved have been implemented. Those measures shall be maintained for the duration of the use unless the prior written approval of the Local Planning Authority is obtained to any variation.

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 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Polices Plan 2014.

10.H10: Development shall not commence until a working method statement 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/management and off-site drainage works (in accordance with SLR's May 2016 Ecological Appraisal – paragraph 7.1.2).
- 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 6.3 and 6.14 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Polices Plan 2014.

11.No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy 5.13, Merton's Policy DM F2 and the advice contained within the National SuDS Standards. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the rate of surface water discharged from each storage feature to no more than 5l/sec, as shown in the indicative drainage strategy plan (Drawing No. 1596-LONSK-006). These details shall detail the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

- ii. ii. include a timetable for its implementation; iii. include a CCTV survey of the existing surface water connection to the main sewer and site wide drainage network to establish its condition is appropriate.
and
- iii. provide a final drainage management, maintenance and adoption plan for the lifetime of the development, with the infrastructure managed and maintained in accordance with that plan.

Reason: To ensure satisfactory means of surface water drainage, to reduce the risk of flooding and to comply with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F2 of Merton's Sites and Polices Plan 2014.

- 12.F5: 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 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policy O2 of Merton's Sites and Polices Plan 2014.

- 13.F8: The details of the Arboricultural Method Statement and Tree Protection Plan shall include the retention of an arboricultural expert to monitor and report to the Local Planning Authority not less than monthly the status of all tree works and tree protection measures throughout the course of the demolition and site works. The works shall be carried out strictly in accordance with the approved Arboricultural Method Statement and Tree Protection Plan.

Reason: To protect and safeguard the existing retained trees in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policy O2 of Merton's Sites and Polices Plan 2014.

- 14.No part of the relevant phase 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 comprising that phase (such phases to be described on a plan) has achieved not less than the CO2 emissions reductions outlined in Policy 5.2 of the London Plan (35% reduction above Part L of the Building Regulations 2013), and internal water usage rates of no greater than 105l/p/day (equivalent to Code for Sustainable Homes Level 4) - Evidence requirements are detailed in the "Schedule of Evidence Required - Post Construction Stage" under Category 1: Energy and Carbon Dioxide Emissions (ENE1: dwelling emissions rate) and Category 2:

Water (WAT1: Indoor water use) of the Code for Sustainable Homes Technical Guide (2010).

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

15. Details of measures to secure energy efficiency as part of the refurbishment of existing dwellings on the estate shall be submitted to the Local Planning Authority for approval before such works are implemented. Reason. To identify opportunities for and deliver reductions in carbon dioxide emissions from the existing building stock and to accord with the objectives of London Plan policy 5.4.

16.F1: Full details of a landscaping and planting scheme along with a phasing plan including dates for implementation for those works shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved and in accordance with the phasing plan, 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 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 Polices Plan 2014.

17.(Removal of permitted development - extensions) 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 dwelling house other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.

Reason for condition: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties and for this reason would wish to control any future development to comply with Sites and Policies policy DM D2 and policy CS14 of the Adopted Merton Core Planning Strategy 2015.

18. Prior to first occupation of the proposed new dwellings refuse and recycling facilities for the relevant phase of the development shall be in place that are in accordance with details that shall have previously been submitted to and approved in writing by the Local Planning Authority, with the refuse and

recycling facilities retained in accordance with the approved details permanently thereafter.

Reason for condition: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with policies CS13 and CS14 of the Adopted Core Strategy (2011).

19. Prior to first occupation of the relevant phase parking shall be provided in accordance with a parking plan that shall have been submitted identifying each phase and shall be permanently retained for parking purposes. The parking plan shall identify, and the delivery of the parking space shall provide, for 20% electric vehicle charging points with a further 20% passive provision and include 5% disabled parking bays with any amendment to the percentage of electric vehicle charging and disabled bays having been agreed in writing with the local planning authority.

Reason. To ensure the provision of adequate parking and to comply with London plan policies.

20. Before the development commences the applicant shall enter into such agreements as may be appropriate under S38 and S278 of the Highways Act with the Council as local highway authority, and shall have submitted to and secured approval from the local authority of the associated details, to provide for the detailed design specification and adoption arrangements, including any associated parking restrictions, for carriageways, footways and associated infrastructure including lighting, gullies and drainage, along with a phasing plan for such works. Such works as form any part of the agreement shall be completed before occupation of the relevant phase of the development.

Reason. To ensure that the proposals provide satisfactory access and servicing (including drainage) arrangements consistent with the objectives of LDF Core Planning strategy policy CS.20.

21. Before the development commences, and notwithstanding any details shown on the submitted plans, the applicant shall have submitted and had approved by the Council details of the hard and soft landscaping including lighting, footpaths, benches, gates, railings or other means of enclosure and any drainage features such as a swale for the retained area of Donnelly Green along with associated management measures. The relevant phase/phases of the development shall not be occupied until such works as are approved have been implemented. Reason. To ensure a satisfactory design to the retained open space and associated play spaces, and to ensure compliance with policies DM.D1 and DM.D2 of the Merton Sites and Policies Plan.

22. Details of upgrading the junction of the development access road and South Lodge Avenue shall be submitted to and approved by the local planning authority before the development commences. Such details as are approved shall be completed before the development is occupied. Reason. To ensure satisfactory access to the estate.

23. Before development commences the applicant shall have submitted to and had approved by the local planning authority a construction logistics plan (see

Construction Logistics Plan Guidance published by the Mayor of London/TfL). The development shall be implemented in accordance with the approved details. Reason. To minimise environmental impact of the implementation of the development on the local environment including the surrounding highways network and the amenities of surrounding occupiers and to accord with relevant London plan policies including 7.14 and 7.15.

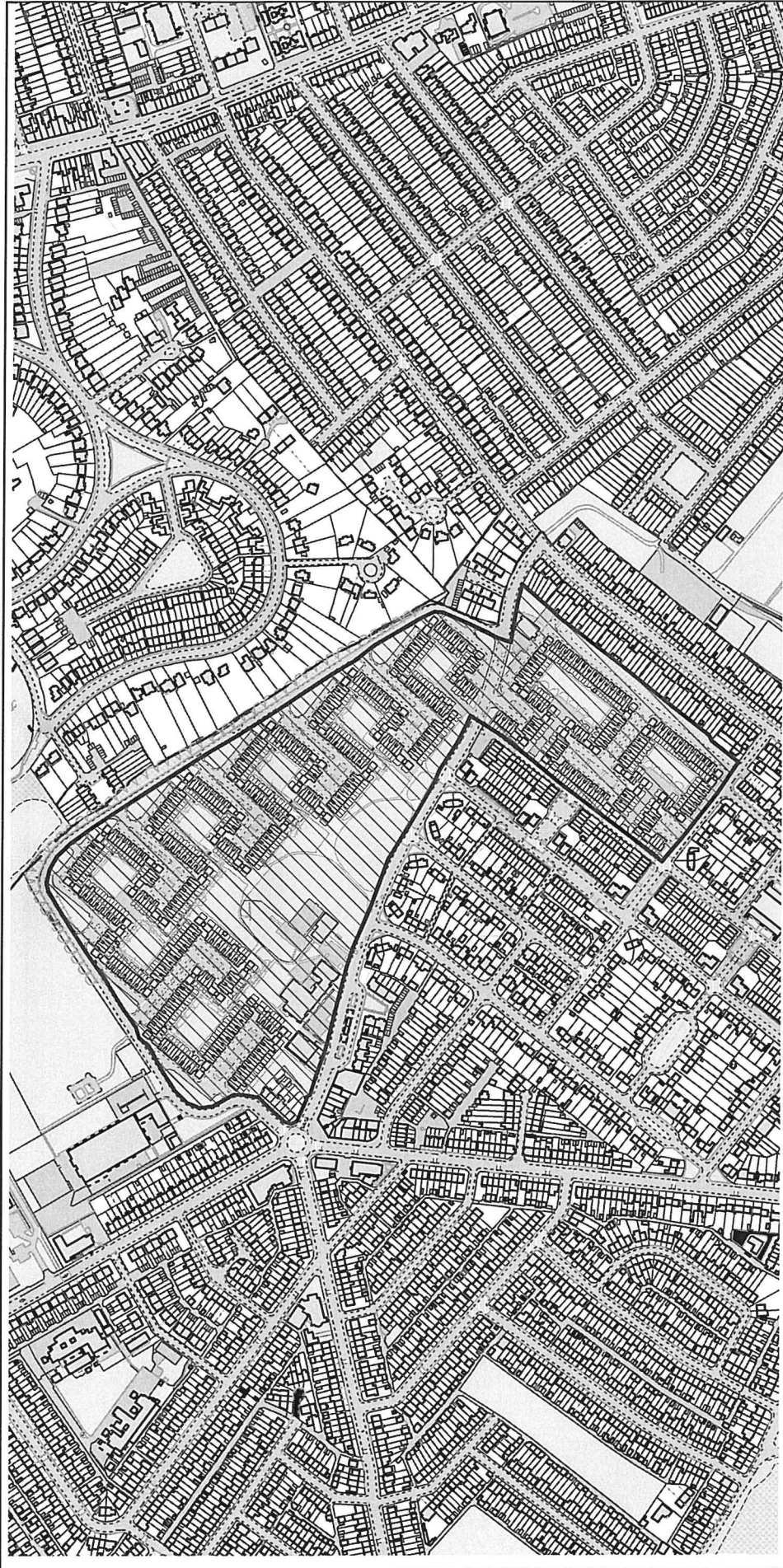
Informatives:

1. The applicant is advised that in accordance with paragraphs 186 and 187 of the National Planning Policy Framework, The London Borough of Merton takes a positive and proactive approach to development proposals focused on solutions. The London Borough of Merton works with applicants or agents in a positive and proactive manner by suggesting solutions to secure a successful outcome; and updating applicants or agents of any issues that may arise in the processing of their application. . In this instance the Planning Committee considered the application where the applicant or agent had the opportunity to speak to the committee and promote the application.
2. The applicant is advised to contact the Council's Highways team on 020 8545 3151 before undertaking any works within the Public Highway in order to obtain the necessary approvals and/or licences.
3. 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 separate 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).

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

Note these web pages may be slow to load

NORTHGATE SE GIS Print Template



Text Details **Pollards Hill Estate**

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PLANNING APPLICATIONS COMMITTEE
15 September 2016

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	16/P1968	12/05/2015
Address/Site:	64-70 Ravensbury Grove & Ravensbury Garages and adj land, Mitcham, Surrey CR4 4DL	
Ward:	Ravensbury	
Proposal:	Demolition of garages on Ravensbury Grove and existing flats at 64-70 Ravensbury Grove and the redevelopment of site to provide 21 residential units (c3 use) - comprising 14 x flats and 7 x dwellinghouses with the 14 flats split between 2 x part three, part four storey buildings. Provision of associated vehicular access, parking, cycle and refuse storage and landscaping of the site.	

Drawing No.'s: CAG-REM-PH1_DR_0001 Rev D (site location plan), CAG-REM-PH1_DR_0100 Rev K (prop site plan), CAG-REM-PH1_DR_0101 Rev G (prop block plan), CAG-REM-PH1_DR_0102 Rev B (prop roof plan), CAG-REM-PH1_DR_0110 Rev D (prop open space plan), CAG-REM-PH1_DR_0111 Rev G (prop levels plan), CAG-REM-PH1_DR_0120 Rev E (prop site sections 1), CAG-REM-PH1_DR_0121 Rev D (prop site sections 2), CAG-REM-PH1_DR_0160 Rev G (phase 1 car parking plan), CAG-REM-PH1_DR_0200 Rev G (Block A plan), CAG-REM-PH1_DR_0201 Rev G (Block B plan), CAG-REM-PH1_DR_0210 Rev E (block A elevations 1), CAG-REM-PH1_DR_0211 Rev E (block A elevations 2), CAG-REM-PH1_DR_0212 Rev E (block B elevations 1), CAG-REM-PH1_DR_0213 Rev D (block B elevations 2), CAG-REM-PH1-0300 Rev D (Mews House A Plan), CAG-REM-PH1-0301 Rev C (Mews House A Variant Plan), CAG-REM-PH1-0302 Rev C (Mew Houses A Section), CAG-REM-PH1-0305 Rev C (River House A Plan), CAG-REM-PH1-0306 Rev B (River House A Variant Plan), CAG-REM-PH1-0307 Rev C (River House A Section), CAG-REM-PH1-0310 Rev D (Mews House A elevations), CAG-REM-PH1-0311 Rev D (Mews Houses A Variant elevations), CAG-REM-PH1-0312 Rev D (River House A elevations), CAG-REM-PH1-0350 Rev D (1B2P Apartment A), CAG-REM-PH1_0351 Rev C (1B2P Apartment B), CAG-REM-PH1 -0352 Rev D (1B2P Apartment C), CAG-REM-PH1_0355 Rev D (WHC apartment A), CAG-REM-PH1 -0356 Rev D (WCH apartment B), CAG-REM-PH1 -0360 Rev D (2B4P apartment A), CAG-REM-PH1 -0365 Rev D (2B3P WCH apartment A), CAG-REM-PH1_DR_9000 Rev C (landscape general arrangement plan), CAG-REM-PH1_DR_9001 Rev C (illustrative landscape plan), CAG-REM-PH1_DR_9002 (tree strategy plan).

And plans as follows:

- Design and Access Statement undertaken by HTA Design LLP with reference no: CAG-REM_PH1_A_RP_101 Rev C dated 11.05.2016.
- Planning Statement undertaken by Savills/HTA and dated May 2016.
- Ecological Appraisal for Ravensbury Estate – Ravensbury Grove undertaken by SLR ref: 404.04976.00002 Version No: fv1 dated May 2016.
- Flood Risk Assessment – Phase 1 undertaken by Tully De'Ath Consultants reference number 11264 dated May 2016.
- Lighting Assessment dated May 2016.

- Transport Statement undertaken by WYG, reference A089000-1 Rev 3 dated 6 May 2016.
- Framework Residential Travel Plan undertaken by WYG, ref: A089000-1 Rev 3 dated 6 May 2016.
- Sustainability and Energy Statement – Version 1 dated 28/04/2016.
- Heritage Desk-Based Assessment by Cotswold Archaeology, reference 770140 dated May 2016.
- Construction Management Plan undertaken by MACE and dated May 2016.
- Arboricultural Impact Assessment undertaken by Tamala Trees Consulting Arborists reference 02462Rv5 dated July 2016.
- Overheating and Daylight and Sunlight and Overshadowing Assessment undertaken by HTA and dated May 2016.
- Preliminary Geotechnical and Geoenvironmental Desk Study prepared by Peter Brett ref: 32120 Rev 1 and dated May 2016.

Contact Officer: Shaun Hamilton (020 8545 3300)

RECOMMENDATION

Grant planning permission subject to s106 legal agreement and conditions.

CHECKLIST INFORMATION

- S106: Yes – permission would be subject to s106 legal agreement relating to affordable housing, stopping up of highway and creation of a right-of way.
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice(s): Yes
 - Major
 - Adjacent to a Conservation Area
 - Departure from Policy
- Site notice(s): Yes
 - Major
 - Departure
 - Standard
- Design Review Panel consulted: Yes – proposal given a green.
 - See consultation responses section of this report.
- Number of neighbours consulted: 546
- External consultations: 15
- Controlled Parking Zone: No
- Flood zone: Yes
- Conservation Area: No – directly adjacent to Wandle Valley CA.
- Listed building: No
- Protected Trees: 0
- Public Transport Access Level: 2

1. INTRODUCTION

- 1.1 This application is being brought to the Planning Applications Committee for determination due being a major development , a departure from policy (in regards to open space) and due to the number and nature of objections received.

2. SITE AND SURROUNDINGS

- 2.1 The application site is located at the southern end of Ravensbury Grove within the southernmost portion of Ravensbury Estate. The site is an irregular shape and is bound by a backchannel of the River Wandle to the south, west and east, with neighbouring residential properties of Ravensbury Estate to the north. The site has an area of 0.306ha.
- 2.2 There is an existing two-storey brick building located within the western portion of the site which accommodates 4 no 1 bedroom residential units. To the front of these flats is a green space / accessway providing pedestrian access from the end of Ravensbury Grove to the footbridge over the backchannel and linking to the Wandle Trail and Ravensbury Park. The remainder of the site is occupied by approximately 50 derelict garages for which both vehicular and pedestrian access has been restricted.
- 2.3 Directly to the north of the application site are residential dwellings of the Ravensbury Estate accessed via Ravensbury Grove of Hengelo Gardens. Those closest comprise terraced properties with generous rear gardens. To the south, west and east of the site is Ravensbury Park which forms part of the Wandle Valley Conservation Area.
- 2.4 Part of the site is designated Open Space and also falls within an archaeological priority area.
- 2.4 The application site forms a small portion of the wider Ravensbury Estate. By way of context of the siting of this application area, the wider Ravensbury Estate comprises approx. 4.5ha and is adjacent to the River Wandle, Ravensbury Park and is separated from Morden Hall Park by Morden Road which wraps around the western and northern borders of the Estate. To the north/ north east of the estate is an industrial area with buildings ranging from between two and five stories in height. The Estate has 192 dwellings which is made up of a mixture of semi-detached and terraced houses, flats and maisonettes. The Estate has generous communal green spaces and amenity spaces / plants with mature trees present throughout. Dwellings within the Estate are predominantly two storey, with some flats along Ravensbury Grove rising to 4 stories with a pitched roof.
- 2.5 The site has a PTAL rating of 2 which is considered low.
- 2.6 Much of the wider Ravensbury Estate falls within Flood Zone 2 and 3. However the application site generally has a higher ground level in comparison and as a result much of the specific site in question falls outside of the flood zones. However, being partially within these zones and in conjunction with the proximity to those flood zones mentioned above and the nearby River Wandle, flooding is a key aspect.

3. CURRENT PROPOSAL

- 3.1 This application seeks redevelopment of the site which involves the demolition of the existing flats at 64-70 Ravensbury Grove and the garages and the erection of two part 3 part 4 storey blocks of flats (containing a combined 14 residential units) and seven dwellinghouses. Overall the scheme will deliver 21 residential units (net increase of 17).
- 3.2 The proposed residential units would be a mix of houses and flats of various sizes as summarised below:

	1 Bed	2 Bed	3 Bed	4 Bed	Total
Flats	9	5	0	0	14
Houses	0	0	3	4	7
Total	9	5	3	4	21

- 3.3 To the end of Ravensbury Grove a public square is proposed, which would be flanked on either side by the two part 3 part 4 storey blocks of flats. One of the blocks would be broadly in a similar position to the existing building of 64-70 Ravensbury Grove, but set further back so as to align with the adjoining terrace of Ravensbury Grove. The second block of flats would occupy a portion of the existing green space at the pedestrian link between the end of Ravensbury Grove and the footbridge over the Wandle backchannel.
- 3.4 Each of the proposed flats would have private outdoor amenity space in the form of patios (ground floor) or balconies/terraces on the upper levels. Block A would also have a communal garden to the rear, which would be limited to the sole use of residents of that Block.
- 3.5 Wheelchair accessible units are proposed for 3 of the ground floor flats.
- 3.6 The proposed houses would be located on the eastern portion of the site and be centred around a mews courtyard which incorporates a community green space. The houses would be 2 and 3 stories high with pitched roofs. Those houses along the southern portion would be 3 stories with houses dropping down to 2 stories as they get closer to the rear gardens of existing houses of Hengelo Gardens. Each of the houses would have private garden space.
- 3.7 Access to the site would be maintained via Ravensbury Grove, with a pedestrian link to the footbridge over the backchannel to the Park maintained through the public square and around the southern end of proposed Block B.
- 3.8 The proposal includes the provision of 21 car parking spaces and a total of 33 cycle parking spaces. Refuse storage and collection points are also provided within the scheme.

4. PLANNING HISTORY

08/P2084 - Outline planning permission for the construction of 9 three storey houses (7 x 3 bedroom and 2 x four bedroom) on the site of disused garages (access layout and scale to be considered) - Withdrawn Decision 03-10-2008

5. CONSULTATION

5.1 Public consultation

Public consultation was undertaken by way of post, site notices and press notices. In total 53 representations were received from members of the public / residents with 2 in support and 51 in objection. The points made in the representations received are summarised as follows:

Those received in support (2):

- High time something was done with the garages site.
- New buildings and fresh landscaping will improve a part of the estate that is extremely run down.

- The new properties will bring new opportunities to the area and encourage young professionals to move here.
- New properties look fantastic and are in keeping with the tallest buildings along Ravensbury Grove
- Improve the overall feel over the area, modernising an area that has become very run down.

Those received which objected to the proposed development (51):

- Impact on Ravensbury Park / the Wandle Valley Conservation Area
 - o Proposal will be detrimental to the park and be unsightly and wasteful.
 - o Object to flats and houses being built so close to the Conservation Area.
 - o Light pollution to the park
 - o Will have a massive impact on the park and the walkers that use it.
 - o Would ruin the beautiful tranquil riverside walk
 - o Such an impact on a CA park wouldn't be allowed if it was in Wimbledon.
- Impact on wildlife
 - o Impact on the wildlife – esp bats
 - o Important wildlife/ biodiversity corridor
 - o Ecological assessment was carried out in May which was miserable, so would have likely missed a lot.
 - o Assessment reports no amphibians – many are present in Wandle water.
- Views to the park and out of the park/CA
 - o Views to the park from existing houses will be obstructed.
 - o Views out of the park will be obstructed with looming blocks of flats and houses ruining the green outlook.
 - o Blocking of views to Ravensbury Park from Ravensbury Grove and houses along Hengelo Gardens.
 - o View of the park is fundamental to the character of Ravensbury Grove and the surrounding area.
 - o The height of the flats and riverside houses will dominate the treeline when seen from within Ravensbury.
- Loss of light
 - o Loss of light to the rear gardens of houses on Hengelo Gardens.
 - o Blocks of flats will result in a loss of light to houses along Ravensbury Grove – even with reducing part of these down to 3 stories.
- Loss of privacy
 - o Overlooking to existing neighbouring properties.
 - o Flats overlooking one another.
 - o During winter when the trees will have no leaves there would be overlooking potential to rear gardens and rooms of houses along Wandle Road.
- Increase in noise, light, waste and general pollution and congestion as a result of the proposal.
- Negative impact on the character of the area
 - o Out of keeping with neighbouring two storey terraced houses.
 - o Wouldn't allow this on a main road, let alone adjacent to an unspoilt river.
 - o This wouldn't be allowed if it was in Wimbledon, so don't allow it here.

- Overbearing
 - o Four storey flats out of scale.
 - o Land of the garages site is higher than the rest, so will be even more visible/overbearing.
 - o The size will make the site feel very congested.
 - o Out of scale with the estate and the context of being adjacent to the park.
- Unacceptable density
 - o Will have impacts for the usability of Ravensbury Grove.
- Design concerns/suggestions
 - o Blocks of flats should have pitched roofs so as to be in keeping with the rest of the estate.
 - o Flat roofs require more maintenance.
 - o Fibre cement board cladding is unattractive.
 - o Window frames, doors and balcony balustrades are not in keeping with the rest of the estate.
 - o Predominant colour of brickwork in the Estate is red – new properties should be in keeping with this.
 - o Valley gutters are very hard to keep clean – especially with the prop units being located adjacent to the park.
 - o Houses should be no higher than those neighbouring.
 - o Height of blocks A and B should be reduced.
- Inadequate infrastructure
 - o Parking, access and transport links
- Access to flats/ houses
 - o As many homes as possible should comply with 'lifetime homes' criteria so as to deliver multi-generational housing – currently appears to be minimal or non-existent.
 - o Flats without disabled access should be rejected.
 - o Applicant outlines that it is not feasible to have elevators in the flats. As a large housing provider this shouldn't be an issue. There are also further grants etc available.
 - o People with disabilities should have maximum access to wheelchair flats.
- Energy efficiency
 - o Homes should be fitted with triple glazing – maximising CO² and energy cost savings.
 - o Existing flats should be retained so as to be sustainable development.
- Affordable housing – should be 100% of units
- Loss of open/green space near the park entrance
 - o Will result in a 'corridor feel'.
 - o When Ravensbury Gardens Estate as a garden village park of the park was used for the build - retention of the remaining green space throughout the garden estate is very important.
 - o Connects the estate to the park.
 - o Should be seeking to increase the amount of green space, not reducing it.
- Impact on trees
 - o The cherry tree isn't of 'low quality'
 - o Removal of trees will upset the wildlife – especially bats.

- Environmental impact does not fully take into account the impact of driving the foundations for a four story clock on the roots of the London Planes near the site – very old.
- Why have the trees along the edge of the site/the park been cut back/down before planning is even granted?
- Construction impacts
 - Noise and disturbance through construction period.
- Anti-social behaviour increasing in the area due to isolating of the park entrance and removing the view to it down from Ravensbury Grove.
- Impact on vehicular access
 - Increased density will have impacts for Ravensbury Grove – single lane, access for emergency vehicles etc.
- Impact on parking
 - Provision of 1 parking space per dwelling is nowhere near enough.
 - Number of trips generated and parking provision seems unrealistically small given some of the units are 3 and 4 bedroom.
 - A development of this size would require more like 30-40 spaces.
 - There will be spill over of parking to Ravensbury Grove.
 - Parking is already bed with the VW garage always parking in the estate.
 - Parking needs to be sorted first, before applications are made
 - Car ownership/usage is at 1.3 per household in the south west and growing.
 - More houses means more parking issues
- Cycling
 - Parts of the Wandle Trail are pretty grotty and should be upgraded.
- Impact on Ravensbury Estate residents
 - Will result in the loss of the ‘village’ feel to the estate
 - Ruining of community.
- Historic
 - Given nearby Anglo-Saxon burial ground this is very important.
 - Part of a wall of the Ravensbury Printworks is still present on the site.
- Flood risk
 - The rest of the estate is located in a High Flood Risk Zone.
 - Placing more structures/hardstanding in this area will increase flood risk.
 - Inability to get insurance.
 - The garages site is higher than surrounding residential areas – exacerbating runoff effects and impacts for neighbours.
 - Previous application at the garages site (less than a decade ago) was thrown out (withdrawn) on the basis of flooding impacts.
- Comments regarding overall regeneration of Ravensbury Estate.
 - Misleading and ignoring residents.
 - Riding roughshod over what people want.
 - Landlords are only thinking about putting money in their pockets
 - Will go ahead regardless of comments made.
 - The estate has potential to be an example for surrounding areas.
 - Much of the assertions made about the repairability or utility of existing homes does not stand up to scrutiny.
 - Just want to put in as many houses as they can get away with.

- Might as well sell off the park while you're at it- basically as good as this shocking proposal.
- Will set a bad precedent for the rest of the regeneration of Ravensbury.
- Consultation
 - Not taking into consideration any of the comments/concerns made by the residents
- Contrary to planning policy:
 - Contravenes NPPF, Merton's Local Plan and their Nature Conservation Management Plan for Ravensbury Park and the Wandle Valley Conservation Area Character Assessment – all of which indicate that development needs to work with a community and not against it and vitally not be detrimental but enhance the habitat and ensure it improves the way people live their lives.
 - Does not follow the ethos of the NPPF
 - Wandle Conservation Policy (policy WV.P3) outlines that any development should be expected to 'preserve or enhance its setting and not detracts views into or out of the area' – the development will not do this.
- Management of the estate
 - Landlords are incapable of basic maintenance works.

5.2 External organisations / groups

Ravensbury Residents Association

- Character and views along Ravensbury Grove
 - Generous setbacks, green spaces and mature trees
 - Buildings in balance.
 - Reduction in building height as it nears Ravensbury Park.
- Relationship with Wandle Valley.
 - Would expect parts of the estate to be incorporated into the Wandle Valley Conservation Area.
 - Large open areas and scope for enhanced planting.
 - One of the most narrow points of the CA.
- Open space aspect
 - Open space within the application site and being located adjacent to the Park (therefore within the 400m buffer zone).
 - Application land is not surplus to requirements – car parking/garaging is greatly required.
 - Design infringes on Park and contrary to policies.
 - Block B is proposed on open space.
 - Current path is much more direct than that proposed – therefore would be worsening public access to the park.
 - Development would pave over green space – important as a soakaway.
- Nature conservation, trees, hedges and landscape features
 - Height, massing and proximity will detract from the green corridor.
 - Paving over front gardens would be detrimental to the character of the area.
 - Circle has already undertaken this for many properties – no drainage, no soakaways.
 - Extensive hedging of the estate should be retained.
- Safety and security
 - Southern end of Ravensbury Grove has good levels of natural

- surveillance.
- Gated development
 - o Concern that the proposed road down the side of Block B may become a gated community.
- Removal of gate from garages area to the adjacent footpath.
- Sustainability
 - o Too sensitive for wildlife.
 - o Should be for change for the better.
 - o Detrimental to our green economy in terms of effects on the Park.
- Fragmentation of green space within the site.
- Pressure to develop this site to this extent should be resisted.
- Block B would encroach on the surrounding trees and interfere with the sense of proportion within the estate.
 - o Compromising view and the extensions of the Park environment into Ravensbury.
- Block A stands forward of the neighbouring terrace.
- Any buildings over two stories in height will block out a large amount of the tree line and impact outlook.
- Garage site is 1m higher than surrounding land and will therefore be comparatively more visible.
 - o Overlooking potential to the first floor rear windows of Hengelo Gardens houses.
 - Would require screening.
- Development should enhance the setting and not detract from views into or out of the Conservation Area – as per policy.
- Compromising of the Park entrance.
- Incorrect to say that the plans have been drawn up with input from residents / buy-in from the community.
- Developing Ravensbury Local Plan
 - o Second stage of consultation undertaken in March 216 and should therefore me a material planning consideration.
 - o Building height for the garages site seems to be left blank in the EP.
- Applicant's own structural engineers have outlined that the Orlit Housing in question (for wider regeneration) is not actually defective.
 - o Have been neglected by the landlords in terms of basic repairs.
- Should be independent verification of the availability of development sites within the area.
- Do not understand why the balconies are not recessed within the buildings so as to reduce the bulk and impact.

Friends of Ravensbury Park

- Many aspects of the proposal that are liked, object to various aspects.
- Inadequacies of the Arboricultural Report:
 - o Text and prop site plan do not correspond – W1 & W2 are confused.
 - o Existing trees in the park are omitted – particularly adjacent to the prop communal garden of Block A
 - o Large tree next to the existing gate to the park is not shown.
 - o Outline of existing overhanging tree canopy which abuts the communal garden boundary of proposed block A is not accurately shown.
 - o The same tree canopy has been reduced in area on the application proposed site plan and does not therefore correspond with the shown in the Arb Assessment, which is in itself inaccurate.
- Misrepresentation of this scale causes great concern.
- Before the application is considered the applicant should make the results available of the bat survey (understand that his is to be undertaken in June

- 2016).
- Pleased to see the proposed lighting indicates efficient cut off, in order to mitigate the effect. Will still not prevent residents for installing their own security lighting etc.
 - o Request that restrictions and monitoring to ensure compliance are imposed on residents.
 - Railings on a dwarf brickwork as boundary treatment is welcomed
 - o Existing wall bricks could be re-used
 - o Residents may want to fix screens to these which may result in a messy effect – may just want to go for solid from the outset
 - Concern about the proximity of buildings to the park.
 - o 4 storey blocks in one location is only 3m from the park boundary and will have significant visual impact on the park.
 - o Request that both apartment blocks are reduced to 3 stories.
 - Query the choice of crab apple trees – will likely cause nuisance to residents.

Wandle Valley Forum

- Concerns about the proposal as follows:
- Scale of development will overlook and negatively impact on Ravensbury Park. Diminishing the experience of walking along the Wandle Trail. In conflict with Policies CS13, CS14 and DM D2.
 - o Consider that a three storey development is the maximum in this location.
- Risk of re-opening proposals for a new foot crossing over the Wandle.
- Need for extensive archaeological studies prior to any development being undertaken.
- Need for a full and accurate arboricultural assessment.
- Lack of published evidence in regards to potential impacts on bats.
- Need for conditions to curb additional lighting being installed by residents – impact on wildlife corridor and sensitive nightscape.
- Need for conditions to ensure improved visual relationship between Wandle Corridor and the estate – not obscuring railings along the boundary etc.

Transport for London

- Site is not located on a Transport for London Road Network (TLRN).
- 21 car parking spaces including 3 disabled is acceptable and accords with the London Plan.
- Electric Vehicle Charging Points (EVCP) will be provided in accordance with the London plan and should be secured by conditions.
- Cycle Parking provision accords with the London Plan and should be secured via condition – should be located in an accessible, convenient, secure and sheltered area.
- Development would be CIL liable – rate for this borough is £35.
- Subject to the above conditions being met the proposal would not result in an unacceptable impact to the TLRN.

Officer response:

- Noted – appropriate conditions have been included.

Historic England

- Application site lies within an area of archaeological interest.
- Wandle Valley/ Mitcham Archaeological Priority Area.
- Appraisal indicates the need for field evaluation to determine appropriate mitigation.
- Condition acceptable – two stage process:
 - o Evaluation to clarify the nature and extent of surviving remains;

- Followed by, if necessary, a full investigation.
- Condition wording provided.
- Informative recommended.

Officer response:

- The above condition and informative put forward by Historic England has been included.

Designing Out Crime Officer

- Consideration should be given to the re-positioning of the River Front Houses front doors – currently proposed to be accesses via the car ports. This positioning reduces the chance of natural surveillance. Doors should be positioned so as to provide a clear vision from the street frontage.
- Footpaths should be as straight as possible and at least 3m wide, well lit and devoid of potential hiding places.
- Proposed footpath to the Wandle Trails appears to have chamfered corners to air natural surveillance - landscaping should be carefully selected and maintained to allow for clear vision channels.

Officer response:

- Further information was received from the applicant in regards to this. Whilst on the side elevation of the river front houses, the front door placement is as close to the front as possible whilst still being under cover. This is also considered to offer passive surveillance to the rear gardens whilst also maintaining views to the front and Mews Courtyard.

Environment Agency

- Initial objection in relation to potential increased flooding impacts for the area. After further information was supplied by the applicant the EA outlined that they now have no further objections to the scheme, subject to the imposition of recommended conditions.

Officer response: Noted – the recommended conditions have been included.

5.4 Internal responses

Transport Planning

- PTAL of 2 and not in a CPZ – although there are potential plans for the introduction of a CPZ in the area.
- Cycle parking – generally acceptable, some concerns about vertical storage in Block B – condition recommended.
- Car parking provision is acceptable, including number of disabled spaces. Electric vehicle charging points needs to be agreement through parking management plan.
- Parking management plan for the permanent parking needs to be secured via condition.
- Would expect final travel plan to refer to car club provision. Secure via condition.
- Construction management plan needs to be secured via condition.
- Construction phase parking arrangements – to be secured through a separate planning application.
- Stopping up order – needs to be agreed as part of the s106 legal agreement for the existing public highway land at the entrance to the development to be ‘stopped up’ and ownership transferred to the applicant under the relevant legislation.
- Needs to have a creation of a permitted right of way (24/7) from Ravensbury

Grove tot eh River Wandle Trail through the car parking and pedestrian square to the footbridge over the River Wandle to be secured through a s106 agreement/

Officer response:

- Noted – appropriate conditions have been included.

Future Merton – biodiversity/ecology

- Methodology, findings and recommendations of the submitted ecological appraisal by SLR (May 2016\)) and the June 2016 bat survey are accepted.
- Subject to conditions addressing the following matters the proposal will result in net biodiversity gains
 - o Extension lighting to be in accordance with the details in the submitted Lighting Assessment.
 - o A construction method statement which includes details of surface water management and the off-site drainage works in accordance with the guidance in paragraph 7.1.2 of SLR's May 2016 Ecological Appraisal.
 - o details of the green roofs are to be submitted, which should include the features described in paragraph 7.2 of SLR's May 2016 Ecological Appraisal.
 - o planting to be in accordance with the details in paragraphs 6.0.1 – 6.0.7 of the submitted May 2016 Design and Access Statement.
- Informative suggested in relation to demolition of buildings and trees felling avoiding the bird nesting and bat roosting seasons as per relevant legislation.

Officer response:

- Noted – appropriate conditions have been included.

Future Merton – Open Space

- Development is on open space, for which there is a strong policy presumption against.
- Any replacement open space should be land that the council would designate as (protected) open space at the next review of the Policies Map – these are considered to be:
 - o The communal garden at the rear of Block A.
 - o The soft landscaped areas in the Mews Courtyard.
 - o The pedestrian square and the stop of land for the woodland understorey planting.
- Proposed landscaping is considered to result in site-wide qualitative improvements.
- Proposals don't meet both the 'quantity and quality' tests, it constitutes a departure from adopted planning policy DMO1. However, from an open space planning policy perspective and without prejudice to all the other relevant planning policy in this instance, it would be acceptable due to:
 - o the relatively poor quality of the designated open space on this site,
 - o the proximity, quantity and quality of the adjacent protected open space,
 - o the relatively small quantity of open space that would be lost,
 - o the built footprint of the proposed buildings would be similar to that of the existing buildings,
 - o the dwellings would all have private amenity space
 - o the quality of the replacement open space (that could be designated with the next Policies Map review) and
 - o the site-wide landscape improvements that the proposals will bring,

Officer response:

- Noted – appropriate conditions have been included.

Future Merton – Play Space

- Requirement for play spaces for the expected child populations.
- Nearest play space in Ravensbury Park is approx. 290m actually walking distance from the site.
- All houses have private gardens, Block A has a communal area with a functional play space, Mews courtyards area also is considered a functional play space.
- Suitable conditions securing delivery and retention of landscaping, this aspect the proposal would be acceptable.

Officer response:

- Noted – appropriate conditions have been included.

Tree Officer

- No objection to the removal of specified trees, with the proposals indicating an intention to plant 17 new trees around the site.
- Some more trees could be retained.
- Inconsistencies in the arb report and appendices.
- Bike stores, paving and boundary treatment should be addressed in the tree report.
- Brick walls along the river front houses is a bit harsh.
- After further information relating to the above was supplied, further comments outlined that whilst there were still points to be resolved if minded for approval conditions should be attached in relation to tree protection and site supervisions, and the design, materials and method of construction of the cycle store in relation to nearby trees.

Officer response:

- Noted – appropriate conditions have been included.

Environmental Health Officer

- Conditions recommended relating to:
 - o External light placement to avoid light spillage.
 - o Supplementary intrusive investigation for contaminated land.
 - o Any approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development.
 - o If contamination is found it must be reported to the LPA.
- The demolition/construction method statement and submitted with the application shall be implemented and complied with during the development.

Officer response:

- Noted – appropriate conditions have been included.

Flood risk engineer

- No objection the proposal and find the FRA acceptable.
- Conditions recommended in relation to:
 - o Development undertaken in accordance with the FRA.
 - o Development not to be occupied until a floodplain compensation scheme is implemented insuring that the prop does not increase flood risk elsewhere.
 - o Final floor levels in relation to flood levels.
 - o Flood warning and evacuation plan.
 - o Surface water and foul water drainage.

Officer response:

- Noted – appropriate conditions have been included.

Sustainability / Climate Change Officer

- Development has demonstrated that the proposed energy approach is policy compliant.
- Condition recommended relating to:
 - o CO2 emissions and water usage rates equivalent to Conde for Sustainable Homes Level 4.

Officer response:

- Noted – appropriate conditions have been included.

Design Review Panel – notes relating to Ravensbury Garages from meeting on Wednesday 25th May 2016

Item 2: Pre-Application, 15/P4014/NEW, **Ravensbury Garages**, Ravensbury Grove, Morden

The Panel felt that this was a well-considered and laid out scheme which was creating a distinctive sense of place with good architecture. The Panel liked the framed view at the end of Ravensbury Grove, which would let in sunlight. There was some concern expressed that the western block of flats should not accentuate a pinch-point in the green corridor of the park.

The Panel welcomed the references to local materials. However they guarded against using 'fake' cheaper materials for the top floors and weatherboarding. They recommended better quality materials such as copper (referencing a nearby copper mill) for the top floors and timber (referencing the White House nearby) for the weatherboarding.

The Panel questioned why the mews houses were only 2-storey instead of three. It was felt three storeys would fit in better with a stepped gradation from 2 to 4 storeys as set out in the rest of the proposal. It would also be a more efficient use of land especially as this part was not in the flood plain.

The Panel felt that a little more work was required on clarity of what brick examples were being referenced and where they were being used on the new buildings. There was also a case for some simplification of the brickwork in places, questioning the need for some soldier courses. The side elevations to the flats appeared to have small recesses that seemed a bit fussy and possibly unnecessary.

It was suggested there should be more consistency in window opening details and a coherent internal logic to detailing. The balcony for the top floor on the eastern (and possibly also the western) block of flats would be better located to the south to benefit from the views overlooking the river.

The car parking arrangement was generally supported but more thought was needed on how people might park randomly and how this could be effectively controlled and managed.

Overall the Panel thought this was a very good proposal.

VERDICT: **GREEN**

Officer response:

- Noted. On further discussion with Design Officers it was considered that the Mews Houses were most appropriate at 2 stories in height due to the proximity of gardens of houses of Hengelo Gardens and the two storey nature of these neighbouring properties.

6. POLICY CONTEXT

6.1 NPPF - National Planning Policy Framework (2012):

- 6. Delivering a wide choice of quality homes.
- 7. Requiring good design.

6.2 London Plan (2015)

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
- 3.11 Affordable housing targets
- 3.13 Affordable housing thresholds
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.13 Sustainable drainage
- 5.17 Waste capacity
- 6.3 Assessing the effects of development on transport capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.11 Smoothing traffic flow and easing congestion
- 6.12 Road network capacity
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 7.2 An Inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.8 Heritage Assets and Archaeology
- 7.14 Improving air quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 8.2 Planning obligations

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

Relevant policies include:

- CS 8 Housing choice
- CS 9 Housing provision
- CS 13 Open space and leisure
- 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 H3 Support for affordable housing
DM D1 Urban Design
DM D2 Design considerations
DM O1 Open space
DM O2 Trees, hedges and landscape features
DM EP2 Reducing and mitigating noise
DM T1 Support for sustainable travel and active travel
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 – 2012
Merton Design SPG – 2004

7. PLANNING CONSIDERATIONS

7.1 Key planning considerations:

- Principle of development
- Affordable housing
- Open space / green space
- Design and impact upon the character and appearance of the area
- Biodiversity
- Play space
- Flooding
- Heritage / Archaeology
- Impact upon neighbouring amenity
- Standard of accommodation
- Transport and parking
- Refuse storage and collection
- Cycle storage
- Sustainability
- Developer contributions

Principle of development

7.2 Policy 3.3 of the London Plan 2015 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 densities and that the Council will work with housing providers to provide a minimum of 4,107 additional homes [411 new dwellings annually] between 2015 and 2025.

7.3 Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space. This should meet the needs of all sectors of the community and include the provision of family sized and smaller housing units. The proposal would result in a net increase of 17 residential units that would be a range of sizes, from 1 bed apartments to 4 bed dwellings. The site is currently used for residential purposes, open space and derelict

garages It is considered that the proposed accommodation will increase the variety of residential accommodation available locally.. Therefore, the proposed intensification of residential use at the site is considered acceptable subject to compliance with the relevant London Plan policies, Merton Local Development Framework Core Strategy, Merton Sites and Policies Plan and supplementary planning documents.

Affordable Housing

- 7.4 Core Strategy policies CS.8 also outlines provisions for affordable housing in line with the relevant provisions of policies 3.11 and 3.13 of the London Plan (2015). Being an Affordable Housing provider, the applicant is seeking that a large portion of the homes would be affordable housing. The application documents outline that the redevelopment proposals will deliver 86% affordable housing, with 18 affordable homes all in the affordable / social rented units. Core Strategy policy CS.8 outlines a tenure split of 60% social rented and 40% intermediate. The proposed tenure being affordable / social rented is acceptable.
- 7.5 The proposal is considered a stand-alone application and is therefore assessed on its own merits. However, affordable housing provision to the above mentioned level is considered dependent on whether or not the wider regeneration of Ravensbury Estate goes ahead. Therefore, to ensure policy compliance in regards to affordable housing provision a S106 legal agreement has been put in place to ensure minimum policy compliance with a provision that this is subject to viability should the wider regeneration of Ravensbury Estate not go ahead. It is noted that the existing tenure of the four existing units (that would be demolished are 1 x private and 3 x affordable rented. Therefore the minimum policy requirement i.e. 40% should not include these three existing affordable units, and should be 40% of the other 18 units that the scheme would deliver. Therefore, when taking into account the existing affordable housing units on site, the minimum requirement under this policy is 10.2 of the proposed 21 units. The heads of terms has been drafted to reflect this.

Open Space

- 7.6 In line with the NPPF, policy DM 01 of Merton's Sites and Policies Plan (2014) outlines that the existing designated open space should not be built on unless an assessment has shown the opening space to be surplus to requirements; or the loss would be replaced by equivalent, or better open space (both qualitative and quantitative aspects); or where development is for alternative sports or recreational provision for which the needs outweigh the loss.
- 7.7 The proposed development would result in a net loss of designated open space when compared to the existing situation. However, as per the comments received from Merton's Open Space policy advisor it is considered that due to:
- The relatively poor quality of the designated play space on this site,
 - The proximity, quantity and quality of the adjacent protected open space;
 - The relatively small quantity of open space that would be lost,
 - The built footprint of the proposed buildings would be similar to that of the existing buildings,
 - The dwellings would all have private amenity space,
 - The quality of replacement open space (that could be designated with the next policies map review; and
 - The site-wide landscape improvements that the proposals will bring.
- A departure from adopted Policy DM O1 would be acceptable in this instance.

Design and impact upon the character and appearance of the area

- 7.8 London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policy DMD2 require well designed proposals that will respect the appearance, materials, scale, bulk, proportions and character of the original building and their surroundings. Policy 7.6 sets out a number of key objectives for the design of new buildings including that they should be of the highest architectural quality, they should be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm, and buildings should have details that complement, but not necessarily replicate the local architectural character. Policy CS14 of the adopted Core Strategy states that all development needs to be designed to respect, reinforce and enhance local character and contribute to Merton's sense of place and identity. This will be achieved in various ways including by promoting high quality design and providing functional spaces and buildings. The site is also located adjacent to the Wandle Valley Conservation area and as such, the Wandle Valley Conservation Area Character Assessment is applicable.
- 7.9 The Ravensbury Estate is characterised by predominantly terraced and semi-detached two storey housing with hipped roofs. There is however a large block of flats, Ravensbury Court which rises to 4 stories with a hipped roof with one block of apartments alongside Ravensbury Grove being 4 stories with a pitched roof. The estate has large set-backs and green spaces that create a feeling of 'openness'.
- 7.10 The Wandle Valley Conservation Area bounds the Ravensbury Estate to the south and east (Ravensbury Park) and to the west and north over Morden Road (Morden Hall Park). The Conservation Area narrows substantially in this location and therefore the Estate and the applicable development site occupies a key location in the context of this Conservation Area. Policy WV.P3 of the Character Assessment outlines that proposal adjacent to the Conservation Area should preserve or enhance its setting and not detract from view into or out of the area. Several objections received focused on aspects relating to the impact that the development would have for views into the CA both from dwellings and the estate as a whole and also on views from within the CA looking towards Ravensbury Estate. It is noted that views out of the Park will be lessened when considering the increased bulk of the buildings when compared to the existing garages on site. However, it is considered that when taken into account the improvements to the site, the style and design of River Front Houses and Mews Houses, and proposed landscaping that this would be of a level which would, on balance, not warrant a refusal in this regard. Views into the park, whilst will limited those from private residences will be maintained down Ravensbury Grove (public area).
- 7.11 In terms of bulk and massing, many of the objections received outline that the proposed Blocks (both A & B) are too large and high in the context of the estate. As outlined above, there are instances of 4 storey buildings within the estate. The proposed blocks of flats would be stepped from 3 storey, when closest to the neighbouring terraces of Ravensbury Grove raising to 4 storey closer to the Park. It is noted that the orientation of the building, particularly Block A, which although slightly forward of the neighbouring terrace, is set further back. It is acknowledged that the placement of Block B over what is currently open space will alter the view to Ravensbury Park. However, when taken in combination with the placement of Block A it is considered that views from further up Ravensbury Grove will be enhanced, with these visual lines being framed on either side by the blocks.
- 7.12 The revision of the blocks during the pre-application stages to 3 storey closest to the adjacent terraces is considered to be appropriate whereby, as a result of the flat

roofs, the blocks would have a similar height to the pitched roofs of the terraces. The combination of the change in materials from brick to a green grey cladding and the set-back of the upper level are considered to reduce the visibility of this upper level, particularly when viewed from Ravensbury Grove.

- 7.13 The bulk of the scheme has been developed so as to deliver Mews houses nearest the rear gardens of dwellings along Hengelo Gardens, with these then wrapping around to three storey River Front Houses adjacent to the 4 storey aspect of Block B. This graduated height and bulk is considered to be acceptable and results in a cohesive design and interlinking of buildings throughout the development.
- 7.14 In conclusion, the design, scale, layout and appearance of the proposed development is considered acceptable when taken in the local context.

Biodiversity / ecology

- 7.15 Policy CS.13 of Merton's Core Strategy (2011) seeks to protect and enhance biodiversity within the borough. Further policy CS.13 requires refusal of development that has a significant adverse effect on the population or conservation status of protected or priority species and priority habitats. This is particularly relevant when considering bat roosts / foraging areas are known to be present in neighbouring Ravensbury Park.
- 7.16 The applicant has supplied an Ecological Appraisal and undertaken a Bat survey as recently as June 2016. These documents have been reviewed by Merton's Biodiversity Advisor and it has been determined that with appropriate conditions the proposed development will result in net biodiversity gains. The conditions recommended relate to:
- External lighting to be in accordance with the submitted lighting assessment (minimising light spillage into the surrounding park).
 - Construction method statement to outline details of surface water management and off-site drainage works in accordance with the Ecological Appraisal.
 - Provision of bat boxes, bird nesting boxes and hedgehog box in accordance with the Ecological Appraisal.
 - Details to green roofs to be submitted including the details outlined in the Ecological Appraisal.
 - Planting in accordance with the Design and Access Statement.
- 7.17 With the above assessment, review and imposition of conditions in mind it is considered that the proposed development is in accordance with policy CS.13 of the Core Strategy (2011).
- 7.18 Policy CS.13 of the Core Strategy also relates to trees. This is particularly relevant in the context of the site being located adjacent to the Wandle Valley Conservation Area – Ravensbury Park, and the Wandle River itself. Merton's Trees and Landscape Officer has reviewed the application documentation and after initial requests for further clarification has outlined that, subject to appropriate conditions to ensure adequate protection and to address outstanding issues, the proposed development is considered acceptable in this regard.

Play Space

- 7.19 Policy 3.6 of the London plan and Policy CS.13 of the Core Strategy require housing proposals to provide play space for the expected child population. Merton's policy advisor in regards to play space has reviewed the application and has outlined that

with suitably worded conditions that secure the delivery and retention of the landscaping, and in conjunction with the functional space provided in the communal garden and Mews Courtyard, this aspect of the proposed development would be acceptable. This is considered to be addressed through the requirement of submission of a landscaping plan as per condition.

Flooding

- 7.20 Policies DM F1 and DM F2 of Merton's Sites and Policies Plan and policy CS.16 of the Core Strategy seeks to ensure that development will not have an adverse impact on flooding and that there would be no adverse impacts on essential community infrastructure. Being located next to a backchannel of the River Wandle and with much of the surrounding Ravensbury Estate being located in a Flood Risk Zone, this was an aspect brought up by a multitude of nearby residents.
- 7.21 Merton's Flood Risk Engineer has reviewed the application and in regards to surface water runoff impacts, has raised no objection to the proposal – subject to appropriate conditions being imposed on the development. These conditions have been included.
- 7.22 The Environment Agency (EA) was consulted concerning flooding impacts in relation to the River Wandle and the surrounding flood risk zones. Further information was supplied by the applicant after initial concerns/objections were raised by the EA in regards to flooding impacts. After reviewing this further information supplied, the EA has provided confirmation that the proposal would be acceptable in regards to flooding impacts, subject to the inclusion of recommended conditions. These conditions have been included.

Archaeology

- 7.23 Policy 7.8 of the London Plan (2015) and policy DM D4 of Merton's Sites and Policies Plan (2014) seek to conserve and where appropriate enhance Merton's heritage assets and distinctive character. The application included a heritage desk-based assessment. This along with the wider application was reviewed by English Heritage who determined that the proposed development would be acceptable, as long as suitable conditions were included on any permission. These recommended conditions have been imposed on the permission.

Impact upon neighbouring amenity

- 7.24 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.
- 7.25 Number 62 Ravensbury Grove is an end-of terrace dwelling that is located directly to the north of proposed Block A. This neighbouring property has a garage between the dwelling and the boundary with the application site. The proposed Block A would be set approx. 1m forward of the front elevation of this neighbouring property with the proposed flank wall being set back 1m from the boundary and extending no further than the primary rear elevation of this neighbouring property. Block A would be 3 storey high with a flat roof in this location – having a maximum height similar to the apex of this neighbouring terrace. As such, when taking into account the bulk and setbacks it is not considered that Block A would result in an unacceptable amenity impact for neighbouring number 62 Ravensbury Grove.

- 7.26 Number 11 Ravensbury Grove is located to the north of proposed Block B and is also an end of terrace dwellinghouse. Block B would be set back 7.5m (approx.) from the boundary with this neighbouring property – the width of the vehicular access road and a parking space. With this set back in mind and the 3 storey height in this location it is not considered that the proposal would result in an unacceptable impact in terms of loss of light, overshadowing or outlook for this neighbouring property. Proposed Block B does have bedroom windows at first and second floor levels in the north elevation. These would look out towards number 11 Ravensbury Grove, but have been positioned so as to orientate towards the side/flank elevation of this neighbouring property. In combination with the proposed tree planting it is considered that these proposed windows would not result in an unacceptable amenity impact in terms of overlooking or loss of privacy which would warrant a refusal in this instance.
- 7.27 The proposed end Mews House would have a flank wall that would be set back approximately 3m from the boundary with the rear gardens of numbers 4 and 5 Hengelo Gardens. Being limited to two stories in height with a pitched roof it is not considered that these neighbouring properties would experience an unacceptable amenity impact in terms of loss of light, overshadowing or outlook. All windows of this Mew House are orientated to the front and rear of the proposed dwelling and are not therefore considered to result in any unacceptable overlooking to neighbouring properties.
- 7.28 Concern was received in regards to the application site being higher than neighbouring properties, particularly though of Hengelo Gardens. As such, it was put forward that from the drive/parking area there would be views from standing height directly into the rear first floor windows of these dwellings. The rear facing windows would be located approximately 14m from the boundary with the application site. Although it is noted that these windows may be viewable from this site, due to this distance it is not considered that any resulting loss of privacy would, on balance, justify a refusal in this regard.

Standard of accommodation

- 7.29 Policy 3.5 of the London Plan 2015 states that housing developments 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 - GIA) as set out in Table 3.3 of the London Plan (Table 3.3). Table 3.3 (as amended in the Housing Standards Minor Alterations to the London Plan – March 2016) provides a comprehensive detail of minimum space standards for new development; which the proposal would be expected to comply with.

Table 1: Section of table in Table 3.3 of the London Plan

Number of bedrooms	Number of bed spaces	Minimum GIA (m ²)			Built-in storage (m ²)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	

7.30 The GIA of each of the proposed unit types are summarised as follows:

Residential units	Unit	Required GIA	GIA	Number of units at this size
Block A	1 bed 2 person – WHC flat		59.9m ²	1
	1 bed 2 person flat	50m ²	53.4m ²	6
Block B	1 bed 2 person – WHC flat		61.0m ²	1
	2 bed 3 person – WHC flat		72.8m ²	1
	1 bed 2 person flat	50m ²	51.4m ²	1
	2 bed 4 person flat	70m ²	72.8m ²	4
Mews House	3 bed 5 person (two stories)	93m ²	96.7m ²	3
Riverfront houses	4 bed 6 person (three stories)	112m ²	115	

7.31 As shown above, all units meet the minimum floor area requirements as set out in the London Plan 2015.

7.32 All habitable rooms are serviced by windows which are considered to offer suitable outlook and natural light; in addition, all units are dual or triple aspect.

7.33 In accordance with London Plan Housing SPG standards, all floor to ceiling heights are a minimum of 2.5 for at least 75% of the GIA. Each of the proposed units has adequate internal storage capacity.

7.34 In accordance with the London Housing SPG, the Council's Sites and Policies Plan states that there should be 5sq.m of external space provided for 1 bedroom flats with an extra square metre provided for each additional bed space. Each of the proposed flats of Blocks A and B exceed this requirement. Merton's Sites and Policies Plan (2014) policy DM D2 requires for all new houses a minimum garden area of 50sqm. This has been provided in the form of rear gardens for both the Mews and River Front Houses, with each of the River Front Houses having the benefit of an 8.9m² balcony from the first floor living space.

7.35 It is considered that all units would offer a high standard of living for any future occupants.

Transport and parking

- 7.35 Core Strategy policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, on street parking or traffic management.
- 7.36 The proposed layout would provide car parking at a rate of 1 space per unit and cycle parking provision in alignment with London Plan requirements. Council's Transport Planning Advisor has reviewed the application and has raised no objections subject to the inclusion of appropriate conditions. These conditions have been included on the application.

Refuse storage and collection

- 7.37 Appropriate refuse storage is proposed for each of the blocks of flats. Each of the proposed houses have private refuse storage area with a communal 'refuse and recycling area' provided as a collection point. A condition requiring implementation has been included for completeness.

Cycle storage

- 7.38 Cycle storage is required for new development in accordance with London Plan policy 6.9 and table 6.3 and Core Strategy policy CS 18. Cycle storage should be secure, sheltered and adequately lit; for a development of the nature proposed, 33 cycle storage spaces would be required.
- 7.39 Council's Transport Planning Advisor had some concerns about the use of vertical hanging cycle parking and recommended that a condition requiring final cycle parking details to be submitted. This condition has been included.

Sustainability

- 7.40 On 25 March, 2015 the Government issued a statement setting out steps it is taking to streamline the planning system. Relevant to the proposals, the subject of this application, are changes in respect of sustainable design and construction, energy efficiency and forthcoming changes to the Building Regulations. The Deregulation Act was given the Royal Assent on 26 March, 2015. Amongst its provisions is the withdrawal of the Code for Sustainable Homes.
- 7.41 Until amendments to the Building Regulations come into effect the Government expects local planning authorities not to set conditions with requirements above Code level 4 equivalent compliance. Where there is an existing plan policy which references the Code for sustainable Homes, the Government has also stated that authorities may continue to apply a requirement for a water efficiency standard equivalent to the new national technical standard.
- 7.42 In light of the Government's statement and changes to the national planning framework it is recommended that conditions are not attached requiring full compliance with Code Level 4 but are attached so as to ensure that the dwelling is designed and constructed to achieve CO2 reduction standards and water consumption standards equivalent to Code for Sustainable Homes Level 4.
- 7.43 As per the recommendation of Councils Sustainability/ Climate Change Officer, a condition to the above effect has been included to ensure compliance.

Developer contributions

- 7.44 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 It is considered that the proposal is of a suitable layout, height, scale and design which would not cause unacceptable harm the amenities of neighbouring residents. It would not harm the character and appearance of the area, including the context of the site being adjacent to Ravensbury Park and the Wandle Valley Conservation Area. The development would provide good quality living accommodation for future occupants. The proposal would not have a detrimental impact on highway safety or parking pressure, given the imposition of appropriate conditions. The proposal would result in a net loss of open space within the site which would be contrary to adopted planning policy – however, this is considered acceptable on balance due to existing site characteristics and the quality of the proposed open space. It has been demonstrated that the proposal will not have an unacceptable impact on ecological aspects of the area and is therefore acceptable in this regard. The proposal would accord with the relevant National, Strategic and Local Planning policies and guidance and approval could reasonably be granted in this case. It is not considered that there are any other material considerations, which would warrant a refusal of the application.

The application is therefore recommended for approval subject to a S106 legal agreement and appropriate conditions.

RECOMMENDATION

Grant planning permission subject to planning conditions and the completion of a S106 agreement covering the following heads of terms:

1. Delivery of 40% of the residential units on the site as affordable housing (of which will be a minimum of 60% affordable rent) excluding those existing affordable houses demolished as part of development; or
2. In the event that the planning permission for the wider regeneration is not granted prior to occupation of the Scheme, the delivery of affordable housing based on the outcome of a financial viability assessment.
3. Stopping up order – for the existing public highway land at the entrance to the development and ownership transferred to the applicant.
4. Permitted right of way (24/7) –creation of a public right of way from Ravensbury Grove to the River Wandle Trail through the car park and pedestrian square to the footbridge over the River Wandle.
5. The developer agreeing to meet the Council's costs of drafting the Section 106 Obligations [£ to be agreed].
6. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations [£ to be agreed].

And the following conditions:

1. A1: 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. A7: The development hereby permitted shall be carried out in accordance with

the following approved plans: CAG-REM-PH1_DR_0001 Rev D (site location plan), CAG-REM-PH1_DR_0100 Rev K (prop site plan), CAG-REM-PH1_DR_0101 Rev G (prop block plan), CAG-REM-PH1_DR_0102 Rev B (prop roof plan), CAG-REM-PH1_DR_0110 Rev D (prop open space plan), CAG-REM-PH1_DR_0111 Rev G (prop levels plan), CAG-REM-PH1_DR_0120 Rev E (prop site sections 1), CAG-REM-PH1_DR_0121 Rev D (prop site sections 2), CAG-REM-PH1_DR_0160 Rev G (phase 1 car parking plan), CAG-REM-PH1_DR_0200 Rev G (Block A plan), CAG-REM-PH1_DR_0201 Rev G (Block B plan), CAG-REM-PH1_DR_0210 Rev E (block A elevations 1), CAG-REM-PH1_DR_0211 Rev E (block A elevations 2), CAG-REM-PH1_DR_0212 Rev E (block B elevations 1), CAG-REM-PH1_DR_0213 Rev D (block B elevations 2), CAG-REM-PH1-0300 Rev D (Mews House A Plan), CAG-REM-PH1-0301 Rev C (Mews House A Variant Plan), CAG-REM-PH1-0302 Rev C (Mew Houses A Section), CAG-REM-PH1-0305 Rev C (River House A Plan), CAG-REM-PH1-0306 Rev B (River House A Variant Plan), CAG-REM-PH1-0307 Rev C (River House A Section), CAG-REM-PH1-0310 Rev D (Mews House A elevations), CAG-REM-PH1-0311 Rev D (Mews Houses A Variant elevations), CAG-REM-PH1-0312 Rev D (River House A elevations), CAG-REM-PH1-0350 Rev D (1B2P Apartment A), CAG-REM-PH1_0351 Rev C (1B2P Apartment B), CAG-REM-PH1_0352 Rev D (1B2P Apartment C), CAG-REM-PH1_0355 Rev D (WHC apartment A), CAG-REM-PH1_0356 Rev D (WCH apartment B), CAG-REM-PH1_0360 Rev D (2B4P apartment A), CAG-REM-PH1_0365 Rev D (2B3P WCH apartment A), CAG-REM-PH1_DR_9000 Rev C (landscape general arrangement plan), CAG-REM-PH1_DR_9001 Rev C (illustrative landscape plan), CAG-REM-PH1_DR_9002 (tree strategy plan).

And the following submitted documents:

- Design and Access Statement undertaken by HTA Design LLP with reference no: CAG-REM_PH1_A_RP_101 Rev C dated 11.05.2016.
- Planning Statement undertaken by Savills and dated May 2016.
- Ecological Appraisal for Ravensbury Estate – Ravensbury Grove undertaken by SLR ref: 404.04976.00002 Version No: fv1 dated May 2016.
- Flood Risk Assessment – Rev A – Phase 1 undertaken by Tully De’Ath Consultants reference number 11264 dated June 2016.
- Lighting Assessment dated May 2016.
- Transport Statement undertaken by WYG, reference A089000-1 Rev 3 dated 6 May 2016.
- Framework Residential Travel Plan undertaken by WYG, ref: A089000-1 Rev 3 dated 6 May 2016.
- Sustainability and Energy Statement – Version 1 dated 28/04/2016.
- Heritage Desk-Based Assessment by Cotswold Archaeology, reference 770140 dated May 2016.
- Construction Management Plan undertaken by MACE and dated May 2016.
- Arboricultural Impact Assessment undertaken by Tamla Trees Consulting Arborists reference 02462Rv5 dated July 2016.
- Overheating and Daylight and Sunlight and Overshadowing Assessment undertaken by HTA and dated May 2016.
- Preliminary Geotechnical and Geoenvironmental Desk Study prepared by

Peter Brett ref: 32120 Rev 1 and dated May 2016.

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

3. B1: No development above ground shall take place until details of particulars and samples of the 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 Polices Plan 2014.

4. D11 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: policy 7.15 of the London Plan 2011 and policy DM EP2 of Merton's Sites and Polices Plan 2014.

5. B4 No development, other than demolition and site preparation 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, roads and footpaths have been submitted in writing for approval by the Local Planning Authority. No works that are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied until the details have been approved and works to which this condition relates have been carried out in accordance with the approved details.

Reason: To ensure a satisfactory standard of development in accordance with the following Development Plan policies for Merton: policies 7.5 and 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Polices Plan 2014.

6. Non-standard condition: [Demolition dust and noise] Prior to the commencement of development [including demolition] measures shall be in place to prevent nuisance from dust and noise to surrounding occupiers with these measures in accordance with a method statement that has previously been submitted to and approved in writing to the Local Planning Authority with the approved measures retained until the completion of all site operations.

Reason: To protect the amenities of occupiers of neighbouring properties and

to accord with Sites and Policies policy DM D2.

7. H6 No development above ground 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. In addition to the cycle stores the details shall include those relating to the proposed site levels, materials and method of construction of the store located adjacent to existing trees in the communal garden of Block A –having regard to the recommendations of the BS 5837:2012 – Trees in relation to design, demolitions and construction – recommendations. 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 safeguard the existing retained trees to comply with the following Development Plan policies for Merton: policies 6.13 and 7.21 of the London Plan 2015, policies CS18 and CS13 of Merton's Core Planning Strategy 2011 and policies DM T1 and DM O2 of Merton's Sites and Polices Plan 2014.

8. H8: 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 on accordance with the approved Travel Plan.

Reason: To promote sustainable travel measures and comply with the following Development Plan policies for Merton: policy 6.3 of the London Plan 2015, policies CS18, CS19 and CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Polices Plan 2014.

7. H9: The development shall not commence until details of the provision to accommodate all site workers', visitors' and construction vehicles and loading /unloading arrangements during the construction process have been submitted to and approved in writing by the Local Planning Authority. The approved details must be implemented and complied with for the duration of the construction process.

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 6.3 and 6.14 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Polices Plan 2014.

8. H11: The development hereby approved shall not be occupied until a Parking Management Strategy has been submitted in writing for approval to the Local Planning Authority. No works that is subject of this condition shall be carried out until this strategy has been approved, and the development shall not be occupied until this strategy has been approved and the measures as approved have been implemented. Those measures shall be maintained for the duration of the use unless the prior written approval of the Local Planning Authority is obtained to any variation.

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 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Polices Plan 2014.

9. Amended H10: Development shall not commence until a working method statement 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/management and off-site drainage works (in accordance with SLR's May 2016 Ecological Appraisal – paragraph 7.1.2).
- 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 6.3 and 6.14 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Polices Plan 2014.

10. Non-Standard Condition: The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment (FRA) (Ref: 11264 dated June 2016 and produced by Tully De'Ath for Circle Housing). 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 users, and ensure flood risk does not increase offsite in accordance with Merton's policies CS16, DM F1 and DMF2 and the London Plan policies 5.12, 5.13.

11. Non-Standard Condition: The development hereby permitted shall not be commenced (other than site clearance and demolition) until such time as a detailed scheme to compensate flood storage has be submitted to and approved in writing by, the local planning authority. The detailed scheme shall

include cross sections, plans and final location and volume of earth movements in support of the calculations. The implemented scheme shall include flood openings (voids) and these voids must be maintained and remain operational for the lifetime of the development. The scheme shall be fully implemented and subsequently maintained, 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 river flooding to the proposed development and future users, and ensure flood risk does not increase offsite in accordance with Merton's policies CS16, DM F1 and the London Plan policy 5.12.

12. Non-Standard Condition: The development hereby permitted by this planning permission shall ensure that finished floor levels for all residential units shall be set no lower than 300mm above the 1 in 1000 year flood level (in metres above Ordnance Datum) and include flood resilient materials for the ground floor construction. The scheme shall be fully implemented and subsequently maintained, 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 users in accordance with Merton's policies CS16, DM F1 and the London Plan policy 5.12.

13. Non-Standard Condition: The development hereby permitted shall not be occupied until such time as a Flood Warning and Evacuation plan and procedure is implemented and agreed in writing to the satisfaction of the Local Planning Authority. The Flood Warning and Evacuation Plan shall be implemented in accordance with the submitted document included within section 13 of the Flood Risk Assessment and the procedures contained within the plan shall be reviewed annually for the lifetime of the development. Consultation of the plan shall take place with the Local Planning Authority and Emergency Services.

Reason: To reduce the risk of flooding to the proposed development and future users in accordance with Merton's CS16 and policy DM F1 and the London Plan policy 5.12.

14. Non-Standard Condition: No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority and in consultation with Thames Water. The final drainage scheme shall be designed in accordance with the details submitted in the Flood Risk Assessment. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) to both the River Wandle and the surface water sewer at the agreed restricted rate (4.5l/s and 1l/s respectively)

in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. Provide information about the design storm period and intensity, the method employed to delay (attenuation provision of no less than 67.5m³ of storage) and control the rate of surface water discharged from the site. Appropriate measures must be taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. Include a timetable for its implementation;
- iii. Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime;
- iv. A CCTV of the existing sewer and drainage network to establish its condition and any remedial works;
- v. Include a sequencing of works and construction method statement for any sewer diversions and new connections
- vi. All sewer diversions and any new connections are undertaken to the satisfaction of Thames Water.

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.

- 15.F5: 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 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policy O2 of Merton's Sites and Polices Plan 2014.

- 16.F8: The details of the Arboricultural Method Statement and Tree Protection Plan shall include the retention of an arboricultural expert to monitor and report to the Local Planning Authority not less than monthly the status of all tree works and tree protection measures throughout the course of the demolition and site works. The works shall be carried out strictly in accordance with the approved Arboricultural Method Statement and Tree Protection Plan.

Reason: To protect and safeguard the existing retained trees in accordance with the following Development Plan policies for Merton: policy 7.21 of the

London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policy O2 of Merton's Sites and Polices Plan 2014.

17. Amended standard D10: Any external lighting shall be positioned and angled to minimise light spillage or glare beyond the site boundary and in accordance with the details in the submitted Lighting Assessment.

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 DM D2 and DM EP4 of Merton's Sites and Polices Plan 2014.

18. Non-standard: A supplementary intrusive investigation should be undertaken for contaminated land, if necessary, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: In order to protect the health of future occupiers of the site and adjoining areas in accordance with the following Development Plan policies for Merton: policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's Sites and Polices Plan 2014.

19. Non-standard: Any approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, unless otherwise agreed in writing by the Local Planning Authority. Following the completion of any measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: In order to protect the health of future occupiers of the site and adjoining areas in accordance with the following Development Plan policies for Merton: policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's Sites and Polices Plan 2014.

20. Non-standard: In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: In order to protect the health of future occupiers of the site and adjoining areas in accordance with the following Development Plan policies for Merton: policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's Sites and Policies Plan 2014.

21. Non-standard: Prior to the commencement of the development hereby approved, a demolition method statement shall be submitted to and approved in writing by the Local Planning Authority. All demolition works shall be in accordance with this approved demolition method statement unless agreed in writing by the Local Planning Authority.

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

22. Non-standard: Prior to the commencement of substructure works a construction method statement shall be submitted to and approved in writing by the Local Planning Authority. All construction works shall be in accordance with this approved construction method statement unless agreed in writing with the Local Planning Authority.

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

23. 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 not less than the CO2 emissions reductions of a minimum of 35% below 2013 Building Regulations Part L, and internal water usage rates of no greater than 105l/p/day (equivalent to Code for Sustainable Homes Level 4) - Evidence requirements are detailed in the "Schedule of Evidence Required - Post Construction Stage" under Category 1: Energy and Carbon Dioxide Emissions (ENE1: dwelling emissions rate) and Category 2: Water (WAT1: Indoor water use) of the Code for Sustainable Homes Technical Guide (2010).

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 2011 and policy CS15 of Merton's Core Planning Strategy 2011.

24. Non-standard: Prior to the occupation of the development hereby approved, the provision of bat boxes, bird nesting boxes and a hedgehog box as recommended in paragraph 7.2 of SLR's May 2016 Ecological Appraisal will be undertaken.

Reason: To ensure that the proposed development would not have an adverse impact on biodiversity within the area in accordance with policy CS13 of the Core Strategy (2011) and policy DM O2 of the Sites and Policies Plan (2014).

25. Non-standard: Prior to the occupation of the relevant part of the development a green roof shall be installed details of which shall have previously been submitted to and approved in writing by the Local Planning Authority. The green roof should include the features described in paragraph 7.2 of SLR's May 2016 Ecological Appraisal, and shall be maintained in accordance with the approved plans for the lifetime of the development.

Reason: To ensure that the proposed development would not have an adverse impact on biodiversity within the area in accordance with policy CS13 of the Core Strategy (2011) and policy DM O2 of the Sites and Policies Plan (2014).

26.F1: No development shall take place (other than demolition and site preparation) 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 within the first planting season following first occupation of the development 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. The landscaping and planting scheme shall include details of boundary treatment of the site along the boundary with the River Wandle outlining planting regimes and fences/boundaries to properties.

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 Polices Plan 2014.

27.F13: Prior to the occupation of the development a landscape management plan including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas, other than privately owned, domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the appearance of the development is maintained in the interest of the amenities of the area, to ensure the maintenance of 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 Polices Plan 2014.

28. No demolition or other 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 other 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:

- A. 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
- B. 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.

Reason: To ensure that the development hereby approved would not have a detrimental impact on heritage or archaeological items in accordance with policy 7.8 of the London Plan (2015) and policy DM D4 of the Sites and Policies Plan (2014).

29. Standard condition (Removal of permitted development - extensions) 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 dwelling house other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.

Reason for condition: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties and for this reason would wish to control any future development to comply with Sites and Policies policy DM D2 and policy CS14 of the Adopted Merton Core Planning Strategy 2015.

30. Non-standard condition: Prior to first occupation of the proposed new dwellings refuse and recycling facilities shall be in place that are in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority, with the refuse and recycling facilities retained in accordance with the approved details permanently thereafter.

Reason for condition: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with policies CS13 and CS14 of the Adopted Core Strategy (2011).

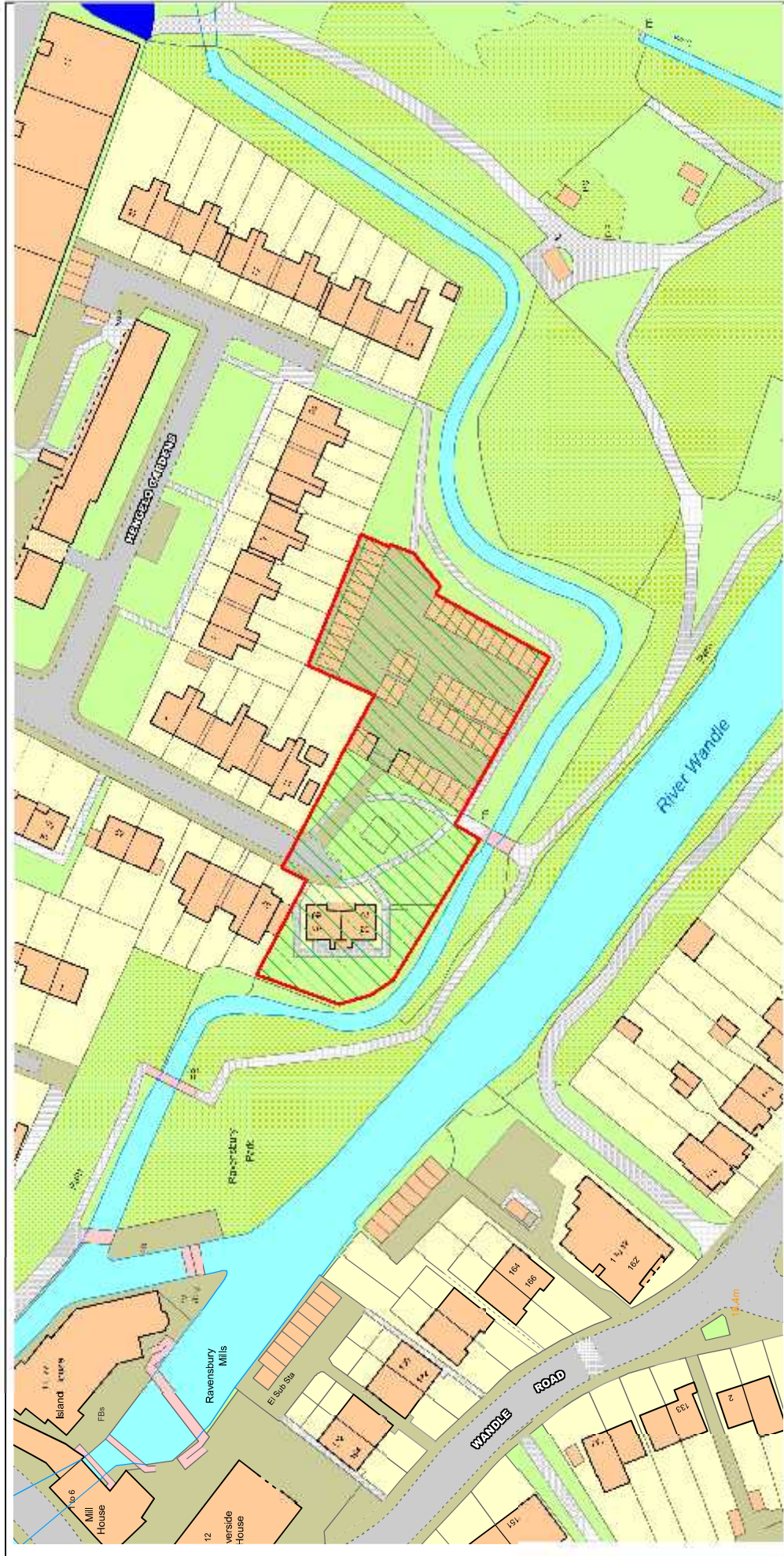
Informatives:

1. The applicant is advised that in accordance with paragraphs 186 and 187 of the National Planning Policy Framework, The London Borough of Merton takes a positive and proactive approach to development proposals focused on solutions. The London Borough of Merton works with applicants or agents in a positive and proactive manner by suggesting solutions to secure a successful outcome; and updating applicants or agents of any issues that may arise in the processing of their application. . In this instance the Planning Committee considered the application where the applicant or agent had the opportunity to speak to the committee and promote the application.
2. The applicant is advised to contact the Council's Highways team on 020 8545 3151 before undertaking any works within the Public Highway in order to obtain the necessary approvals and/or licences.
3. An environmental permit for flood risk activities may be required for works proposed in, under, over or within 8m of the top of the bank of the River Wandle, designated a main river. More guidance can be found in: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>
4. The proposed development site is adjacent to the River Wandle, a heavily modified watercourse. In line with the Thames River Basin Management Plan we strongly recommend that the proposed development should be used as an opportunity to restore the watercourse to a natural channel. As well as meeting requirements of the RBMP, this would be a clear, tangible and significant environmental gain in terms of the character of the area and nature conservation. This would also increase connectivity between existing restoration sites and the rest of the catchment.
5. Where possible, the demolition of buildings and tree felling should avoid the bird nesting seasons. If it is not possible to clear the site outside the nesting season, then the site should be inspected by an appropriately qualified ecologist immediately prior to site stripping and should any nests be found then appropriate mitigation should be implemented to protect the nest until the young have fledged.
6. Written schemes of investigation will need to be prepared and implemented by a suitable qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under scheme 6 of The Town and Country Planning Act (Development Management Procedure) (England) Order 2015).

Please [click here](#) for full plans and documents related to this application.
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NORTHGATE SE GIS Print Template



Text Details **64-70 Ravensbury Grove**

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PLANNING APPLICATIONS COMMITTEE
15 September 2016

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	16/P2354	31/05/2016
Address/Site:	Land at Ravensbury Grove and corner of Hengelo Gardens Mitcham CR4 4DU	
Ward:	Ravensbury	
Proposal:	Provision of 36 temporary parking spaces on grass verges and land within the curtilage of numbers 2-18 and 36-50 and either side of Ravensbury Grove and on the corner of Ravensbury Grove and Hengelo Gardens, with dropped curbs, vehicular access and associated landscaping.	
Drawing No.'s:	A089000-RE-SPA047 (prop off-street car parking), A089000-RE-SPA048 (prop off-street car parking with double yellow lines), A089000-RE-SPA049 (area of parking spaces including crossovers and 0.6m buffer), CAG-REM_P_DR_0001 Rev A (temporary parking proposed material plan), CAG-REM_P_DR_0002 Rev B (temporary parking site plan).	
Contact Officer:	Shaun Hamilton (020 8545 3300)	

RECOMMENDATION

Grant planning permission subject to appropriate 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: 120
- External consultations: 0
- Controlled Parking Zone: No
- Flood zone: Yes
- Conservation Area: No
- Listed building: No
- Protected Trees: 0
- Public Transport Access Level: 2.

1. INTRODUCTION

- 1.1 This application is being brought to the Planning Applications Committee for determination due to the number of objections received.

2. SITE AND SURROUNDINGS

- 2.1 The application site is located along grass verges of Ravensbury Estate and on the corner with Hengelo Gardens; and within the curtilage of number 2-18 and 36-50 Ravensbury Grove.

3. CURRENT PROPOSAL

- 3.1 The proposal is for the provision of temporary vehicle parking areas, vehicular access, dropped curbs (to be subject to separate highways applications) and associated landscaping. It is proposed to remove on-street car parking spaces along Ravensbury Grove so as to enable construction sized vehicles to utilise the road, should permission for the redevelopment of the Ravensbury Garages site be granted (currently also being considered on this agenda– app ref: 16/P1968). The proposed off-street car parking spaces would therefore seek to provide capacity due to the loss of these spaces.

4. PLANNING HISTORY

No relevant planning history.

5. CONSULTATION

- 5.1 Public

Letters were sent to neighbouring properties and a site notice was put up outside the application property. Ten representations including one from the Ravensbury Resident Association were received objecting to the proposal. These are summarised as follows:

- Massive disruption locally.
- Would lose approx. 60-80 parking spaces for 36 – over a 50% reduction.
- Safety risks for people having to park further away.
- Loss of green space in the Estate.
- Flooding impacts with increased runoff and loss of soft drainage.
- Loss of amenity.
- Increase parking and traffic pressures.
- Reduction in privacy.
- Cars operating in close proximity to flats.
- Further parking provision should be supplied – i.e. the garages of Ravensbury Court.
- Further works to other parking and/or garaging areas within the Estate should be undertaken to offset the effects.
- Concern that the parking will not be properly managed, with people outside of Ravensbury Residents utilising it.
- No confidence in CHMP to take on parking enforcement.
- Compaction impacts for trees with cars being parked adjacent.
- Thought of having this parking regime for 18-24 months is excessive.
- Existing shrubs should be protected.
- Removal of cars will increase speeding – safety issues.
 - o Traffic calming measures should be employed.
- Parking for residents could be provided in adjacent industrial estates.

5.2 Internal

Transport Planning

- No objection.
- Developers need to agree the temporary crossovers with the Highways Team and double yellow lines will need a traffic management order and be advertised.

Highways Department

- Aside from the standard highways responses we would add that a separate application to the highways section will be required for the construction of the footway crossovers, and that following completion of the housing works that all the temporary parking spaces are reinstated and that the applicant will be responsible for the reinstatement of all footway crossovers.

6. POLICY CONTEXT

6.1 London Plan 2015 policy:

7.4 Local Character

6.2 Merton Sites and Policies Plan July 2014 policies:

DM D2 Design considerations in all developments

DM T2 Transport Impacts of Development

DM T5 Access to the road network

6.3 Merton Core Strategy 2011 policy:

CS 20 Parking, Servicing and delivery

7. PLANNING CONSIDERATIONS

7.1 The planning considerations for the creation vehicular crossovers in this location are considered to relate to

- Implications for the transport network and pedestrian/cycle safety;
- Impact on the character of the area; and
- Impact on neighbouring amenity; and
- Drainage.

Transportation impacts

7.2 Merton's Sites and Policies Plan, policy DM T2 requires that development is sustainable and has minimal impact on the existing transport infrastructure and local environment, specifically outlining that proposals should not adversely impact on the road or public transport networks, safety or congestion particularly on strategically important routes. Policy CS20 (d) requires that development will not adversely affect pedestrian and cycle movements, safety, the convenience of local residents or the quality of bus movement and/or facilities; on-street parking and traffic management.

7.3 Merton's Transport Planning Department have raised no objection to the proposed creation of vehicular crossovers and off street car parking around Ravensbury Estate as proposed. Further traffic calming along Ravensbury Grove, as mentioned by several objections, is not considered necessary in this instance. However, should approval be granted, then this could be addressed at a later stage should it be apparent that such an issue has arisen through the removal of on-street car parking. As such, the proposed hardstanding for vehicular parking proposed at the application site is considered to comply with Core Strategy Policy CS 20, Sites and Policies Plan policies DM T2 and DM T5. It is not considered that the proposed parking arrangement would have an unacceptable impact on pedestrian/cyclist safety and is

acceptable in this regard.

Character of the area

- 7.4 Policy 7.4 of the London Plan (2015) outlines that proposals should have regard to the character of the area. Concern was received from several residents in relation to the impact that the loss of green spaces would have on the character of the area. It is noted that the car parking spaces are located on what is currently green space. However, as this is a temporary proposal it is not considered that this would result in a detrimental impact in the long term in this regard. The applicant has proposed that the parking areas will be surrounded by pre-grown mature hedging which is considered to be a characteristic of the area and will go some way in terms of mitigating any visual impacts associated with the temporary period proposed.

Neighbouring amenity

- 7.5 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.
- 7.6 Concern was received regarding the impact that the proposed parking spaces would have for nearby residential properties, both in terms of proximity to windows and headlights at night time etc. As outlined earlier, the temporary parking areas are proposed to be surrounded by pre-grown mature hedging. It is considered that this would largely address issues of headlights shinning into properties. It is also considered that this would define an area for parking providing separation from adjacent residential properties.

Drainage

- 7.7 Policies DM F1 and DM F2 of Merton's Sites and Policies Plan and policy CS.16 of the Core Strategy seeks to ensure that development will not have an adverse impact on flooding and that there would be no adverse impacts on essential community infrastructure. The site is located within a Flood Zone.
- 7.8 It is noted that the proposed materials are cell web and turf mesh which are both permeable surfaces. Merton's Flood Risk Engineer has reviewed the application and has raised no objection in principle to the proposed surfacing.

8. Conclusion

The proposed creation of vehicular crossovers throughout Ravensbury Grove and on the corner with Hengelo Gardens is considered to be acceptable and would not have a detrimental impact on the transport network nor cycling or pedestrian movements in the area. Being temporary in nature, it is considered that the proposed vehicular parking would not have a detrimental impact on the character of the area. The proposed hedging is considered to be in keeping with the area, and will visually mask much of the parking areas whilst also delineating separation from neighbouring properties. The proposed materials are not considered to have a detrimental impact on drainage and flooding in the area. It is considered that the proposal is consistent with Core Strategy Policy CS 14, Sites and Policies Plan policies DM T2 and DM T5 and should hereby be granted.

It is therefore recommended to grant permission subject to conditions.

Recommendation:

Grant planning permission subject to conditions.

Conditions:

1. A1: 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. A7: The development hereby permitted shall be carried out in accordance with the following approved plans: A089000-RE-SPA047 (prop off-street car parking), A089000-RE-SPA048 (prop off-street car parking with double yellow lines), A089000-RE-SPA049 (area of parking spaces including crossovers and 0.6m buffer), CAG-REM_P_DR_0001 Rev A (temporary parking proposed material plan), CAG-REM_P_DR_0002 Rev B (temporary parking site plan).

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

3. F9: The hardstanding hereby permitted shall be made of porous materials as outlined in the approved plans, or provision made to direct surface water run-off to a permeable or porous area or surface within the application site before the development hereby permitted is first occupied or brought into use.

Reason: To reduce surface water run-off and to reduce pressure on the surrounding drainage system in accordance with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policy F2 of Merton's Sites and Polices Plan 2014.

4. Non-standard condition: All hard and soft landscape works shall be carried out in accordance with the approved details as shown CAG-REM_P_DR_0001 Rev A (temporary parking proposed material plan).

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 2011, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, F2 and O2 of Merton's Sites and Polices Plan 2014.

5. Following completion of any approved development/regeneration works at Ravensbury Estate the areas hereby approved for temporary parking will be reinstated (made good) in full to an acceptable landscaped standard that is in keeping with the surrounding area unless otherwise agreed in writing by the Local Planning Authority. This will be undertaken in a timeframe not exceeding 24 months of the date of this permission or within 6 months of

completion of any approved development/regeneration works (whichever is later) unless otherwise agreed in writing by the Local Planning Authority.

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

6. The crossovers and dropped kerbs as shown in the approved drawings (and subject to highways approval) will be reinstated in full following the completion of any development/regeneration works approved at Ravensbury Estate in a timeframe not exceeding 24 months of the date of this permission or within 6 months of the completion of such development/regeneration works (whichever is later) unless otherwise agreed in writing by the Local Planning Authority. The reinstatement of the footway shall be in accordance with the requirements of the Local Planning Authority.

Reason: In the interests of the safety of pedestrians and vehicles and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3, T4 and T5 of Merton's Sites and Polices Plan 2014.

Informatives

Note to applicant: In accordance with paragraphs 186 and 187 of the NPPF, The London Borough of Merton (LBM) takes a positive and proactive approach to development proposals focused on solutions. LBM works with applicants/agents in a positive and proactive manner by:

- Offering a pre-application advice and duty desk service.
- Where possible, suggesting solutions to secure a successful outcome.
- As appropriate, updating applicants/agents of any issues that may arise in the processing of their application.

In this instance:

- The applicant/agent was provided with pre-application advice.
- The application was acceptable as submitted and no further assistance was required.
- The application was approved without delay.
- The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

INF 8: It is Council policy for the Council's contractor to construct new vehicular accesses. The applicant should contact the Council's Highways Team on 020 8545 3829 prior to any work starting to arrange for this work to be done. If the applicant wishes to undertake this work the Council will require a deposit and the applicant will need to cover all the Council's costs (including supervision of the works). If the works are of a significant nature, a Section

278 Agreement (Highways Act 1980) will be required and the works must be carried out to the Council's specification.

INF 9: You are advised to contact the Council's Highways team on 020 8545 3700 before undertaking any works within the Public Highway to obtain the necessary approvals and/or licences. Please be advised that there is a further charge for this work. If your application falls within a Controlled Parking Zone this has further costs involved and can delay the application by 6 to 12 months.

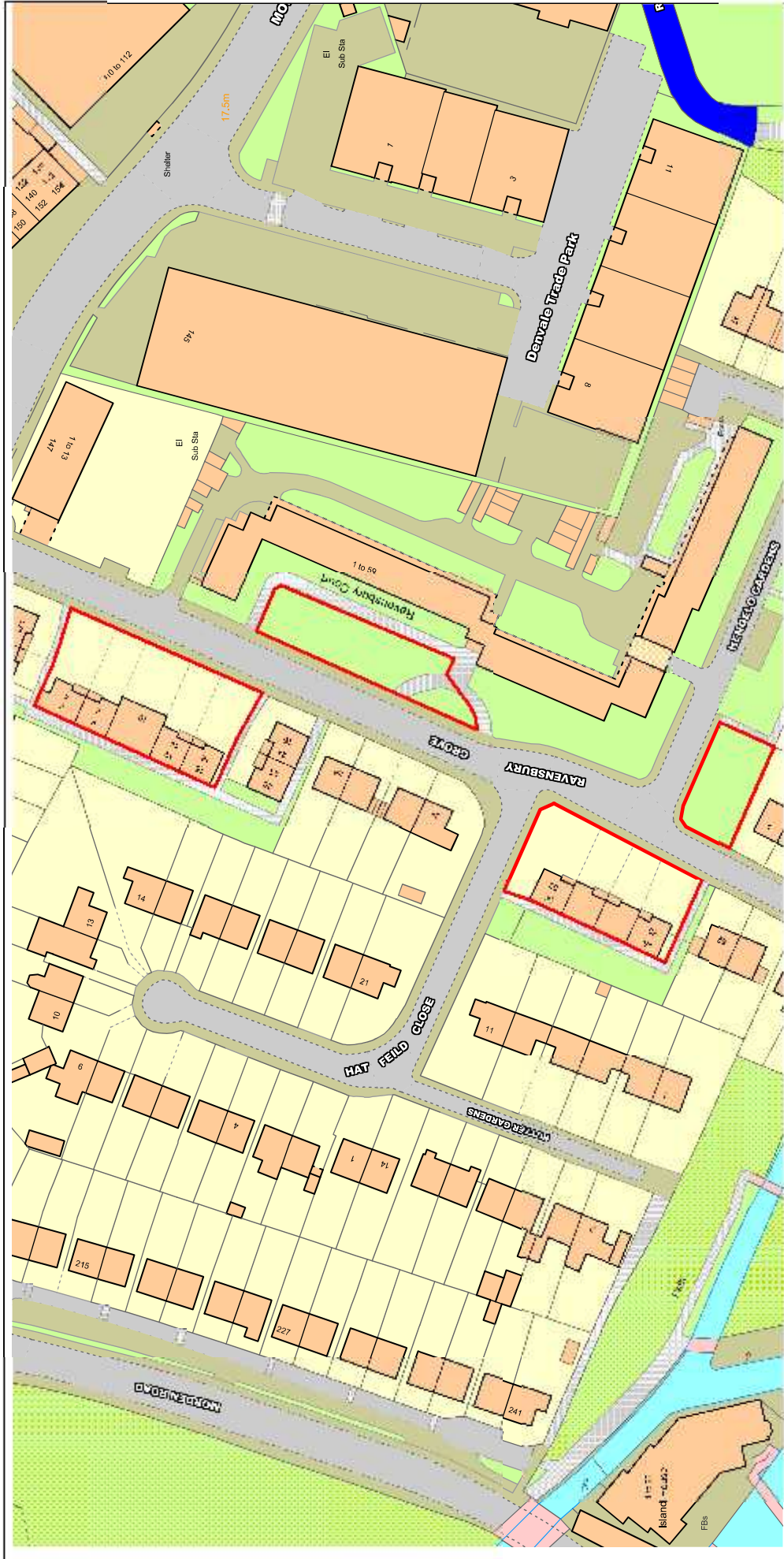
INF 12: Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be co-ordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Merton. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with the London Borough of Merton, Network Coordinator, (telephone 020 8545 3976). This must take place at least one month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are co-ordinated to take place wherever possible at the same time.

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

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NORTHGATE SE GIS Print Template



Text Details **Land at Ravensbury Grove**

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PLANNING APPLICATIONS COMMITTEE
15th September 2016

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	15/P4798	23/12/2015
Address/Site	46 – 76 Summertown (Volante), Wimbledon, SW17 0BH	
Ward	Wimbledon Park	
Proposal:	Demolition of existing buildings and erection of a part 7 (top floor recessed), part 9 (top floor recessed) storey building, including accommodation at basement level, comprising 93 flats with 18 associated car parking spaces, 165 cycle parking spaces, hard and soft landscaping and associated works.	
Drawing Nos	1216_SK102 Rev J, 2110-00-DR- 0020 Rev P01, 0021 Rev P02, 0050 Rev P02, 0051 Rev P01, 0052 Rev P01, 0053 Rev P01, 0054 Rev P01, 0058 Rev P01, 0059 Rev P01, 0060 Rev P01, 0100 Rev P04, 0101 Rev P04, 0102 Rev P04, 0103 Rev P02, 0104 Rev P02, 0108 Rev P02, 0109 Rev P02, 0110 Rev P02, 0111 Rev P02, 0400 Rev P02, 0401 Rev P02, 0402 Rev P03, 0420 Rev P02, 0600 Rev P02, 0601 Rev P03, 0602 Rev P02 & 0603 Rev P03.	
Contact Officer:	Stuart Adams (0208 545 3147)	

RECOMMENDATION

GRANT Planning Permission subject to S106 agreement and conditions.

CHECKLIST INFORMATION.

Heads of agreement: - Permit free, Health Care, Car Club, Loading/Drop Off Bays, Travel Plan, affordable housing review mechanism and Sport Provision.
Is a screening opinion required: No
Is an Environmental Statement required: No
Has an Environmental Impact Assessment been submitted – No
Press notice – Yes

Site notice – Yes
Design Review Panel consulted – No
Number of neighbours consulted – 58
External consultations – No.
PTAL Score – 2/3
CPZ – No

1. **INTRODUCTION**

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

2. **SITE AND SURROUNDINGS**

- 2.1 The application site is situated on Summertown, Tooting. The site comprises a two storey commercial unit currently occupied by 'Volante Limited' who supplies flooring materials to the building trade. The site is roughly rectangular shaped, with buildings arranged in an 'L' shape along its western and southern boundaries. The buildings front onto a hard standing car park/ HGV deliveries area with direct access to Summertown/B235.
- 2.2 A range of uses surround the site. To the east on the opposite side of the Summertown are single storey industrial units. Directly beyond are two storey terrace houses in Keble Street. To the north, south, and west of the site are further industrial, commercial, and service uses, including, Wimbledon Stadium, a retail park, and a metal works.
- 2.3 The site is bound to the north, west and south by open land/ car park that serves the 8,000 capacity Wimbledon Greyhound Stadium. Wimbledon Stadium Squash Club is located within a building on the south eastern corner of the stadium. A surface water sewer (culvert) of approximately 1370mm diameter is shown passing through east of the neighbouring Wimbledon Stadium site from Plough Lane to Riverside Road.
- 2.4 The site has a Public Transport Accessibility Level (PTAL) of 2/3, providing good access to a range of bus services with a maximum 8 minute walk time; London Underground Northern Line with a maximum 12 minute walk time; and London Rail services, also within a maximum walk time of 12 minutes. Whilst the site falls within the London Borough of Wandsworth (LBM), the borough boundary, which it shares with the LBW, runs along the western side of the B235/ Summerstown. LBW are therefore the Highway Authority for the B235/Summerstown.
- 2.5 There are 5 train / underground stations within a 1.5 mile radius of the site:

- Haydon's Road Station (Overground and approximately 0.5 miles south of the site),
 - Earlsfield Station (Overground and approximately 0.9 miles from the site)
 - Tooting Broadway Station (1 mile east of the site, Northern Line),
 - Wimbledon Park Station (1.1 miles west of the site, District Line), and Wimbledon Station (Overground, District line, and Tramlink, and approximately 1.2 miles from the site).
- 2.6 Local bus number 493 passes the along Plough Lane and a variety of buses can be accessed from Garratt Lane (Earlsfield and Tooting Broadway stations) and Wimbledon town centre.
- 2.7 Within the Merton Core Strategy (2011), the site falls within the Colliers Wood and South Wimbledon Sub-Area (Policy CS1 and within the Wandle Valley sub- area (Policy CS5). The application site sits within the overarching Wimbledon Stadium Site which is identified as Site Proposal 37 in the councils adopted Sites and Policies Plan (2014). The allocated use of the Wimbledon Stadium site is 'Intensification of sporting activity (D2 Use Class) with supporting enabling development'.
- 2.8 The River Wandle is located approximately 130m west of the site and within the 1 in 100 year flood extent (flood zone 3a).
- 2.9 The entire site lies within an Archaeological Priority Zone.

3. **CURRENT PROPOSAL**

- 3.1 Demolition of existing buildings and erection of a part 7 (top floor recessed), part 9 (top floor recessed) storey building, including accommodation at basement level, comprising 93 flats with 18 associated car parking spaces, 165 cycle parking spaces, hard and soft landscaping and associated works.
- 3.2 The design rationale follows on from the master plan of the main Wimbledon stadium site (LBM 14/P4361) including form, layout, massing, height and appearance. Planning Committee resolved to grant planning permission on this application on 10th December 2015. The proposed building would have a modern design approach with the predominate use of brick within the elevations. The proposed building would vary in height with north-south building being 7 storeys and the east-west building being 9 storeys. The top floors of the 7 and 9 storey elements would be set back from the front building line by 4.8 & 5.3m and 9.8m respectively. The proposed building would have a cruciform plan that responds well to the footprint of the master plan for the main Wimbledon Stadium site.

3.3 The site boundary with Summertown follows the curving line of the back pavement. The rectilinear plan of the building is carried on a raised ground floor plinth. The basement would accommodate 18 car parking spaces, 3 of which are disabled space, 7 car charging points and 165 cycle spaces. The basement would be accessed by vehicle ramp from the northern section of the site on Summertown. At ground floor level, two loading/drop off bays are provided partly on the application site and partly on the public pavement. The ground floor level of the building, which sits above street level would accommodate entrance lobbies, stairs, lifts and a substation. The upper ground floor level sits 2.2m above pavement level and accommodates 6 flats with raised terraces and private and communal amenity spaces and a plant room. At first floor and levels above, are the remaining flats with private balconies.

3.4 Housing Mix

	Units	Percentage	Council Policy
Studio	19	20%	
1 bed	19	20%	33%
2 bed	49	54%	32%
3 bed	6	6%	35%

4. **RELEVANT PLANNING HISTORY**

4.1 46 – 76 Summerstown (Volante Site)

- 4.1.1 14/P4188/NEW - Application for a pre application advice for the demolition of the existing buildings and the erection of 98-112 residential units above the ground floor which will provide a mix of uses – 46 – 76 Summerstown, Tooting
- 4.1.2 88/S/0053 - Erection of a portacabin at rear of existing factory to be used as mess / rest room for staff – Grant - 21/03/1988.
- 4.1.3 87/S/1074 - Alterations including the erection of an extension at the rear of the 1st floor in connection with the refurbishment of the building and its use as 2 light industrial units – Grant - 16/03/1987
- 4.1.4 79/S/1031 - Approval of details of plans pursuant to conditions (c) and (d) of planning permission 78/s/1100, dated 10/11/1978 – Grant - 12/09/1979
- 4.1.5 78/S/1155 - Approval of details pursuant to condition (c) of planning permission 78/s/1100, dated 10/11/1978 – Grant - 12/12/1978
- 4.1.6 78/S/1100 - Erection of a single storey industrial building with ancillary offices at 1st floor – Grant - 10/11/1978

4.1.7 MER575/78 - Erection of 3 industrial buildings each with ancillary offices, and formation of access road and provision of parking, loading/unloading area, at 46-76 Summerstown – Grant - 28/09/1978

4.1.8 78/S/680 - Erection of 3 single storey industrial buildings with ancillary offices at 1st floor level – Grant - 08/09/1978

4.1.9 73/10811 - Use of site at Summerstown as a temporary car park and the erection of an attendant's portable hut – Grant - 22/02/1973.

4.2 Greyhound Stadium Site

4.2.1 14/P4361 - Proposed demolition of existing buildings and erection of a 20,000 seat football stadium (initially 11,000 seat) with hospitality, crèche, café, and coach parking, pedestrian street, 1,273m² retail unit, 1,730m² squash and fitness club, 602 residential units with basement parking, refuse storage, 200 car parking spaces, 992 cycle parking spaces, and associated landscaping/open space and servicing – committee resolution to grant permission at planning applications committee meeting December 2015. Note – application has been called in by the Mayor of London, pending decision.

4.2.2 14/P0286 - Application for use of car park for car boot sales on Wednesdays between 10.30 - 14.30 (replacement of extant temporary planning permission 12/p0338 dated 20/03/2012) – Approved

4.2.3 12/P0338 - Application for replacement of extant planning permission 10/P0171 for use of car park for car boot sales on Wednesdays between 10.30 - 14.30 – approved 11/p0822 - erection of steel-framed building 9m x 7m to be used for vehicle mot testing and vehicle valeting. – Approved

4.2.4 10/P2931 - Retention of 2 x portable buildings for office use. – Approved

4.2.5 10/P0171 - Application for replacement of extant planning permission 08/p0231 for use of car park for car boot sales on Wednesdays between 10.30 - 14.30 – approved 10/p0165 - renewal of LBM planning permission 08/p1280, for part use of car park for car boot sales on Saturdays. between the hours of 7.00 am - 1.00 pm – Approved

5. CONSULTATION

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

5.2 In response to the original consultation, 14 letters of objection and 4 letters of support have been received. The letters of objection raise the following points:

- The sun and day light report is incorrect and misleading. A row of Victorian terraced houses does lie just behind the small units in commercial use. The sun and daylight report should therefore be extended to include these houses (Keble Street). Concern with overshadowing of residential properties in Keble Street. The angle from properties in Keble Street to the top of the new development is between 35 and 38 degrees, the new development would therefore be well above the 25 degree threshold set by the Building Research Establishment. The distance to properties in Kimble Street are within the distance recommended by the BRE guide to be tested and therefore should be included in the report. (Officer comment: now included, further report submitted)
- The proposed 10 story building will cause overlooking. Properties on the west side (Keble Street) are only 40-45m from the development. The balconies and rooms facing east will directly look into their properties and for those on higher floor will have views across to the west side of the street too. The architects have only considered overlooking of the AFC apartment blocks (obscured glazing) and not other surrounding residents
- The density of the development is 1,248 habitable rooms per hectare. The London Plans standards for developments in an urban area with poor/moderate access to public transport (PTAL of 2/3) is a density range of 200-450 HR/ha. The new development therefore vastly exceeds the specified range for new development. The application contains no justification for the density proposed. The density taken with the main site adds further to the inappropriate density for the development.
- The transport assessment makes no allowance for the current capacity of public transport services. Instead the assessment concludes that the number of additional trips at peak hours from the 112 flats is immaterial (Officer comment: original proposal, now 93 flats) and that no consideration is needed for current capacity. This may be immaterial at current levels however there is a material impact when added to the commuters from the additional 600+ residences, which are being built at the same location on the stadium site, are taken into consideration. The current overcrowding of local transport is already a widely held concern, with several local politicians supporting campaigns to increase capacity where possible.
- The developers should be required to perform a transport assessment using a genuinely comparable site, where all residents are allowed for, where the residents are more reliant on public transport, and to consider the larger development of the stadium in their calculation.
- The numbers and the evaluation in the Transport Statement don't stack up. Based on the occupancy levels, the travel time during

peak (5am to 9.30am) would be 58 people per hour via public transport. Where is the extra half a bus going to come from? Has this additional quantity of people been evaluated in conjunction with the already planned AFC Wimbledon plot?

- How will parking restrictions be imposed on this development with considerations that only 20% of the flats will have access to an available space. Will the other 80% not be allowed to have a car? Will they be seeking to get parking permits within an already congested Wandsworth Council street or using Wandsworth streets after the hours of the parking restrictions?
- Concerns with impact upon services i.e. doctors, dentist, schools within Merton and Wandsworth to meet the demands of the additional residents. Are there provisions to increase services in the area to support all these new developments on the site?
- The design and scale of the new building appear to be focused exclusively on coordinating with the new stadium development and gives little regard to the wider context of the site. This new development brings the bulk of the stadium development much closer to residential properties.
- Visual intrusion due to height, massing and proximity to neighbours
- Impact upon traffic which is already out of control. Summertown is often backed up with traffic from Wimbledon Road/Plough Lane all the way back to Garratt Lane.
- The parking regulations in Summertown will need to be amended because they would be inadequate for additional traffic entering and exiting & using Riverside Road.
- Summertown is a narrow road that struggles in rush hour traffic to cope with the volume of traffic and some evening exiting the Garratt Business Park in the direction of Wimbledon Town Centre can be severely hampered with the existing volume of traffic. Additional cars will try and park on industrial estates causing adverse harm to businesses.
- The site lies within a flood zone and will increase flooding
- Height is out of scale with surrounding and narrow street
- Poor environment for proposed flats. Single aspect flats are undesirable and forbidding internal access corridors with hidden areas, all requiring permanent artificial light (Officer comment: residential redesigned).
- Facilities for children's play are inadequate, the urban proportions of the site appears as SLOAP (space left over after planning) and landscaping is unconvincing
- 21 car parking spaces in totally inadequate for 112 flats
- No attempt to relate the building to the street line and the frontage to the street provides little of interest.
- Existing narrow public footpath is inadequate for the amount of pedestrian movement that would be expected.

5.2.1 The letters of support raise the following points:

- Pleased to see the inclusion of new health facilities as part of the application (Officer comment: health facility now removed).
- The design is excellent and would be in keeping with the adjacent dog track proposals
- The loss of the current warehouse building will alleviate lorry traffic within the area which is already a problem.
- The whole area is in dire need of affordable housing, the more supply the better
- Area is need of regeneration.

5.3 In response to re-consultation, 10 letters of objection received (including one from the Wimbledon Society). The letters of objection raise the following points:

- In light of the Mayor of London's decision to call in the proposed development of the stadium, it is requested that this revised application is put on hold until the revised stadium consultation has been concluded. It is hoped that this delay gives the developer the opportunity to address some of the outstanding work that is needed to go into this proposal, such as a full assessment of daylight implications for nearby homes and a substantially improved transport assessment.
- The revised scheme would still result in overlooking and poor outlook from neighbouring properties
- Housing is not considered appropriate in a flood zone.
- The amount of residential accommodation has not been reduced significantly as claimed. Whilst the number of flats has gone down from 112 to 101 (Officer comment: now 93 flats), the average size of the flats has gone up (1.56 bedrooms per flat to 1.83) and by enough to largely offset the fewer flats. The result of the changes is that the number of residents that can be accommodated in this development has remained largely unchanged. This is an issue as a significant number of the objections raised relate to the scale of this development.
- The original scheme breached (by a considerable margin) the BRE's 25 degree threshold, which requires a full analysis of the daylight impact on nearby residents. This analysis was supported by a letter from a qualified right to light surveyor. The developer has increased the scale of the development in places (to 12 storeys) and decreased it in others. This will obviously lead to a greater daylight impact on those properties immediately facing the 12 storey part of the development. Therefore the developers should be required to perform a full analysis of the daylight impacts on nearby residents, and to modify their development if appropriate (Officer

comment: now included).

- The density of the development is vastly in excess of the London Plan. The application has provided no rationale for why the upper limit of the London Plan's requirements should be ignored.
- The inaccurate representation of the reduction in the scale of the development serves to highlight one of the flaws in the transport assessment. The revised assessment indicated the number of public transport journeys will reduce, even though the number of people living in the development will be broadly the same. The report incorrectly assumed the number of journeys is linked to the number of flats, this error, including the previous issue of assuming each flats only contributes one journey, could be (very roughly) overcome by multiplying the number of journeys per mode of transport by the average number of residents per flats (about 3.15). The developer should be required to perform a revised transport plan, and fully consider the impact of the development on existing public transport links.
- The development has increased the height of the building from 10 to 12 in places. The new development will be visually intrusive, out of character, overbearing and will result in an unacceptable loss of daylight/sunlight and overlooking (Officer comment: now revised to part 7, part 9 (top floor recessed)).
- The revised scheme has failed to overcome concerns raised by neighbours.
- The access to and from Summertown for such a large development is inadequate. The area is already heavily congested
- Lack of appropriate car parking leading to loss of existing spaces within the vicinity.
- No community facilities have been provided for (Officer comment: secured by legal agreement)
- The ground floor still has a dead frontage.
- There are still 30 single aspect flats
- The development is on a very narrow and busy road, which already has problems for pedestrians as there is a very narrow pavement area, which is not safe.
- The existing drainage is not capable of dealing with flooding

5.4 Wandsworth Council – Response on revised scheme (part 6, part 12 storey building, residential only scheme, 101 Flats:

- The height of the central tower is excessive within the context and should be reduced (Officer comment: now reduced to 9 storeys with top floor recessed).
- It is unclear why the D2 Healthcare facility was removed from the proposal; this should be justified as the development would put

further pressure on local healthcare facilities (Officer comment: contribution secured).

- The safety of Summerstown is already questionable with vehicles travelling quickly along the road. This needs to be further considered and addressed.
- The development should only include 1 x loading bay.
- Pedestrian condition on this road is poor with no safe pedestrian crossing facility and narrow footway on its western side flanking this development.
- This section of highway should also be repaired and resurfaced to remove the ponding around the proposed northern access.
- No consideration has been given to the opportunity to provide affordable housing (Officer comment: see section 8 - affordable housing).
- If LBM were minded to grant planning permission for this proposed development, it is subject to a legal mechanism that ensures this planning permission cannot be implemented until the redevelopment associated with the Wimbledon AFC is at an agreed stage of implementation. This is currently subject to determination by the Mayor of London.

5.5 Sport England - No comment (Officer comment: commensurate contribution towards sport secured by legal agreement)

5.6 Network Rail – No objection

5.7 Historic England – No archaeological requirement

5.8 Merton Clinical Commissioning Group (CCG) and NHS England – comments on original scheme:

5.8.1 The planning application proposes a 976 m² health facility and 112 housing units, comprising 61 one bed units, 39 two bed units and 12 x 3 bed units. It is noted that the provision of affordable housing is yet to be determined. The population yield from the development is estimated to be 200 using the GLA's Population Yield Calculator (September 2014).

5.8.2 Merton CCG and NHS England have been involved in pre-applications discussions regarding the provision of a health facility on the Volante site and welcome the inclusion of the facility as part of the application.

5.8.3 Planning permission has been approved on the adjoining Greyhound Stadium site for a new 20,000 seat football stadium, 602 residential units and retail and leisure uses (14/P4361). Together, these developments will generate an additional demand of approximately 1,400 patients. It is acknowledged that the Wimbledon Stadium and Volante proposals will not, by themselves, trigger the need for an on-site facility. NHS

organisations have identified the need for a new facility in the area to address a deficiency in the size and condition of current GP premises and to absorb future demand and enable enhanced primary and community services to be provided. The new health facility will consolidate existing GP practices into new purpose-built premises and provide flexible clinical space.

- 5.8.4 There are 10 GP practices within 1 mile of the development site within Merton and Wandsworth. It is considered that four GP practices within two thirds of a mile will be particularly affected by the development proposals. These practices are relatively small and overcrowded, typically operating in residential areas with little or no opportunity to expand their premises. Two of the premises are branch surgeries with restricted opening hours. The proposed health facility totalling 976 m² would be sufficient to allow the relocation of GP practices from two premises with the flexibility to accommodate the additional demand and service requirements.
- 5.8.5 The Volante site is located in a flood risk area with a high (greater than 1 in 100 year) risk of flooding from the River Wandle. The planning application is accompanied by a flood risk assessment which proposes mitigation measures. The upper ground floor is provided above grade at a height in excess of predicted flood level. The basement car parking area is designed to flood. The main entrance of the building, bicycle store and bin store will be susceptible to flooding in the 1 in 100 year event. A flood event would affect the operation of the health facility by restricting access and requiring evacuation of the premises. It is proposed that flood resilient material be used in the entrance area to reduce property damage and to enable quick clean up following a flood event, enabling normal services to resume. A Flood Warning and Evacuation Plan would be put in place.
- 5.8.6 The proposed health facility is spread over two floors, at upper ground (469 m²) and at first floor level (508 m²). The entrance to the facility is at grade with direct access from Summerstown. The upper ground floor of the health facility is above grade (1.43m) and would have to be accessed via stairs and a lift from the entrance. A potential pedestrian link is proposed between the rear of the health facility and the adjacent Wimbledon Greyhound Stadium development to the west. The health facility demise at lower ground floor also includes stairs and a platform lift to first floor and a dedicated bin store. Two car parking spaces are proposed for the health facility in the semi basement / lower ground floor, of which one is wheelchair accessible.
- 5.8.7 Whilst some design issues have been addressed at the pre-application stage, the following issues require clarification and attention:
- Whether there scope for additional car parking for doctors in addition to the 2 spaces currently allocated. It is assumed that reserved doctors parking on Summerstown would not be available.

- It is assumed that the column positions for the upper and first floors are the same as for the lower ground floor.
- Clarify whether there is lift access from the entrance to the upper ground floor health space.
- Clarify whether the proposed pedestrian link between the health facility and the Greyhound Stadium development is at upper ground floor or first floor (elevation plan suggests first floor whilst floor plan indicates upper ground)
- Clarify whether there is lift access from the lower ground floor car parking to the health facility.

HNS comments on revised scheme

5.8.8 On 21 January 2016 NHS England and Merton CCG responded positively to the original planning application supporting the inclusion of a health facility as part of the proposals. The health facility would have accommodated the demand for additional primary care services generated by the housing element of the development and the neighbouring Greyhound stadium development, as well as addressing a deficiency in the size and condition of current GP premises in the surrounding area. We are therefore very disappointed to receive notification that the application has been amended and that the health facility has been removed from the proposals.

5.8.9 We were engaged in positive discussions regarding the inclusion, design and delivery of the health facility. We strongly disagree with the statement in the applicant's covering letter dated 10 March 2016 that this communication was not 'sufficiently advanced' to allow the health facility to be retained within the proposals. Indeed, there were ongoing discussions regarding the s106 legal agreement and heads of terms in advance of the application being determined. We do note, however, the difficulties and additional costs associated with designing a health facility in a flood risk area.

5.8.10 As an alternative to on-site provision, to mitigate the healthcare impact of the amended scheme comprising 93 residential units, we seek an off-site financial contribution. This approach is endorsed in the draft Planning Obligations SPD (October 2014) which refers to s106 planning obligations being sought for site-specific infrastructure, including health projects not on the Strategic Infrastructure List and not intended to be funded by CIL (paragraph 70), subject to the statutory tests set out in CIL Regulation 122. This approach was used in relation to the Wimbledon Stadium application and we would support a similar arrangement.

5.8.11 Using Department of Health guidance, a projected demand of 230 additional patients would translate into 20 m² of primary care floorspace

and an in lieu capital financial contribution of £62,000. This payment would contribute towards the cost of additional healthcare capacity within the vicinity of the site.

5.9 Natural England – No comment

5.10 Transport For London (TFL) – comments on original scheme (no response on revised scheme):

Car parking - Standards are in line with London Plan. Clarification on how the spaces allocated to the medical centre will be managed to ensure residents don't occupy them, and suggests a car Parking Management Plan is implemented to monitor the spaces. Permit free development (suggests Merton & Wandsworth consider extending the local CPZ zone) TFL suggests the applicant look into providing two years free car club membership to all residents in order to encourage sustainable travel (travel plans and secured via a S106 agreement).

Cycle Parking – in line with London Plan

Trip Generation – TFL welcomes the multi-model trip generation surveys which have been carried out. TFL are satisfied that the development will not have a significant impact on public transport capacity, considering contributions have already been sought for the Wimbledon stadium development site.

Travel Planning – The applicant has submitted a framework Travel Plan and indicates a commitment to submitting a full travel Plan, which is supported. The final version of the Travel Plan, including all agreed measures therein, should be secured, enforced, monitored and reviewed as part of the section 106 agreement, in accordance with London Plan policy 6.3.

Construction - TFL welcomes the applicant's commitment to submitting a construction Logistics Plan (CLP), which TFL request is secured by condition. Information provided on delivery and servicing, and requests a Delivery and Servicing Plan (DSP) is submitted and secured by condition.

Conclusion – In summary, for the proposals to comply with the transport policies of the London Plan the following matters should be addressed:

- Exclude residents from applying for parking permits in the local CPZ
- Providing a Car Parking Management Plan
- Increase Electric Vehicle Charging Points provision and secure by condition

- Securing Blue Badge and cycle parking provisions by condition
- Providing a free car club membership to residents, secured via Section 106
- Securing the final Travel Plan by section 106
- Securing a CLP and DSP by condition.
- (Officer comment: all secured)

5.11 Council's Design Officer – No objection subject to conditions requiring minor alterations

5.11.1 Environment Agency – Having reviewed the information submitted we have no objection to the proposed development.

We have reviewed the following:

- Flood Risk Assessment (FRA) Issue No 7 45369, compiled by Dixon Hurst Kemp in May 2016
- Flood Compensation Calculations 45369 Rev 1, compiled by Dixon Hurst Kemp in May 2016
- Flood Compensation Layout Drawing no. 45369/SK10 Rev C, 17/05/2016

The proposed development will only meet the National Planning Policy Framework (NPPF) policy to ensure the development is safe for its lifetime without increasing risk elsewhere and where possible reducing flood risk overall, if the following planning conditions are included.

Condition 1 The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment (FRA) Issue No 7 45369, compiled by Dixon Hurst Kemp in May 2016, and the following mitigation measures detailed within the FRA:

- Identification and provision of safe access and egress to an appropriate safe haven.
- Provision and implementation of Flood Warning and Evacuation Plan
- Finished floor levels for residential uses are set no lower than 11.279m above Ordnance Datum (AOD).

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.

Condition 2 No development approved by this planning permission shall take place until such time as a scheme to provide compensatory flood storage in accordance with the Flood Risk Assessment (FRA) Issue No 7 45369, and Flood Compensation Calculations 45369 Rev 1, both compiled by Dixon Hurst Kemp in May 2016, and Flood Compensation Layout Drawing no. 45369/SK10 Rev C, 17/05/2016, has been submitted to, and approved in writing by, the local planning authority.

Reason

- To ensure safe access and egress from and to the site.
- To reduce the risk of flooding to the proposed development and future occupants.
- To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.

Advice The applicant has not specified if the flood levels they are using are from defended or undefended scenarios. We recommend the applicant consider a range of flooding events likely to be experienced over the lifetime of the development. There is no guarantee that the existing defences will continue to provide the same standard of protection over the lifetime of the development, and there is also a residual risk of overtopping or breaching of defences. Therefore, we advise that the applicant consider both defended and undefended flood levels to identify the worst case scenarios and review the proposed mitigations measures accordingly. This would also help the applicant be more prepared with the new climate change allowances.

Given that the residential uses are located at 11.297mAOD which is significantly higher than the ground level the development will continue to provide a safe refuge for the site occupiers. The applicant may wish to review the Flood Warning and Evacuation Plan to see if it is still adequate and the emergency services can reach the site safely.

We note that electric charging points are proposed in the basement. You should consider whether this is appropriate given that the basement will be used to receive floodwater.

- 5.12 Council's Flood Officer – No objection subject to condition.
- 5.13 Council's Climate Officer – No objection subject to condition
- 5.14 Secure by design (Met Police) – no objection subject to detailed advice
- 5.15 Councils Policy Officer - Sport England's Sports Facilities Calculator indicates that a population of 169 will generate the following demand:

0.01 sports halls (£45,106),
0.01 swimming pools (£34,633),
0.01 artificial turf pitches (3G) (£6,316 3G) and
0.01 indoor bowls (£3,077)

Total sum = £89,132

6. **POLICY CONTEXT**

6.1 Adopted Merton Sites and Policies Plan (July 2014)

DM H2 Housing Mix
DM H3 Support for affordable housing
DM D1 Urban design and the public realm
DM.D2 Design Considerations in All Developments
DM E1 Employment areas in Merton
DM.EP2 Reducing and Mitigating Noise
DM EP4 Pollutants
DM E4 Local employment opportunities
DM F1 Support for flood risk management
DM F2 Sustainable urban drainage systems (SUDS) and; wastewater and water infrastructure
DM O2 Nature conservation, trees, hedges and landscape features
DM T1 Support for sustainable transport and active travel
DM T2 Transport impacts of development
DM T3 Car parking and servicing standards
DM T5 Access to the Road Network

6.2 Merton Core Planning Strategy (July 2011)

CS1 – Colliers Wood
CS5 – Wandle Valley
CS8 – Housing Choice
CS9 – Housing Provision
CS12 – Economic Development
CS 13 - Open space, nature conservation, leisure and culture
CS14 - Design
CS15 – Climate Change
CS16 – Flood Risk Management
CS18 – Active Transport
CS19 – Public Transport
CS20 - Parking, Servicing and Delivery

6.3 London Plan (2015) and Minor Alterations to the London Plan (March 2016)

- 3.3 (Increasing Housing Supply),
- 3.4 (Optimising Housing Potential),
- 3.5 (Quality and Design of Housing Developments),
- 3.6 (Children and young people's play and informal recreation facilities)
- 3.7 (Large residential developments)
- 3.8 (Housing Choice),
- 3.9 (Mixed and balanced communities)
- 3.10 (Definition of affordable housing)
- 3.11 (Affordable housing targets)
- 3.12 (Negotiating affordable housing on individual private residential and mixed use schemes)
- 3.13 (Affordable housing thresholds)
- 3.17 (Health and social care facilities)
- 5.1 (Climate Change Mitigation),
- 5.2 (Minimising carbon dioxide emissions)
- 5.3 (Sustainable Design and Construction).
- 5.11 (Green roofs and development site environs)
- 5.12 (Flood risk management)
- 5.13 (Sustainable drainage)
- 5.21 (Contaminated land)
- 6.3 (Assessing effects of development on transport capacity)
- 6.9 (Cycling)
- 6.10 (Walking)
- 6.12 (Road network capacity)
- 6.13 (Parking)
- 7.3 (Designing Out Crime)
- 7.4 (Local Character)
- 7.6 (Architecture)
- 8.1 (Implementation)
- 8.2 (Planning obligations)
- 8.3 (Community infrastructure levy)
- 8.4 (Monitoring and review)

7. **PLANNING CONSIDERATIONS**

7.1 The principal planning considerations related to this application are the principle of development, the design of the new building and its impact upon the Summertown Road street scene and adjacent Wimbledon Dog track site, the standard of accommodation provided, impact upon neighbouring amenity, flooding, and parking/highways considerations.

7.2 Amendments

7.2.1 Following discussion with the Councils design officer and the applicant, the scheme has been amended in the following ways:

- Change to the design approach for the building with reductions in the buildings height, form, siting and massing. Rather than a singular form, the design of the building has now responded to the form and layout of the master plan for the main site with a form that responds to the north-south and east-west pattern of development of the adjoining Wimbledon Stadium proposals.
- The number of flats have been reduced from 112 to 93 (including changes to the layout as a result of the change of building form)
- The number of car parking spaces has been reduced from 23 to 18.
- The health care facility has been omitted from the scheme (contribution secured).
- Two new off street loading/ drop off bays on Summertown frontage have been introduced.
- Reduction on the number of cycle parking spaces from 187 to 165.

7.3 Principle of development

- 7.3.1 The Volante site forms part of the wider site known as Wimbledon Stadium. The Wimbledon Stadium is identified as Site Proposal 37 in the Sites and Policies Plan, which sits alongside the Core Strategy. The site allocation is for “Intensification of sporting activity (D2 Use Class) with supporting enabling development’.
- 7.3.2 In terms of the site allocation and the Wimbledon Stadium site, at the planning applications committee meeting in December 2015, members of the planning committee resolved to grant planning permission, LBM ref 14/P4361, subject to conditions and S106 agreement for the demolition of existing buildings and erection of a 20,000 seat football stadium (initially 11,000 seat) with hospitality, crèche, café, and coach parking, pedestrian street, 1,273m² retail unit, 1,730m² squash and fitness club, 602 residential units with basement parking, refuse storage, 200 car parking spaces, 992 cycle parking spaces, and associated landscaping/open space and servicing.
- 7.3.3 The Volante site currently provides a source of employment and the proposal seeks planning permission for a solely residential development. The proposed scheme would result in the loss of employment, however this was considered under the main Wimbledon Stadium application, 14/P4361 and against the sites adopted site allocation. The planning committee report for the development stated that the redevelopment of the stadium site would provide an opportunity for a much higher level of employment to be generated than existing. The loss of existing business is regrettable however the proposed development is in accordance with its policy allocation and due to its scale, would generate a significant level of employment during its construction phases in particular. Once operational, the development would also result in a high level of local spending. The

same principles with apply to the Volante site with its allocation forming part of the overarching Wimbledon Stadium site.

- 7.3.4 Given the scale and nature of main site planning approval 14/P4361, the application was 'called in' for decision by the Mayor of London. However, the Mayor has now handed back the decision to Merton for determination. Details of S106 agreement are currently being completed with the applicants, following which the Council can issue the formal decision notice.
- 7.3.5 Planning approval 14/P4361 is therefore a material consideration in the planning assessment of the Volante site. The application site sits within the overarching site proposal 37 'Wimbledon Stadium' for sporting intensification with enabling development. The sport intensification for the Wimbledon Stadium site has been provided under planning approval 14/P436, however due to the site constraints of the Volante site it is not practical to provide sporting facilities onsite. Therefore in order to fulfil the site's adopted policy allocation of sporting intensification, a financial contribution in line with Sport England's calculator will be required and secured via a s106 agreement.
- 7.3.6 The Volante site would provide 93 new flats. The requirement for additional homes is a key priority of the London Plan and the recently published Further Alterations to the London Plan (FALP) seeks to significantly increase the ten year minimum housing target across London from 322,100 to 423,887 (in the period from 2015 to 2025), and this equates to an associated increase in the annual monitoring target across London to 42,389. The minimum ten year target for Merton has also increased by more than 30% to 4,107, with a minimum annual monitoring target of 411 homes per year. The delivery of new residential units at this site will contribute to meeting housing targets and the mix of unit sizes will assist in the delivery of a mixed and balanced community in a sustainable location. New housing is considered to be in accordance with the objectives of the NPPF, London Plan targets, and LBM policy.
- 7.3.7 The principle of development is therefore considered to be acceptable. In order for the Council to ensure that there is a comprehensive development of site proposal 37 'Wimbledon Stadium', the applicant has formally agreed to allow the Council to only release the formal decision notice and conclude the legal agreement until such a time when the Council are fully confident that a comprehensive development is deliverable. In order to ensure that a comprehensive development is deliverable the link requirement, between Volante and the Wimbledon Stadium site can either be secured via the S106 agreement or appropriately worded grampian style planning condition in consultation with the Councils Legal Advisers.

7.4 Health Care Facilities

- 7.4.1 The original planning submission for the Volante site included the provision of a 469sqm and 508 sqm health care facilities (Class D1) at ground and first floor levels respectively. However following discussion with the applicant, the health care facility has been removed from the scheme. It is regrettable that the proposal no longer provides a health care facility on the Volante site, however it appears that the applicant and NHS could not reach a positive conclusion to provide a facility onsite.
- 7.4.3 There is no policy requirement for a health care facility to be provided onsite. Between 2011 and 2014, the NHS responded to consultations on the allocation of this site as Site 37 in Merton's *Sites and Policies Plan*, and of other sites in the borough and their responses did not require additional primary care facilities to be located as part of this site. In addition there are no documented plans from the NHS to provide additional primary care facilities in this location (unlike, for example, the provision at the Nelson Hospital, or at the proposed Mitcham Local Care Centre).
- 7.4.4 The Committee Report for the Wimbledon Stadium site (14/P4361, including paragraphs 24.47 to 24.54) stated that the need for primary health care space arising from the 602 residential units proposed would be for 130sqm of floorspace. NHS England stated that it would not be feasible for the required 130m² floor space to be accommodated through the extension of existing GP surgeries because many of them are located within residential units which have been converted to surgeries and the scope for built extension is limited. 130m² is also considered to be too small an amount to justify the creation of a new GP surgery or to provide 130sqm within the development site due to the very small floorspace relative to the cost of GP relocation and fit out
- 7.4.5 As such, NHS England raise no objections to the proposed development on healthcare provision grounds subject to a financial contribution of £402,500 for primary health care secured through the Wimbledon stadium Section 106
- 7.4.6 The Wimbledon Stadium Committee Report stated "It is proposed that should the Volante site come forward for development, this would include an onsite health care facility (1000m²), and the commuted sum paid by the applicant here would be used by NHS England to contribute towards the fit out of, and GP relocation to, that facility. This approach has been agreed in principle by the applicants NHS England, Merton CCG, Wandsworth CCG, and the potential developer of the Volante site through pre-application discussions with LBM.

- 7.4.7 Should the Volante site not come forward for development the money would be held in an escrow account by LBM (along with other S106 monies generated by the development and to be claimed by outside parties) until a location/scheme for additional healthcare facilities within LBM/LBW and within the vicinity of the site comes forward. Should this not occur within 5 years of the completion of the development the monies would be used towards maximising the level of affordable housing provision supported by the development within the borough, in accordance with Adopted Core Strategy 2011 policy CS8.
- 7.4.8 Therefore in light of the above, a similar approach is taken on this site in securing a financial contribution. The NHS confirm that using Department of Health guidance, a projected demand of 230 additional patients would translate into 20 m² of primary care floorspace and an in lieu capital financial contribution of £62,000. This payment would contribute towards the cost of additional healthcare capacity within the vicinity of the site.

7.5 Design

- 7.5.1 The overarching principle of national and local planning policy is to promote high quality design. Planning policy DM D2 (Design considerations in all development) of Merton's Sites and Policies Plan states that amongst other considerations, that proposals will be expected to 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.

Context

- 7.5.2 The existing built environment comprises a mixture of commercial and residential building up to three storey's in height. As set out above, the Volante site sits within the broader Wimbledon Stadium site. The Wimbledon Stadium approval (14/P4361) produced a master plan which was designed to allow for the possibility of the potential future development of the Volante site. The site sits on the eastern edge of the master plan and fronts directly onto Summertown. The Wimbledon Stadium approval comprises a new Football stadium, Squash and fitness club, retail unit, and 602 flats in 3 new residential blocks (6 to 10 storey's in height) with associated landscaping, public open space and public pedestrian connection between Riverside Road and Plough Lane.

Architectural Style, Height, form and massing

- 7.5.3 The design of the building has been subject to significant redesign and seeks to follow the principle established under the master plan of the

Wimbledon Stadium site. The buildings on the master plan have a modern appearance with a strong pattern of north-south buildings and an overlaid series of east-west buildings which vary in length and height. The proposed building responds to the master plan with a similar vocabulary of design element/treatment. The buildings form and layout would link with the north-south and west-east buildings of the master plan. The proposed 7 storey north-south element of the building (top floor recessed) would sit parallel with the two offset adjacent blocks of the master plan to the north and south. The proposed 9 storey central core (top floor recessed) would sit parallel with the 9 and 10 storey east-west building of the master plan. In principle, the proposed building would reinforce the design rationale of the master plan and would respect the general pattern of development in the area. At ground floor level the excessive hard standing of the existing site would be replaced with an active building frontage and new landscaping (soft and hard) which is considered to improve the street scape.

- 7.5.4 Care has been taken to ensure that the finer architectural details of the proposed building reflect, but do not necessarily match the main site to ensure that design is of sufficient standards in its own right. Planning conditions requiring further details of the buildings internal arrangements, elevations and materials would ensure that the development achieves a high quality design, integrates positively with the adjacent development of the main site and improves the visual amenities of the street scape and wider area.

Density

- 7.5.4 The amendments to the scheme reduce the density of the site to 1,104hrph. It is acknowledged that this is above the notional density range set out within Table 3.2 of the London Plan. However, as acknowledged by paragraph 3.28 of the London Plan, the use of the density ranges is 'only the start of the planning housing development' and 'it is not appropriate to apply table 3.2 mechanistically'.
- 7.5.5 Achieving appropriate densities on site should be design led and based upon a raft of appropriate considerations, particularly in relation to design and achieving appropriate amenity standards, including impacts on surrounding properties as well as those within the proposed development. It should also be noted that Table 2.4 of the most recent Annual Monitoring Report for the London Plan, identifies compliance of schemes comprising 15 units or more with the London Plan density matrix. This table identifies that since monitoring started in 2006/ 2007 over 56% of schemes have achieved a density above the range identified in the density matrix. The exception was in 2012/2013 when 39% achieved above the identified range, which is still a significant proportion.

7.5.6 Development schemes on a pan London basis are therefore regularly achieving densities above the notional range identified in Table 3.2 in the London Plan but are still considered satisfactory in planning terms.

7.6 Neighbour Amenity

Wimbledon Stadium

7.6.1 The proposed development has been designed to respond to the form, massing and layout of the proposed residential development on the main site (master plan).

7.6.2 The proposed 7 storey north-south building elements would be distanced 1.960m and 3.910m from the flank walls of the adjacent building blocks (blocks N & E) on the main site to the north and south of the application site respectively. Block N has no side facing windows towards the application site; therefore there would be undue loss of amenity. Block E has side facing windows, however given the use of the rooms and level of separation from the proposed building it is considered that there would be no undue loss of amenity. In order to ensure that there is no loss of privacy between neighbours, the proposed side windows facing block E can be conditioned to be obscured glazed.

7.6.3 To the west of the application site, the north-south building blocks (blocks J & G) within the main site are separated from the application site by a large soft landscaped courtyards and private gardens. Blocks J & G would be distanced between 7m and 13m from the site boundary of the application site and approximately 30m from the west facing balconies within the 7 storey element of the proposed flats. Given the soft landscaping buffer and level of separation, it is considered there would be no undue loss of amenity for potential occupiers within either development.

7.6.3 The 9 storey west-east element of the proposed building would be distanced at least 4.630m from the adjacent west-east building block (block H) on the main site. There is no east facing windows within the adjacent building block H on the main site. Therefore there would loss of privacy between neighbours. The proposed 7 storey elements would be located to the east of block H and is well distanced away from the block H to ensure that there is no undue loss of light.

Summertown

7.6.4 The neighbouring properties on the opposite side of Summertown are large single storey commercial units. The proposals would include two on-off street loading/drop off bays and a vehicle access towards the northern

section of the site. The proposed loading-drop off bays and new basement parking access is not considered to conflict with the operation of the adjacent commercial units. In addition, given the commercial nature of the units, there would be no undue loss of amenity in terms of light and visual intrusion.

Keble Street

- 7.6.5 Properties in Kimble Street to the east of the application are located at least 42m (varying building line) from the front edge of the application site boundary (23m from rear gardens) and sit beyond the existing commercial units fronting the east side of Summertown. The existing commercial units sit within close proximity of the rear gardens of properties in Keble Street and therefore the existing situation is a material consideration in terms of light and outlook received to properties in Kemble Street. The application is located on the west side of Summertown, separated from properties in Kemble Street by a public highway and large commercial units on the east side of the street. There would be a separation distanced of at least 42m away from the nearest property in Keble Street and at least 23m from rear gardens. Given this significant separation distance, it is considered that there would be no undue loss of privacy or overlooking within this urban situation.
- 7.6.6 Following objections from neighbours regarding loss of light and breach of BRE guidance, the applicant has commissioned a sun and light report which has assessed 14 – 44 (even numbers) Keble Street.
- 7.6.7 The report states that the majority of these residential properties will remain within the BRE Guidelines for all Daylight and Sunlight criteria as specified in the BRE Guidelines. One property, 22 Keble Street, would experience minor transgressions. In regards to 22 Keble Street and the Vertical Sky Component (VSC) criteria, all eight windows analysed meet the BRE Guidelines. With regards to Sky Line (NSL), one room on the first floor will experience a transgression of the BRE Guidelines. This room does so marginally, experiencing a 24.43% loss against a target value of 20%. However, this room will retain a relatively high level of No NSL, at 72.88% sky visibility. Given this high retained value and due to the fact that the windows serving this room meet the BRE Guidelines regarding the VSC criteria, they found the daylight impacts to this property minor in nature.
- 7.6.8 Regarding Annual Probable Sunlight Hours (APSH), seven windows in 22 Keble Street were assessed, with six of these within the criteria as per the BRE Guidelines. One window on the ground floor will experience a transgression in the number of winter sunlight hours it would receive. It would be reduced to retain 4% winter APSH which is marginally below the

suggested 5%. In addition, there is a high level of retained annual APSH, being 31% well in excess of the suggested 25%. There is also an additional window serving this room which achieves BRE compliance. The sunlight impact to this property was be considered a minor breach in guidance.

- 7.6.9 In conclusion, the report states that there are clear mitigating factors for non-compliance with the BRE guidelines. Regarding daylight, whereby one room NSL transgression occurs, the retained levels of NSL within this room is high, while the windows serving this room meet the BRE Guidelines for VSC. Regarding sunlight, only one window would experience a minor transgression to winter sunlight hours, but would retain very high levels of annual sunlight hours, well in excess of the suggested target. With respect to the above, they found the Daylight and Sunlight impacts to the surrounding properties acceptable.
- 7.6.10 In conclusion, given the level of separation and reduced height and massing of the building, it is considered that there would be no detrimental loss of day or sunlight to properties in Kemble Street to warrant refusal of planning permission.

7.7 Standard of Accommodation

- 7.7.1 In terms of the quality of the accommodation proposed, it is considered that the proposed flats would provide a satisfactory standard of accommodation for future occupiers. The proposed flats would exceed/meet minimum London Plan Gross Internal Area, room size and amenity space standards. Each habitable room would receive suitable light levels, adequate outlook and would be capable of accommodation furniture and fittings in a suitable and adoptable manner.

7.8 Transport

- 7.8.1 Whilst PTALS provides a useful tool to measure a sites connectivity by public transport , it does not consider opportunities by walking and cycling nor public transport choices just beyond 8 and 12 minute walk distances used for calculating PTAL. In the case of the applicants site Haydon's Road Station sits just beyond this limit (at around 1km), 1.3km to Earlsfield and Tooting LUL Station at 1.5km. It is considered that given these additional high frequency services residents will be more willing to make these longer journey, especially by cycle.
- 7.8.2 As with the stadium development the number of parking spaces proposed considered car ownership levels of the nearby residential development on the corner of Plough Lane and Haydon's Road, which is considered reasonable. This comparison suggests the proposed level of parking

- would be acceptable and complies with London Plan maximum standards.
- 7.8.3 Any new trips during the peak hours are expected to be offset by the loss of existing trips associated with the current Volante operations. The small increase shown in the evening peak is not considered significant when compared to typical daily movements across the local road network. Similarly, when dispersed across public transport alternatives, new public transport journeys are not expected to have a material impact. It is also noted that many of the existing vehicle trips are undertaken by HGV's.
- 7.8.4 The application includes a Travel Plan, which sets out a series of actions and targets to support sustainable travel alternatives. The applicant has also given an undertaking that residents would not be eligible for on-street parking permits. This can be secured through the s106 agreement. Also as the application site falls within the borough of Merton, residents would not be eligible to apply for parking permits in neighbouring streets within the London Borough of Wandsworth (to qualify for a parking permit any resident must reside within the CPZ in which they live). In addition as part of the planning obligations for the stadium development there will be a review of parking controls in the area. This includes streets surrounding the Volante site
- 7.8.5 The latest proposals include 2 loading bays. Land will need to be dedicated to the public highway around the bays to guarantee that pedestrians can pass when the bays are in use. This can be secured through the s106 agreement.
- 7.8.6 As an outcome of the mitigation measures proposed including the Travel Plan, low level of on-site parking and stadium parking review this development is not expected to have a severe impact on transport conditions. Therefore the Councils transport planning section have no objection.
- 7.9 Flooding
- 7.9.1 The Environment Agency's (EA) published flood map for planning (rivers and sea) indicates that the development site lies within Flood Zone 3a (high probability). According to the Environment Agency's published risk of flooding from surface water map, Summerstown (the highway) is shown to have a high risk of surface water flooding, meaning that each year, this area has a chance of flooding of greater than 1 in 30 (3.3%) however the site itself is shown to have a low risk of surface water flooding. The application has been assessed and reviewed on the basis that the AFC Wimbledon/Galliard application will be undertaken.

- 7.9.2 The existing site is a brownfield site which is currently occupied by a light industrial warehouse building and is regarded as wholly impermeable . The site was allocated in Merton Sites and Policies Plan, as Site 37, for the intensification of sporting activity (D2 Use Class) with supporting enabling development. The inspector acknowledged in his report on the examination into Merton Sites and Policies Local Plan that flooding is a key constraint. The inspector did not consider the potential of residential use reason to find the allocation unsound and stated that the amount would be acceptable according to the design and layout of particular proposals.
- 7.9.3 Based on this and the fact that the site is also now not shown to be within the functional floodplain (zone 3b) in accordance with the most up to date Environment Agency flood modelling, we do not consider it appropriate to object on inappropriate development in line with the NPPF given the enabling uses were considered and not found unsound by a planning inspector. It is accepted that the application of the Exception Test is required due to more vulnerable uses being located in Flood Zone 3a.
- 7.9.4 The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Strategic Flood Risk Assessment will provide the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding.
- 7.9.5 The sequential test was carried out as part of the site allocations process and no other suitable site for sporting intensification with enabling growth has been identified. The NPPG (paragraph 033) states that the 'Sequential Test does not need to be applied for individual developments on sites which have been allocated in development plans through the Sequential Test.'
- 7.9.6 The Council therefore consider the site to have passed the sequential test.
- 7.9.7 The applicant has commissioned and submitted a Flood Risk Assessment (FRA) by Dixon Hurst Kemp Ltd (Dated May 2016 Issue No. 7 Ref: 45369). The latest version of the Flood Risk Assessment was submitted by the applicant on Friday 6th May following comments on the previous version by the Council's flood risk management engineer who has responded on behalf of the Lead Local Flood Authority (LLFA). Both the Councils Flood Engineer and the Environment Agency have confirmed that they have no objections subject to conditions. The proposed development is therefore considered to be acceptable in terms of flooding subject to planning conditions.

7.10 Archaeology

7.10.1 The site lies within the Wandle Valley Archaeological Priority Area, however Historic England have confirmed that there are no archaeological requirements.

7.11 Children's Play Space

7.11.1 The amended scheme provides sufficient on-site amenity with a 170sqm area at the rear of the site. Subject to conditions relating to further details and secures the delivery and maintenance of this play space, this would be acceptable

7.12 Energy/Sustainability

7.12.1 The applicant has provided an Energy and Sustainability Statement with the application. The report states that low environmental impact is key to the design of the proposed 46-76 Summerstown residential development. The Energy and Sustainability Statement outlines the development's approach to sustainability, energy efficiency and renewable energy strategies in order to meet the targets set out in the guidance from the London Borough of Merton.

7.12.2 To benchmark this process, the Code for Sustainable Homes (CfSH) methodology has been used and the development is likely to achieve Code for Sustainable Homes 'Level 4' rating. The CfSH considers the broad environmental concerns of climate change, pollution, impact on occupants and the wider community. This is balanced with the need for a high quality, safe and healthy internal environment. These standards go beyond the requirements of the Building Regulations. The Councils Climate Change officer has confirmed that he has no objection subject to conditions.

7.13 Contamination

7.13.1 The applicant has provided a Phase I Desk Study and Site Reconnaissance Report with the planning application. The site is anticipated to be underlain by Alluvium, although Head deposits and Kempton Park Gravel may also be present. The bedrock deposits comprise London Clay. Historic maps indicate that a culverted river may be present beneath the site, although this is likely used as Thames Water sewer.

7.13.2 The desk based information has been used to compile a preliminary Conceptual Site Model. The key risk drivers are likely to be organic, metal and asbestos contamination within shallow Made Ground. Contamination

of site soils and the underlying aquifer may also have occurred due to possible historic storage and use of oils and solvents.

7.13.2 Potential sources of ground gases have been identified. These include the potential presence of an increased thickness of Made Ground from the historic redevelopment of the site, or from infilling of the historic stream and the possible presence of alluvial. However it is noted that the extent of and such source material may be significantly reduced through basement excavation.

7.13.3 The Councils Environmental Health Officer confirms that there is no objection subject to conditions.

8. Affordable Housing

8.1.1 Planning policy CS 8 (Housing Choice) of Merton's Core Planning Strategy states that development proposals of 10 units or more require an on-site affordable housing target of 40% (60% social rented and 40% intermediate). In seeking affordable housing provision, the Council will have regard to site characteristics such as site size, its suitability and economics of provision such as financial viability issues and other planning contributions.

8.1.2 The amount of affordable housing this site can accommodate has been subject of a viability assessment. Following extensive discussions and robust interrogation of information, the Councils independent viability assessor stated that a policy compliant 40% affordable scheme is not viable. The nil provision of affordable housing in this instance meets the objectives of planning policy CS 8 (Housing Choice).

8.1.3 The report identifies that even with a nil affordable housing contribution the scheme cannot provide the normally 'accepted' 20 % developer profit. However, despite the above viability review, the applicant has put forward an offer of 10% intermediate affordable housing which would include a clawback mechanism. Officers recommend the use of a clawback mechanism on the basis of the stated purpose of London Plan Policy 3.12 which supports such mechanism. It states that to take into account of economic uncertainties, and in respect of schemes presently anticipated to deliver low level of affordable housing, these provisions may be used to ensure that maximum public benefit is secured over the profit of the development.

9. Local Financial Considerations

9.1 The proposed development is liable to pay the Merton and Mayoral Community Infrastructure Levy (CIL), the funds for which will be applied by

the Mayor towards the Crossrail project. Merton's Community Infrastructure Levy was implemented on 1st April 2014. This will enable the Council to raise, and pool, contributions from developers to help pay for things such as transport, decentralised energy, healthcare, schools, leisure and public open spaces - local infrastructure that is necessary to support new development. Merton's CIL has replaced Section 106 agreements as the principal means by which pooled developer contributions towards providing the necessary infrastructure should be collected.

10. **SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS**

10.1.1 The proposal is for residential development with a site area of 00.23 hectares and an Environmental Impact Assessment is not required in this instance.

10.1.2 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms on EIA submission.

11. **CONCLUSION**

11.1.1 The proposed development will provide 93 new dwellings which are considered to satisfactorily relate to the context of the site reinforcing the design principles established for the adjacent Wimbledon Stadium site. The standard of residential accommodation proposed is considered to meet the needs of future occupiers, with an appropriate level of amenity space and room sizes with good levels of outlook and light. There would be no undue impact upon neighbouring amenity, flooding, traffic or highway conditions. The proposal is in accordance with Adopted Sites and Policies Plan, Core Planning Strategy and London Plan policies. The proposal is therefore recommended for approval subject to conditions.

RECOMMENDATION

GRANT PLANNING PERMISSION subject to –

1. The application being referred to the Mayor of London, in accordance with the Mayor of London Order 2008
2. Subject to the Council only releasing the formal decision notice and conclude the legal agreement until at such a time when the Council are fully confident that a comprehensive development is deliverable (subject to heads of terms in the legal agreement or grampian planning condition).

3. Subject to the completion of a Section 106 Agreement covering the following heads of terms:-
 1. Designation of the development as permit-free and that on-street parking permits would not be issued for future residents of the proposed development.
 2. That the developer makes an financial contribution towards Health Care (£62,000)
 3. Car Club – submission of full details.
 4. Loading Bays - Land will need to be dedicated to the public highway around the bays
 5. That the developer makes a financial contribution towards Sport provision as required by the site allocation (£89,123)
 6. Affordable housing viability review mechanism
 7. Travel Plan – submission of a full travel plan
 8. The developer agreeing to meet the Councils costs of preparing, drafting and monitoring the Section 106 Obligations.
4. And subject to the following conditions:
 1. A.1 Commencement of Development
 2. A7 Approved Plans
 3. B1 Materials to be approved
 4. B4 Details of Surface Treatment
 5. B5 Levels
 6. B5 Details of boundary treatment
 7. C06 Details of refuse & recycling
 8. C07 Refuse implementation
 9. C08 Use of Flat Roofs
 10. D11 Construction Times

11. H07 Cycle Parking to be implemented
12. Flood Warning and Evacuation Plan:
14. Parking Management Plan
15. Construction Logistic Plan
16. Delivery & Servicing Plan
17. Due to the potential impact of the surrounding locality on the development the recommendations to protect noise intrusion into the dwellings as specified in the WSP noise impact assessment report No: 70009681 dated 16/12/15 shall be implemented as a minimum standard. Details of the final scheme shall be submitted for approval to the Planning Authority prior to the commencement of the development.
- Reason: To protect the amenities of future occupiers and those in the local vicinity.
18. Noise levels, (expressed as the equivalent continuous sound level) LAeq (15 minutes), from any new plant/machinery from the proposed health centre use shall not exceed LA90-10dB at the boundary with the closest residential property.
- Reason: To protect the amenities of future occupiers and those in the local vicinity.
19. Prior to commencement of development an air quality assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment should include dispersion modelling and be carried out with regard to all relevant planning guidance, codes of practice and UK air quality objectives. The assessment report shall include recommendations, appropriate remedial measures and actions to minimise the impact of the development on the surrounding locality and occupants of the building itself. The agreed recommendations and remedial measures shall be completed prior to first occupation of the property
- Reason: To protect the amenities of future occupiers and those in the local vicinity.
20. Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.
- Reason: To protect the amenities of future occupiers and those in the local vicinity.

21. An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.
Reason: To protect the amenities of future occupiers and those in the local vicinity.
22. Subject to the site investigation for contaminated land, if necessary, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
Reason: To protect the amenities of future occupiers and those in the local vicinity.
23. Any approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, unless otherwise agreed in writing by the Local Planning Authority.
Reason: To protect the amenities of future occupiers and those in the local vicinity.
24. Following the completion of any measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.
Reason: To protect the amenities of future occupiers and those in the local vicinity.

25. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.
Reason: To protect the amenities of future occupiers and those in the local vicinity.

26. No development shall take place until a Demolition and 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 demolition and construction period.

The Statement shall provide for:

- hours of operation
- 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 and vibration during construction.
- measures to control the emission of dust and dirt during construction/demolition
- 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.

27. Crossovers

28. No Satellite Dishes: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no Satellite dishes or Aerials shall be installed

on any part of the approved development without planning permission being first obtained from the Local Planning Authority.

Reason: To safeguard the appearance of the development and the visual amenities of the area 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 Polices Plan 2014.

30. Electric vehicle charging points: provision for electric vehicle charging points (passive and active provision) to be provided on site in accordance with the agreed plans.
31. Landscaping (details)
32. Landscaping (Implementation)
33. Sustainable homes
34. Details of Network Connection
35. Notwithstanding approved details – further details of building elevations and internal alterations to be submitted and approached in writing
36. Obscured glazing (side windows facing adjacent block E)
37. The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment (FRA) by Dixon Hurst Kemp Ltd (Dated May 2016 Issue No. 7 Ref: 45369). 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 users, and ensure flood risk does not increase offsite in accordance with Merton's policies CS16, DM F1 and DMF2 and the London Plan policies 5.12, 5.13.

38. The development hereby permitted shall not be occupied until such time as a floodplain compensation scheme is implemented which ensures that the flood risk is not increased elsewhere and any scheme is undertaken on a level for level and volume for volume basis. The implemented scheme shall include flood openings

(voids) and these voids must be maintained and remain operational for the lifetime of the development. The scheme shall be fully implemented and subsequently maintained, 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 river flooding to the proposed development and future users, and ensure flood risk does not increase offsite in accordance with Merton's policies CS16, DM F1 and the London Plan policy 5.12.

- 39 The development hereby permitted by this planning permission shall ensure that finished floor levels for all residential units shall be set no lower than 300mm above the 1 in 100 year plus climate change flood level (in metres above Ordnance Datum).. The scheme shall be fully implemented and subsequently maintained, 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 users in accordance with Merton's policies CS16, DM F1 and the London Plan policy 5.12.

- 40 The development hereby permitted shall not be occupied until such time as a Flood Warning and Evacuation plan and procedure is implemented and agreed in writing to the satisfaction of the Local Planning Authority. The Flood Warning and Evacuation Plan shall be implemented in accordance with the submitted document included within section 13 of the Flood Risk Assessment and the procedures contained within the plan shall be reviewed annually for the lifetime of the development. Consultation of the plan shall take place with the Local Planning Authority and Emergency Services.

Reason: To reduce the risk of flooding to the proposed development and future users in accordance with Merton's CS16 and policy DM F1 and the London Plan policy 5.12.

- 41 No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority and in consultation with Thames Water. The final drainage scheme shall be designed in accordance with the details submitted in the Flood Risk Assessment. The drainage scheme will

dispose of surface water by means of a sustainable drainage system (SuDS) to sewer at the agreed restricted rate (5l/s) in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay (attenuation provision of no less than 87m³ of storage) and control the rate of surface water discharged from the site at a maximum rate of 5l/s for the 1 in 100 year climate change event. Appropriate measures must be taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation;
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime;
- iv. A CCTV of the existing sewer and drainage network to establish its condition and any remedial works;
- v. Include a sequencing of works and construction method statement for any sewer diversions and new connections
- vi. All sewer diversions and any new connections are undertaken to the satisfaction of Thames Water.

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.

42. Play Space

43. Bat boxes and bird nesting features

44. Green Roofs

45. Terrace/balcony screening

46. The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment (FRA) Issue No 7 45369, compiled by Dixon Hurst Kemp in May 2016, and the following mitigation measures detailed within the FRA:

- Identification and provision of safe access and egress to an appropriate safe haven.
- Provision and implementation of Flood Warning and Evacuation Plan

- Finished floor levels for residential uses are set no lower than 11.279m above Ordnance Datum (AOD).

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.

- 47 No development approved by this planning permission shall take place until such time as a scheme to provide compensatory flood storage in accordance with the Flood Risk Assessment (FRA) Issue No 7 45369, and Flood Compensation Calculations 45369 Rev 1, both compiled by Dixon Hurst Kemp in May 2016, and Flood Compensation Layout Drawing no. 45369/SK10 Rev C, 17/05/2016, has been submitted to, and approved in writing by, the local planning authority.

Reason

- To ensure safe access and egress from and to the site.
- To reduce the risk of flooding to the proposed development and future occupants.
- To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.

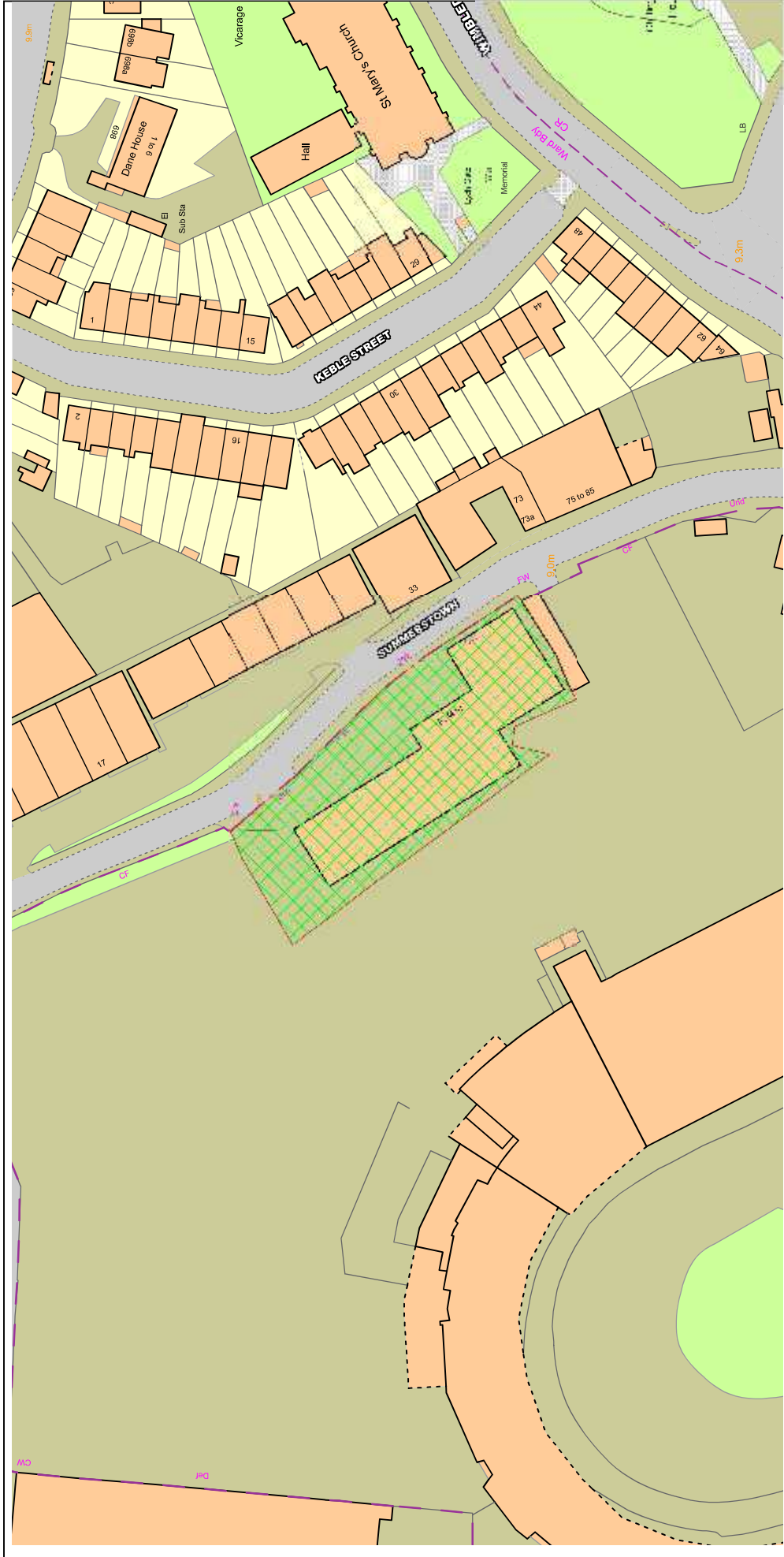
- 48 Grampian planning condition relating to link between Volante and Wimbledon Stadium Site to ensure comprehensive redevelopment

- 49 Details of internal layout

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

Note these web pages may be slow to load

NORTHGATE SE GIS Print Template



Text Details **Volante Site, 46-76 Summerstown**

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PLANNING APPLICATIONS COMMITTEE
15th September 2016

INFORMATION ITEM ONLY

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>DATE VALID</u>	<u>Item No:</u>
	14/P4361	28/11/2014	
Address/Site	Wimbledon Stadium, Plough Lane, Tooting, SW17 0BL		
Ward	Wimbledon Park		
Proposal:	Proposed demolition of existing buildings and erection of a 20,000 seat football stadium (initially 11,000 seat) with hospitality, crèche, café, and coach parking, pedestrian street, 1,273m ² retail unit, 1,730m ² squash and fitness club, 602 residential units with basement parking, refuse storage, 200 car parking spaces, 992 cycle parking spaces, and associated landscaping/open space and servicing.		

ITEM FOR INFORMATION

This item has been brought before Committee so that Members can note the positive progress on this planning application and the remaining work towards issuing a decision notice.

Committee Decision

At the 10th December 2015 planning applications committee meeting, members of the planning committee agreed with officer's recommendation and took a resolution to grant planning permission subject to conditions, S106 agreements and the application being referred to the Mayor of London.

Planning Committee members are asked to note the Mayor of London's conclusion to hand back the determination of the application to Merton, in accordance with the original resolution to grant planning permission at Planning Applications Committee on 10th December 2015. Officers are proactively working with the applicant to complete the S106 agreement following which the Council can issue the formal decision notice.

Mayor of London

Former Mayor of London: Boris Johnson

Following committee resolution to grant permission, the application was subject of a stage 2 referral to the Mayor of London. The Mayor of London (Boris Johnson) confirmed in his letter of 22 March 2016 that following consideration of his officers stage 2 report (22 March 2015 – Ref D&P/3130b/02), recommending Merton determine the application, that notwithstanding his officers recommendation, the Mayor would direct (under powers conferred by Section 2A of the 1990 Act) that he will act as the local planning authority for the purposes of determining the planning application. The two reasons for the direction to the Mayor were as follows:

- a) The development would have a significant impact on the implementation of the London Plan because of the nature of the proposals raise important considerations as to the future of cultural and sporting venues in London, and involves proposals for a significant amount of housing, including affordable housing, and
- b) There are sound planning reasons for my intervention , because of the scale and nature of public representations received, which raise valid strategic planning matters regarding transport, housing, sports and cultural provision, including significant issues of controversy that require full consideration in a public hearing. Whilst this development proposes more than 150 dwellings and policy test 7(1) (b) does not therefore apply, it also is noted that the application would have a significant effect on one or more borough and raises strategic matters relating to transport and impact on services.

Current Mayor of London: Sadiq Khan

The Mayor of London (Sadiq Khan) produced an update stage 2 report (18 July 2016 – Ref D&P/3130b/03) which recommended that the Mayor consider cancelling the direction made by the previous Mayor to become the local planning authority is consulted on for 14 days ahead of the Mayor making a decision. The Mayor notified key stakeholders by letter and email on 26 July 2016 that the update report ref: D&P/3130b/03 had been published, and invited further representations within 14 days. The consultation period ended on 10 August 2016.

Following the consultation process, the Mayor confirmed in his letter of 19th August 2016 that following consideration of his officers addendum to the update report (19th August 2016 - Ref D&P/3130b/04) that the previous direction of the Mayor is cancelled and allows Merton to determine the application, subject to any action the Secretary of State may take. The stage 2 addendum to the update report (19th August 2016 - Ref D&P/3130b/04) concluded that:

“As set out in the update report ref: D&P/3130b/03, the Mayor has two options in moving forward with the case: either to maintain jurisdiction over the application, or to cancel the previous Mayor’s direction and return the application to Merton Council to determine. Having regard to the details of the application, the matters set out in Merton Council’s committee report, its draft decision notice and the draft heads of terms, the matters raised in representations to the Council and to the Mayor, and the fact that there have been no material change in circumstances since the previous Mayor’s decision, officers still consider that the scheme is acceptable in strategic terms. Officers have therefore concluded that there are no sound planning reasons to maintain jurisdiction over the application, and that the Mayor may thus reverse the previous direction that he was to act as the local planning authority”.

Next steps

Officers are currently proactively working with the applicants to complete the S106 agreements contained in the 10th December 2015 planning committee report in order to release the formal decision notice.

There have been requests made to the Secretary of State to call in the planning application. Officers are in touch with the Department of Communities and Local Government officials to keep them informed of progress on this planning application.

Officers will keep Members updated on the progress of this application.

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