

PLANNING APPLICATIONS COMMITTEE 15 September 2016

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	15/P4305	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 'transitionary' 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 done 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 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. 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 Policies 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 Policies 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 in 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 Policies 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 Policies 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 Policies 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. 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 Policies 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 Policies 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 Policies 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 Policies 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.

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