

PLANNING APPLICATIONS COMMITTEE

14th JULY 2016

Item No: 16

UPRN	APPLICATION NO.	DATE VALID
	16/P0517	03/02/2016
Address/Site:	Unit 18, Mitcham Industrial Estate, Streatham Road, Mitcham, Surrey, CR4 2AV	
Ward	Graveney	
Proposal	Change of Use from Warehouse (Use Class B8) to Indoor Go-Karting Facility (Sui Generis use)	
Drawing No's	'Site Location Plan 12745/PL/010', 'Proposed Site Plan 12745/PL/G002', 'Proposed Ground Floor Plan 12745/PL/G005', 'Proposed First Floor 12745/PL/G006', 'Proposed Elevations 12745/PL/G008', 'Transport Statement', 'Operation and Management Statement', 'Noise Assessment' & Noise Report Addendum' & 'Design and Access Statement'.	
Contact Officer	Felicity Cox (020 8545 3119)	

RECOMMENDATION

GRANT PLANNING PERMISSION subject to planning conditions.

CHECKLIST INFORMATION

- Head of agreement: No
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Design Review Panel consulted: No
- Number of neighbours consulted: 102
- Press notice: Yes
- Site notice: Yes
- External consultations: No
- Density - N/A

1. INTRODUCTION

- 1.1 The site is a designated Locally Significant Industrial Area. Merton Sites and Policies Plan (2014) Policy DM E1 states Locally Significant Industrial land is to be used for B1 (b & c), B2 and B8 uses. Therefore, this application is being brought before the Planning Applications Committee as the proposal for a sui generis Go-Karting Use is a departure from planning policy and not, in the event that permission is recommended for approval, an application that can be dealt with under the scheme of delegation.

2. SITE AND SURROUNDINGS

- 2.1 The site is located within the Mitcham Industrial Estate, which is located approximately 0.7 miles from Mitcham Eastfields station. The site is accessible from Streatham Road (A216) which extends north to the A23 at Streatham. A bus stop providing services to Purley, Morden Underground Station and Tooting Broadway is located within 220 metres of the unit, on Streatham Road. The site has a PTAL rating of 1b.
- 2.2 The existing building comprises a warehouse building measuring approximately 2,674 sq.m single storey floorspace. The building is currently occupied by the owner of the site, DP (Direct Mail) Ltd. However the building has been actively marketed since May 2014.
- 2.3 Vehicular and pedestrian access is provided from the internal access road which connects to Streatham Road to the north, with approximately 46 car parking spaces located to the north, south, west and east of the building. Car parking is not currently laid out and there are no cycle parking facilities.
- 2.4 The immediate surrounding area is predominantly of an industrial character with industrial/warehouse units located within the Estate. Residential properties are located along Spring Grove, adjacent to the southern boundary of the Industrial Estate and approximately 35m from Unit 18, and on the opposing side of Streatham Road to the Estate.
- 2.5 The site is designated as a Locally Significant Industrial Area under the Merton Sites and Policies Plan 2014.

3. CURRENT PROPOSAL

- 3.1 The proposal is for the change of use from warehouse (Class B8) to Indoor Karting Facility (Sui Generis Use).
- 3.2 The unit will be reconfigured internally to include space for a track as well as the following ancillary spaces including: A reception and foyer area; Staff offices and staff room; Briefing and meeting areas; changing

rooms, toilet and shower areas; snack bar and kitchen area; bar and lounge; and spectator viewing areas.

- 3.3 The existing mezzanine level will be used for hospitality and spectator viewing, including a snack bar area and back of house purposes. The hospitality and bar area will only be available for use by customers of the go-karting centre. Within the unit, changing rooms, including showers and toilets will be provided for both staff and customers. Aside from a small scale Track Control Room to be provided at first floor level, via new stairs from the ground floor level, no additional floorspace beyond that of the existing building is proposed.
- 3.4 Maintenance and repair of the go-karts would also be undertaken at the site, retaining activities akin to B2 class uses on the site.
- 3.5 It is proposed that the track will be open between the hours of 9:00 and 23:00 seven days per week, with peak usage times anticipated to be on weeknights and weekends. Based on experience at their other venues, TeamSport notes that the facility would have approximately 2,500 visitors per month and have noted that weekday morning sessions are generally associated with private or corporate bookings, whereas weeknight and weekend sessions are generally associated with small group (family and friends) bookings.
- 3.6 TeamSport operate a booking only service; therefore all visitors must pre-book before arriving to take part in their sessions. During each session (30 minutes), the track would support up to 16 drivers at any one time.
- 3.7 There are to be no amendments to the existing elevational treatment and thus there will be no changes to the appearance of the building. The only addition will be five TeamSport fascia signs to be installed on the elevations, which are the subject of application LBM Ref: 16/P0518.
- 3.8 The existing vehicular accesses to the industrial estate roads will be retained and the existing parking areas, accommodating 46 cars in marked spaces. An additional area of hardstanding on the western side will not be marked out as parking but would provide an overflow area accommodating around 20 cars should this be required.

4. PLANNING HISTORY

- 4.1 Unit 18, Mitcham Industrial Estate has an extensive site history relating to miscellaneous applications for modifications to the façade, car parking, internal access and advertisement consents. Given the nature of this application, it is not deemed necessary to detail the extensive planning history of the site. The following applications are considered relevant to the application, noting that there is a concurrent advertisement consent application associated with this this planning permission:

16/P0518 - ADVERTISEMENT CONSENT FOR THE DISPLAY OF 4 x EXTERNALLY ILLUMINATED FASCIA SIGNS AND 1 x NON-ILLUMINATED FASCIA SIGN IN RESPECT OF A PROPOSED INDOOR GO-KARTING FACILITY – To Be Decided.

91/P1046 - CHANGE OF USE FROM GENERAL INDUSTRIAL (B2) USE TO WAREHOUSING (B8) USE – Grant permission subject to conditions

CONSULTATION

- 5.1 The application was advertised by means of neighbour notification letters, site notice and “departure from planning policy” press notice.
- 5.2 There were 4 objections from local residents and one objection from a business operator within the estate raising concerns relating to:
- Noise impacts on adjacent residents, particularly late at night
 - Increased security issues from additional visitors late at night, for both adjoining business and residents
 - Use not suitable for residential area
 - Parking facilities insufficient and will lead to congestion on estate road
 - Will lead to increased congestion and parking stress outside of estate
- 5.3 Environmental Health Officers have been consulted on the application and were concerned regarding the potential noise impact on local residents from customers leaving the premises late at night. In response, the applicants provided additional information on the operation of the site and included additional noise survey data for Sundays when background noise levels are at their lowest. The applicants have also proposed to close off car parking in the southern car parking area (closest to residents) after 10pm on every night. Noise attenuation measures would be undertaken to the warehouse in accordance with the recommendations of the Noise Impact Assessment to mitigate noise generated from the internal operations.
- 5.4 Transport & Highways – officers have no objections to the proposed change of use. The submitted Transport Statement has adequately addressed all car parking and transport issues. Officers commented that the layout of the cycle parking provision appeared too tight and the rear cycles would not be accessible. The applicants provided a dimensioned plan of the bicycle parking area demonstrating that the stores will achieve the minimum 1.8m aisle width for sufficient access to the rear.

6. POLICY CONTEXT

6.1 London Plan (2015)

The relevant policies in the London Plan (2015) are:

2.17 [Strategic industrial locations]; 3.16 [Protection and Enhancement of Social Infrastructure]; 4.1 [Developing London's economy]; 4.4 [Managing industrial land and premises]; 4.6 [Support for and enhancement of arts, culture, sport and entertainment provision]; 6.3 [Assessing effects of development on transport capacity]; 6.9 [Cycling]; 6.10 [Walking]; 6.11 [Smoothing traffic flow and tackling congestion]; 6.12 [Road network capacity]; 6.13 [Parking]; 7.2 [An inclusive environment]; 7.3 [Designing out crime]; 7.4 [Local character]; 7.5 [Public realm]; 7.6 [Architecture]; 7.14 [Improving air quality]; 7.15 [Reducing noise and enhancing soundscapes];

6.2 Merton LDF Core Planning Strategy (2011)

The relevant policies in the Merton LDF Core Strategy (2011) are: CS.2 [Mitcham sub area]; CS 7 [Centres]; CS11 [Infrastructure]; CS 12 [Economic Development]; CS.13 [Open space; nature conservation; leisure and culture]; CS.14 [Design]; CS.18 [Active transport]; CS.19 [Public transport]; and CS.20 [Parking; servicing and delivery].

6.3 Merton Sites and Policies Plan (2014)

The relevant policies in the Merton Sites and Policies Plan (2014) are:
DM R1 Location and scale of development in Merton's town centres and neighbourhood parades
DM D2 Design considerations in all developments
DM EP 2 Reducing and mitigating noise
DM E1 Employment areas in Merton
DM E4 Local employment opportunities
DM T2 [Transport impacts of Development]

7. PLANNING CONSIDERATIONS

7.1 The key issues arising from the application are the principle of the loss of the employment use including the need to ensure that there is sufficient land in suitable locations to provide an adequate supply of viable and appropriate employment uses [including industrial employment uses], the suitability of the application site for a go-karting facility including the impact of the proposal in terms of traffic, parking, and access, the impact of the proposal on the amenity of surrounding business and residents.

7.2 Provision of Employment Land

London Plan Policy 4.4, SPP Policy DM E1 and Core Strategy Policy CS 12 all seek to promote employment opportunities both locally and regionally. LBM Core Strategy Policy 12 (Economic Development) and LBM Sites and Policies Plan Policy DM E4 (Local employment opportunities) favours proposals that will increase the number of

employment opportunities in the borough as well as the provision of more highly skilled and higher earning jobs. In the justification for this policy, Paragraph 20.12 states that '*Some employment uses do not provide or increase the number of job opportunities in the borough, for instance, storage facilities ('B8' use within the Use Class Order).*'

- 7.3 Paragraph 22 of the NPPF states that "*Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose...Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities*". Furthermore, Policy DM E1 supports proposals for the redevelopment of vacant and underused existing employment floorspace for employment use (B use classes).
- 7.4 The site is currently occupied by DP (Direct Mail) Ltd as a storage and distribution centre however has been marketed actively with DP (Direct Mail) Ltd in situ since May 2014. Changes in the mail order industry mean that the current property is too large for their ongoing operation.
- 7.5 The applicants supplied detailed marketing evidence which showed a continued and active marketing campaign over the previous 18 months, however the site has failed to gain solid interest from an alternative B Class occupier. The reason for the limited interest in the property has been identified as the significant size of the unit, limited areas for turning articulated and trailer attached trucks, and lack of a secure yard.
- 7.6 The Merton Employment & Economic Land Study (2010) identified that the demand for industrial premises has been low in recent years, primarily as a result of a lack of modern premises, with much stock approaching the end of its useful life. It states that whilst there is reasonable demand for small, modern units with good parking and high eaves heights, larger industrial units are often difficult to let.
- 7.7 This is reflected in the vacancy rates in the estate. It is understood there are currently four vacant units at the Estate (out of 23 units). With a 17% vacancy rate, this is above the nationwide vacancy rate of 7.5% and vacancy rate of 4% within the M25 identified in 'Size and Make-Up of the UK Warehousing Sector' report (UKWA/Savills, 2015). This therefore suggests that there is lower than average demand and occupancy of B-class floorspace within the Estate.
- 7.8 Whilst retention of Locally Significant Industrial sites for B Class uses is a priority, it is considered that the soon to be vacant site is unlikely to be re-occupied by a B Class use in the foreseeable future. Although the proposed use is not defined as being within Classes B1, B2 or B8, the go-karting facility would ensure that the site would be retained for

employment generating purposes whilst allowing an optimisation of the existing occupier's commercial enterprise by allowing relocation.

- 7.9 The go-karting facility will employ 6-8 full-time staff with up to 30 part-time employees. The majority of full-time roles are at management level whilst the part-time roles are generally marshals, mechanics and receptionists.
- 7.10 At each of their existing venues TeamSport employs a large number of 16-25 year olds with a significant proportion living in the local area. TeamSport will work with The Skills Partnership, to provide access to an NVQ scheme, giving all employees the opportunity to gain relevant qualifications in areas such as customer service and management up to NVQ level 4. In addition, tuition will be offered to any employees who have left education without basic literacy skills. The indoor go karting centre would therefore provide a number and range of local employment opportunities, skilled and non-skilled, and on the job training.
- 7.11 In light of the potential of the use to generate a reasonable number of employment and training opportunities as well as making a significant investment in upgrading the building it is considered the employment generating benefits from the use would be of greater community and economic benefit than the unit being left vacant, and therefore a deviation from planning policy is considered to be acceptable in this instance. It is recommended a condition relating to go-karting use only be attached to the planning permission that would require the return to B8 use class uses, or other uses compatible with the industrial estate location and consistent with the Council's adopted planning policies (B1(b) and (c) and B2) upon cessation of the go-karting use.
- 7.12 Provision of leisure facility and site suitability
SPP Policy DM E1 seeks to protect Locally Significant Industrial Areas for business uses (B1 (b & c), B2 and B8). Proposals for sui generis uses can be considered on a case by case basis in recognition that these unique uses can sometimes be compatible with industrial areas.
- 7.13 In the justification of Policy E1, paragraph 4.5 summarises that change of uses within Locally Significant Industrial Areas will only be granted planning permission where the new development will not impact on the successful operation of existing businesses nearby or detrimentally harm the amenities of occupants of neighbouring buildings. The proposal must also have appropriate layout, access, parking and landscaping and must not adversely affect traffic movement or road safety.
- 7.14 Whilst leisure and recreational facilities should ideally be located within town centres, local centres or other areas of high accessibility, the nature of this particular facility is such that a large open plan floor area and limited internal columns for a racing track (at varying levels) is

essential. A go-karting use is also considered to be better suited to locations away from residential areas due to the trip generation and noise impacts. These requirements are not readily attainable in town centres and tend to lend themselves to large commercial units such as this site.

- 7.15 A detailed review of the location of other indoor go-karting centres was provided by the applicant, which demonstrated that in all cases the indoor go-karting centres are located in industrial/employment areas, and that in almost all instances they are located within areas designated in the development plan for employment/industrial/business uses.
- 7.16 The size of the building and its use by TeamSport as a Go-Karting Facility are considered compatible with each other. The site is located on an industrial estate. As the peak hours of the facility will be evenings and weekends when other businesses within the estate will be closed or have limited opening hours, it is considered unlikely that the use would have an adverse effect upon the operation of the neighbouring business units within the Estate.
- 7.17 Although within proximity to a residential area to the south, it is considered that through the appropriate soundproofing to the building, facility management and conditions, the use can operate without a detrimental impact on the amenities of residents. In this regard, it is noted that the existing warehouse has unrestricted hours of operation and deliveries, and hence the use is not considered to have a greater impact than any storage/delivery use which could otherwise operate without planning permission.
- 7.18 The proposal will involve alterations and improvements to a warehouse, providing for a recreational facility that will generate additional employment, training and leisure opportunities on a designated employment site. The specific operational requirements of the use are considered to be commensurate with the industrial location of the site, and it is considered the managed operation of the site can safeguard the amenities of surrounding businesses and residents. Taking into consideration these factors, the proposed use of the site for a sui generis Go-karting facility is considered suitable.
- 7.19 Management of Noise Impacts
Given the proximity of the site to the residential areas to the south along Spring Grove, objections have related largely to concerns about noise. The two key sources of noise relate to internal noise sources (such as go-karts, loudspeakers etc.) and external noise sources (vehicles and visitors entering and leaving the site, opening/closing of car doors, talking etc).
- 7.20 SPP Policy DM E1 stipulates that new uses should not unacceptably affect local amenity. SPP Policy DM EP 2 requires that noise

generating developments should be appropriately located so as to minimise impacts on noise sensitive land uses.

- 7.21 A Noise Impact Assessment was supplied by the applicant that has demonstrated acceptable noise levels from internal sources (go-karts, loudspeaker etc.) can be achieved through installation of noise attenuation measures to the building. Therefore, internal noise from the operation of the facility will not adversely impact on neighbours' amenity.
- 7.22 Concern has also arisen in terms of external noise sources, particularly from visitors leaving late in the evenings and on weekends. In this regard, TeamSport have proposed to manage noise through facility management and restrictions on car parking. TeamSport's operation statement details that the facility requires pre-booking for all session times, with the last session commencing at 10pm. This means it is unlikely that people will arrive at the venue after 9:30pm. Teamsport advises that staff and visitors will vacate the site by 30 minutes after the conclusion of the final race at 10:30pm. The ancillary bar/café is for use by visitors only (not the general public).
- 7.23 TeamSport have measures in place to ensure that staff and visitors at their venues behave in a respectful manner when arriving at the venue and when they leave, including signage to respect neighbours, supervision by staff and notifications to respect neighbours during induction and completion of sessions. It is also proposed that parking in the southern section of the unit nearest to the residential areas will be restricted after 10pm to prioritise those parking spaces furthest from the residential neighbours, to be secured by condition.
- 7.24 Based on the planning history of the site, there appears to be no conditions restricting the hours of operation or deliveries for B uses on the site or other units within the estate.
- 7.25 Taking into consideration the TeamSport site management, it is considered that the noise impacts from visitors and staff arriving and leaving the site on evenings and weekends would not be substantially different from that which would otherwise be generated from B uses operating on the site and the surrounding Mitcham Industrial Estate. It is therefore considered that with appropriate conditions, the use can be operated without harming the amenity of neighbours.
- 7.26 Security
Objectors have raised concerns that the use may give rise to increased security issues on adjoining businesses and residents from the additional visitors to the estate late at night. It is considered that the operation of the unit will encourage activity in the industrial estate at a time when other businesses may be shut. This will generate activity and a sense of natural surveillance. Additional surveillance will also be provided through installation of CCTV equipment and therefore it is not

considered the proposal will compromise the safety and securing of neighbouring occupiers.

7.27 Parking and Servicing

SPP Policy DM E1 and Core Strategy policy CS 20 stipulate that new uses should have parking and access appropriate to the site and its surroundings and not unacceptably affect the operation of neighbouring businesses, traffic movement and road safety.

7.28 A Transport Statement prepared by Mayer Brown was provided by the applicant. LBM Transport Officers have reviewed the reporting and have advised they have no objections to the proposed change of use. The proposal has appropriate car and bicycle parking provision, and access and anticipated vehicular movements will not unacceptably affect the operation of neighbouring businesses, traffic movement and road safety.

7.29 Based on surveys from comparable TeamSport Go-karting facilities, it has been identified that the proposed indoor karting venue could potentially generate a maximum peak parking demand for around 27 cars on-site, in the event that up to four consecutive karting sessions were fully booked by different groups. Given that the proposed parking arrangement will facilitate 46 cars on-site, plus an overflow area accommodating up to an additional 20 cars, it is considered that the proposal provides sufficient car parking and will not result in overspill car parking to the adjacent industrial estate or highway network. Sufficient disabled car parking has also been allocated adjacent to the entrance door.

7.30 Although the site has a PTAL rating of 1b, the application site is accessible to eight buses per hour via bus stops located on Streatham Road adjacent to the industrial estate and being within 290m, equivalent to a three to four minute walk northwest (assuming a comfortable walking pace of 80m per minute). The application site therefore offers viable opportunities for visitors and staff to travel by sustainable modes. A condition requiring the implementation of maintenance of The Travel Plan provided by the applicant is recommended to be attached to planning permission.

7.31 Cycle parking will be provided on-site on the southern side of the building, near to the building entrance, and will comprise ten Sheffield stands providing a total of 20 spaces for use by visitors or staff. LBM Transport and Highways have deemed this level of provision is acceptable. TeamSport have stated they will monitor usage of the bicycle parking and supply additional storage should demand require it.

7.32 Appearance

Core strategy policy CS14 and SPP Policy DMD3 require well designed proposals that will respect the appearance, materials, scale bulk, proportions and character of the original building and its surroundings.

7.33 The proposal does not alter the external appearance of the building, other than through the addition of four fascia signs (subject to advertisement consent under LBM Ref: 16/P0518) similar to signage on other units within the estate. The proposal is therefore considered to have no adverse impact on the appearance or character of the industrial estate.

8. SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS

8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms of an Environmental Impact Assessment (EIA).

9. CONCLUSION

9.1 London Plan Policy 4.4, SPP Policy DM E1 and Core Strategy Policy CS 12 all seek to promote employment opportunities both locally and regionally. Whilst retention of Locally Significant Industrial sites for B Class uses is a priority, it is considered that the soon to be vacant site is unlikely to be re-occupied by a B Class use in the foreseeable future having regard to the ongoing marketing of the site and vacancy rate of the estate. Although the proposed Go-Karting Facility is not defined as being within Classes B1, B2 or B8, the go-karting facility would ensure that the site would be retained for employment generating purposes in accordance with the objectives of the above policies, providing for a reasonable number of employment and training opportunities in a variety of skilled and unskilled jobs. It is considered the employment generating benefits from the use would be of greater community and economic benefit than the unit being left vacant, and therefore a deviation from planning policy is considered to be acceptable in this instance.

9.2 Through the imposition of suitable conditions relating to operation of the facility and noise levels, it is considered that the proposed go-karting facility use can operate without harming the amenity of neighbouring residents or having a negative impact on neighbour businesses.

RECOMMENDATION Grant planning permission subject to conditions.

Conditions

- 1) A1 Commencement of development
- 2) A7 Built according to plans; 'Site Location Plan 12745/PL/010', 'Proposed Site Plan 12745/PL/G002', 'Proposed Ground Floor Plan 12745/PL/G005', 'Proposed First Floor 12745/PL/G006', 'Proposed Elevations 12745/PL/G008', 'Transport Statement', 'Operation and

Management Statement', 'Noise Assessment' & 'Noise Report Addendum' & 'Design and Access Statement'.

3) C07 Refuse & Recycling (implementation)

4) D01 Hours of Use

The use hereby permitted shall operate only between the hours of 9:00 to 23:00 on any day.

5) D03 Restriction on Music/Amplified Sound

6) D10 External Lighting

7) H04 Provision of Vehicle Parking (and linked to use)

8) H07 Cycle Parking to be implemented

9) H08 Travel Plan

Travel Plan to be implemented and maintained in accordance with the approved Transport Statement prepared by Mayer Brown.

10) Non-standard condition

No development shall commence until the sound insulation/attenuation measures have been installed in full accordance with the approved 'Noise Assessment' & 'Noise Report Addendum dated 11/04/2016' prepared by Hann Tucker Associates, and shall be permanently retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

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 2015 and policies DM D2, DM D3, DM EP2 and DM EP4 of Merton's Sites and Policies Plan 2014.

11) Non-standard condition

No parking is permitted after 10pm on any day in the southern parking area of the site as demarcated on 'Proposed Car Parking Post 10:00PM' plan (Drawing: 12745/PL/011 Rev A).

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 2015 and policies DM D2, DM D3, DM EP2 and DM EP4 of Merton's Sites and Policies Plan 2014.

12) Noise levels, (expressed as the equivalent continuous sound level) LAeq (15 minutes), from the operation of the indoor karting facility and from the plant/machinery for the building shall not exceed LA90 -10dB at the boundary with the closest residential property.

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 2015 and policies DM D2, DM D3, DM EP2 and DM EP4 of Merton's Sites and Policies Plan 2014.

13) Non-standard condition

The building shall only be used as a go-karting centre and for no other motorised sports and in the event that the use hereby permitted ceases the use shall revert to use within Class B8 (Storage and distribution) or for other uses within Classes B1 (b) and (c) (Business) and B2 (General Industrial).

Reason: (i) In order for the Council to consider the environmental, including traffic impacts, of uses for other motorised sports; (ii) to consider the impacts on employment generation from other motorised sports; (iii) in order for the Local Planning authority to ensure an appropriate degree of flexibility for subsequent employment uses of the building compatible with its location on the Mitcham Industrial Estate and (iv) to accord with policies 3.19, 4.4, 6.13, 7.14, and 7.15 of the London Plan 2015, policies CS.12 and CS.20 of the Merton LDF 2011, and policies DM.E1, DM.EP1, DM.EP4, DM.T2, of the Sites and Policies Plan 2014.

14) NPPF Informative

To view Plans, drawings and documents relating to the application please follow [this link](#)

Please note that this link, and some of the related plans, may be slow to load

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