

**PLANNING APPLICATIONS COMMITTEE (SUPPLEMENTARY AGENDA)
21 August 2014**

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	14/P1232	24/04/2014

Address: Former Community Centre land,
Woodstock Way
Mitcham CR4 1BA

Ward: Longthornton

Proposal: Erection of a part two, part three storey development, comprising 36 x studio apartments and site manager's office.

Drawing No's: RSHP-0101-P-01 First Floor Plan
RSHP-0102-P-02 Second Floor Plan
RSHP-0103-P-RF Roof Plan
RSHP-0104-P-XX Location Plan
RSHP-0105-P-XX Block Plan Existing
RSHP-0106-P-XX Block Plan Existing
RSHP-0107-P-TYP Typical Layout
RSHP-0200-S-AA Section AA
RSHP-0201-S-BB Section BB
RSHP-0202-S-CC Section CC
RSHP-0300-E-SE View from Clay Avenue - South East
RSHP-0301-E-NW View from Internal Courtyard - North West
RSHP-0302-E-SE South East Existing Elevation
RSHP-0303-E-NW North West Existing Elevation
RSHP-0304-E-SW South West Existing Elevation
Y Cube Housing - Planning Document P01.
Energy Assessment March 2014.
Transport Statement February 2014.

Contact Officer: Jonathan Lewis (020 8545 3287)

RECOMMENDATION: Grant planning permission subject to the completion of a S106 agreement and planning conditions.

CHECKLIST INFORMATION.

- S106 – Yes affordable housing.
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Is a Screening Opinion under the Environmental Impact Assessment Regulations required: No.
- Has a Screening opinion been issued: No.
- Press notice: Yes.
- Site notice: Yes
- Design Review Panel consulted: Yes.
- Number of neighbours consulted: 114
- External consultations: Met Police.
- Public Transport Accessibility Level [PTAL]: Level 2 TFL Information Database [On a scale of 1a, 1b, and 2-5,6a, 6b where zone 6b has the greatest accessibility]

2. SITE AND SURROUNDINGS

- 2.1 Vacant site (1219 sq.m) located on the corner of Clay Avenue and Woodstock Way, Mitcham. The site was formerly occupied by a Community Centre, which was demolished following the cessation of use by the Council in 2004 (the building was not compliant with the requirements of the Disability Discrimination Act). There are self-seeded shrubs and vegetation along the western boundary of the site which is currently enclosed by a 2m high steel palisade fence.
- 2.2 To the north of the site is a gated footpath leading to an electricity substation. Beyond this to the north, and opposite to the east are two storey maisonettes. Further north on either side of Woodstock Way are two storey semi-detached and terraced houses. To the west are the grounds of Lonesome Primary School. Opposite, and to the south is Long Bolstead Recreation Ground. Towards the northern end of the site fronting onto Woodstock Way is a bus shelter/bus stop.
- 2.3 The site is not in a Controlled Parking Zone (CPZ), an area at risk from flooding, a conservation area or an area of archaeological significance. The site is no longer designated as protected Open Space following the adoption of the Merton Sites and Policies Plan in July 2014. The site is not known to suffer from contamination. The site has a PTAL of 2 [On a scale of 1a, 1b, and 2-5,6a, 6b where zone 6b has the greatest accessibility].

3. CURRENT PROPOSAL

- 3.1 The proposal is for the erection of a part two part three storey development consisting of 36 studio flats and a site office. The maximum height to ridge of the three storey blocks would be 9.6m (initially 9.9m) and 6.6m for the two storey blocks. Three storey blocks front Woodstock Way and Clay Avenue while the northern end of the rear/westernmost block steps down to two storeys. A single storey plant room is located alongside the northern end of the westernmost block.

- 3.2 Each flat contains a living space that includes a galley kitchen, separate bedroom and an en-suite toilet and shower. Each unit, including wheelchair accessible units, will have a Gross Internal Area of 26sqm.
- 3.3 Facing materials comprise pre-fabricated coloured panels with the palette of colours based on sandstone and terracotta. Externally mounted soil vent pipes and rainwater pipes are shown to be enclosed by a mesh like material.
- 3.4 Boundary treatment takes the form of landscaped strips punctured by ramped access (all with gradients of no more than 1 in 12 to meet accessibility requirements) to a number of the street facing ground floor units, with the inner core of the development secured by gates that span the space between the blocks over which walkways are located. A simple staircase link in the courtyard provides access to the first and second floor units. Bin stores would be accessible from the street. Indicative cycle storage arrangements are shown on the plans alongside the outer edges of the walkways and around the internal courtyard garden.
- 3.5 The site will have a mixture of mature and new planting, hard and soft landscaping areas promoting spaces of privacy for the tenants.
- 3.6 The studios are of a modular construction with each apartment constructed off site with the whole development assembled on site with the provision of external stairs and access decks. The modular construction develops earlier initiatives by the scheme's designers, Rogers Stirk Harbour and Partners, used in the Designed for Manufacture Competition initiated by English partnerships and the Office of the Deputy Prime Minister.
- 3.7 The housing scheme (known as Y Cube), is a 100% affordable housing scheme. It has been agreed with Merton Council Housing Officers that 50% of the nominations will be for YMCA residents currently living at the hostel in Wimbledon and the other 50% will be nominations from Merton Council. The applicant has confirmed that all tenants will have to be meaningfully engaged in employment, training, education or volunteering. The applicant proposes a referral process to ensure all tenants can live independently.
- 3.8 The units would provide affordable rented accommodation and rent is to be set at or around 65% of the market rent for one bed flats in Merton. All properties will be let on an assured short-hold periodic tenancies with the anticipated length of stay being 3 to 5 years.
- 3.9 The scheme will include a housing office and a dedicated housing officer will oversee the tenants and scheme. The Housing Officer and YMCA will provide a phone number and email address for local people to contact should there be concerns about activity on the site.
- 3.10 In support of the proposals the applicant confirms that the Y-Cube project will adopt a modern means of construction to achieve the highest building thermal fabric standards to achieving optimum fabric energy efficiency. The Y-cube

construction aims to exceed current building standards and generally achieve very high energy performance levels.

- 3.11 Heating demand for the units is reduced to a practical minimum and the only residual heat demand should be for domestic hot water only. A number of strategies for clean heat delivery are being considered based around adopting the most cost and energy efficient approach. The project aims to achieve code for sustainable homes level 4. Further energy strategies are being explored by the applicant's designers to see how the scheme can achieve Code 6 by the use of solar photovoltaics and solar water heating panels.
- 3.12 The Y:Cube will achieve 42% CO2 saving over and above the Building Regulation Part L 2010 through a combination of high fabric efficiencies and the provision of photovoltaics and solar water heating. This is above the 40% requirement of the GLA.
- 3.13 The proposals have been the subject of amendment since their initial submission. The plans for consideration include the following key amendments:
- Reorientation of the block facing Woodstock Way so as to align with the site boundary;
 - Provision of footpath connections to flats from Clay Avenue and Woodstock Way arising from amendments to the internal layout of units;
 - Reduction in overall height of blocks by 0.3m;
 - Alterations to colour of facing materials.
- 3.14 The plans are supplemented by a Planning Statement, a Transport Statement, a Daylight and Sunlight analysis (for the plans as originally submitted), an Energy Assessment, a Flood Risk Assessment, and a supplementary planning statement reviewing the previous use of the site, community facilities in the area, and the need for affordable housing

4. PLANNING HISTORY.

- 4.1 1984. (MER137/84) Planning permission granted for an application made by Merton Council for the erection of a demountable building for use as a day centre for the elderly and residents' meeting hall. The building has been demolished since use ceased in 2004.

5. CONSULTATION

- 5.1 Prior to receipt of the planning application, the applicant undertook a public consultation event at the Acacia Centre on the 13th January 2014. The applicant also presented their proposals to the Longthorton Ward Residents Association on the 1st February. The applicant considered that overall feedback was positive with the key issues being raised being
- a) Assurance that the scheme will not result in anti- social behaviour in the local area. The applicant confirmed that the YMCA will carry out a robust referral and selection process and all tenants would have to evidence they can live independently plus be meaningfully engaged (e.g. in employment, studying, training or volunteering for at least 16 hours per week)

b) That the scheme will add to residents' concerns regarding lack of car parking in the local area. The applicant has responded, highlighting that due to the close proximity to public transport (bus & rail) significant provision of cycle bays and that the tenants are in low employment, few of the tenants will likely be car owners.

5.2 The planning application was publicised by means of site and press notices, together with individual letters to 114 neighbouring addresses. Reconsultation has also been undertaken following receipt of amended plans.

5.3 15 responses raising concerns about proposals.

Loss of land formerly occupied by community centre.

Land was formerly allotments – this use would be more amenable to the area. The land should not be acquired for building purposes. Council should consider replacing the community facility on the site. The land should be used to build affordable housing for families with children. Why is there no consideration for building proper long term housing? The site is totally unsuitable to proposed use.

Traffic and parking.

Concerns about impact on parking in area. Bus service is already crowded. Recent developments in area have resulted in roads being jammed with overflow of cars from estates.

Design and neighbour amenity.

Three storey building is too high. Should be no more than two storeys. Height and breadth of building will encroach on privacy and light, including loss of light to a bedroom at 36 Woodstock Way. Loss of privacy to back garden at 36 Woodstock Way. Increased noise from number of tenants, associated footfall at nearby bus stop. Loss of privacy to front of 33 Woodstock Way

Safety and security.

Will put residents' security at risk, and those using the park opposite including children and will have a devastating effect on the area. Gang related problems in area. Children will no longer be able to play safely in the park. Concerns about how the facility will be managed, how neighbour amenity will be safeguarded and how long residents will reside there. Concerns regarding impact on crime locally.

YMCA/Councillors would not like to have offenders on their door step.

Other issues.

Will have negative impact on property values. Increased pressure on schools.

1 response received in support of proposals. Critical shortage of affordable rented accommodation, particularly for young people. Proposals provide a great step towards housing choice for young people.

5.4 Longthornton Redevelopment Working Party.

Lack of parking - estimate that there may be an additional 30 vehicles seeking spaces. To park alongside the park would endanger young park users. Previous use of site was a community centre – what will residents of area gain from the development.

5.5 Merton Design Review Panel - March 2014.

The Panel welcomed both the Y-Cube concept and the design that had evolved from it. They welcomed the appearance in particular and that its boldness was appropriate to its particular use, yet that it had still taken colour cues from the locality. It was also felt that there was good attention to detail in the building design.

The Panel had various questions about the structural integrity, maintenance issues and general design quality of the modules and how they worked together. None of the answers given by the applicant gave rise to particular concerns by the Panel.

The Panel did not raise any concerns about the small size of the units but did ask about issue to do with storage and furniture and how these would be addressed by the applicant. The flexibility of having some communal facilities such as for washing and cleaning, and the possibility of utilizing one unit as a store, were also noted and not challenged. It was suggested that the units felt like something between a student room and a studio flat.

The Panel only really had one key concern. Although it was felt that the internal communal space could work really well, by contrast the space between the buildings and the street was considered to be very poorly resolved – particularly the larger space adjacent to the bus stop. It was almost considered a non-space as the Panel felt that, due to the layout of the development, nobody would actually use it. The proposed boundary fence was also considered to be a very poor solution. The Panel felt that this interface with the street needed a lot more thought in order to make it work and for the building to fit in well with its surroundings. One suggested solution was to reduce the size of the space by moving the buildings closer to the site edge. This could help resolve the situation and create room for more units. The Panel were also not convinced of the need to align the units on Woodstock Way with the existing houses.

Officers note that while the layout of the submitted proposals remains in the form of a three side “U” shaped block as proposed at the pre-application stage

The Panel were unanimously conscious that it was important to ensure that the concept worked. It was felt that in order to do this the design, appearance and management of the scheme all had to be exemplary. There was an inherent risk with modular design that it would not be site specific, and this needed to be robustly addressed. Overall the Panel were very enthusiastic and supportive of the proposals.

VERDICT: GREEN

5.5 Future Merton – Climate change.

- The development should achieve Code for Sustainable Homes Level 4 and should achieve a 40% improvement on Part L of the 2010 building regulation in accordance with Policy 5.2 (part B) of the London Plan, and as per the guidance for major developments included in the Mayor's draft Sustainable Design and Construction SPG, published July 2013. Reference to this target has been included on page 3 of the submitted Energy Statement along with an indication that the development will achieve the necessary emissions reductions.
- As indicated in the Energy Statement, the development should demonstrate that it has been designed in accordance with the Mayor's energy hierarchy: be lean; be clean; be green as outlined in Merton's Core Planning Strategy Policy CS15 part b.
- In accordance with the above, the applicant will be required to register the development with the BRE and submit a copy of the Code for Sustainable Homes pre-assessment for the development - as applied through the standard pre-commencement planning condition.
- The application has indicated that the scheme is not within Flood Zones 2 or 3 and there are no issues with surface water flooding.

Merton - Flood Risk Management

- 5.6 Response in relation to issues arising from reducing difference in levels between entrances to proposed flats and surrounding pavements on amended proposals. No records of flooding for Woodstock Way or Clay Avenue. Site falls entirely within Floodzone 1 and has a very low risk of flooding from fluvial/river sources, with low risk at rear of site. Levels fronting the site with the street footway are in the order of 24.87 – 25.05m AOD on Clay Ave and 25.23m AOD on Woodstock Way. While the flood risk for the area is generally 'low' there have been incidents of surface water ponding in close proximity, i.e. to the north of the site at the Lonesome Primary School. Findings and recommendations of the FRA are agreed insofar as the min FFL should be set no lower than 150mm. This min threshold standard of 150mm is to ensure a minimum amount of elevation above standing water that may come about in heavy rainfall events or other day to day incidents i.e. water leaks etc. To set FFLs levels below this would pose a risk of internal egress during such events. Officers note that the amendments to the scheme's design meet the Council's Flood Risk Management Officer's recommendations.

5.7 Future Merton – Design

Concerns raised in relation to plans as first submitted: Cramped layouts, scheme is inward looking and does little to integrate visually into the locality (not helped by boundary fencing), recommends that the layout of the ground floor units needs reversing to give them front gardens and front doors, recommends that building block fronting Clay Avenue is aligned with frontages of existing houses and would provide for a larger internal courtyard.

Supportive of sustainable design and construction methods, contemporary appearance and provision of private internal courtyard. Officers would note that the amended plans address key concerns regarding integration with surrounding streets by reversing layouts, more appropriate boundary treatment, and alignment of block facing Clay Avenue.

5.8 Future Merton – Transport

Although this proposal is for 36 units due to the close proximity to public transport (bus & rail) significant provision of cycle bays and that the tenants are in low paid employment, few of the tenants will likely be car owners. There is more likely to be motorbikes at this type of unit and therefore less of an impact on the parking environment.

Concerns - no provision for disabled parking and no recognition of shift workers outside of public transport hours.

Commitment to managing this as a sustainable development in the form of a travel plan with a 10 year annual review including car ownership levels recommended. This would cover two periods of occupation:

One year from first occupation of the new residential units 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) Record of car and powered two wheeler ownership.
- (iii) Effective measures for the on-going monitoring of the Plan;
- (iv) A commitment to delivering the Plan objectives for a period of at least 10 years from the first occupation of the development;
- (v) Effective mechanisms to achieve the objectives of the Plan by both present and future occupiers of the development.

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

5.9 Greenspaces and Leisure and Culture

No impact on delivery of Leisure and Culture projects.

5.10 Housing Strategy.

The proposed scheme is supported by Merton Housing Department. The properties will be used for the provision of short to medium term affordable housing for single people in housing need. They will also provide much need move-on accommodation from the YMCA hostel in Wimbledon. Rents would be around local policy rent level. No objection. Supports proposals.

5.11 Environmental Health. Historical maps of the site and surroundings nothing to indicate potential contamination. Recommended that standard condition conditions are attached so as to provide safeguards in the event that unexpected contamination is found on the site.

5.12 Merton – Trees and Landscape Officer. There are no trees on the site. However there is some existing vegetation located alongside the fence line with the adjacent area of open ground behind the site. If this is to be retained then it will require protection during the course of site works. The arrangement of units places a major constraint on where new trees could be planted within the scheme. It is suggested that the obvious location would be the rear boundary fence (referred to above///0 which would soften the development and provide some screening of views within the adjacent open ground.

5.13 Metropolitan Police - Designing out crime officer.
Comments on scheme as initially submitted. Design of the layout appears to be open with walkways and an external stairwell.
Could attract those with possible criminal intent to congregate.
Front doors and active rooms overlook rear communal area and inactive rooms face outwards. Ideally the dwellings should be positioned to face the street to increase natural surveillance.
Alterations to boundary treatment would make front boundary into a rear boundary. Suggests that the communal area at the rear is made into individual garden areas for ground floor units to give some privacy to bedroom windows.
Lockable gates should be fitted flush with the building line to provide access control to the interior of the site.
Lighting - should avoid light pollution. Bollard lighting not considered as good lighting sources to achieve “secured by design” (SBD). SBD principles should be incorporated as a minimum security standard for this development.

Comments following further discussions between applicant and Met Police awaited.

6. POLICY CONTEXT

National Planning Policy Framework [March 2012]

6.1 The National Planning Policy Framework was published on the 27 March 2012 and replaces previous guidance contained in Planning Policy Guidance Notes and Planning Policy Statements. This document is put forward as a key part of central government reforms ‘...to make the planning system less complex and more accessible, and to promote sustainable growth’.

6.2 The document reiterates the plan led system stating that development that accords with an up to date plan should be approved and proposed development that conflicts should be refused. The framework also states that the primary objective of development management should be to foster the delivery of sustainable development, not to hinder or prevent development.

6.3 To enable each local authority to proactively fulfil their planning role, and to actively promote sustainable development, the framework advises that local planning authorities need to approach development management decisions positively – looking for solutions rather than problems so that applications can be approved wherever it is practical to do so. The framework attaches significant weight to the benefits of economic and housing growth, the need to

influence development proposals to achieve quality outcomes; and enable the delivery of sustainable development proposals.

- 6.4 Housing applications should be considered in the context of the presumption in favour of sustainable development.
- 6.5 On design the NPPF states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

The London Plan [2011].

- 6.6 The relevant policies in the London Plan [July 2011] are 3.5 (Quality and design of housing developments), 3.8 (Housing choice), 3.9 (Mixed and balanced communities), 3.10 (Affordable housing), 3.11 (Affordable housing targets), 3.16 (Protection and enhancement of social infrastructure) 5.2 [Minimising carbon dioxide emissions]; 5.3 [Sustainable design and construction]; 5.7 [Renewable energy]; 5.10 [Urban greening]; 5.12 [Flood risk management]; 5.13 [Sustainable drainage]; 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] and 8.2 [Planning obligations].

Merton LDF Core Planning Strategy [2011]

- 6.7 The relevant policies within the Council's Adopted Core Strategy [July 2011] are CS.11 (Infrastructure), CS.8 (Housing choice), CS.9 (Housing provision), CS.14 [Design]; CS.15 [Climate change]; CS.18 [Active transport]; CS.19 [Public transport]; and CS.20 [Parking; servicing and delivery].

Merton Sites and Policies Plan (2014).

- 6.8 The relevant policies within the Sites and Policies Plan are as follows DM H2 (Housing Mix), DM H3 (Support for affordable housing), DM C1 Community facilities, DM O2 Nature conservation, DM D1 (Urban design and the public realm); DM D2 (Design considerations and the public realm), DM F1 Support for flood risk management), DM F2 (Sustainable urban drainage systems), DM T1 (Support for sustainable transport and active travel), DM T2 (Transport impacts of development), DM T3 (Car parking and servicing standards).

- 6.9 Merton Supplementary Planning Guidance.

Design (2004)

Planning Obligations (2006)

6.10 GLA Supplementary Planning Guidance. Housing (2012).

7. PLANNING CONSIDERATIONS

7.1 The main planning considerations include assessing the following:

- Loss of land from community use.
- The principle of using the site for housing.
- Housing need and affordable housing.
- Design including sustainable design and construction.
- Traffic and parking.

Loss of land from community use.

7.2 Planning policies generally seek to protect social infrastructure. London Plan Policy 3.16 Part B states: "Proposals which would result in a loss of social infrastructure in areas of defined need for that type of social infrastructure without realistic proposals for re-provision should be resisted. The suitability of redundant social infrastructure premises for other forms of social infrastructure for which there is a defined need in the locality should be assessed before alternative developments are considered."

7.3 Merton's Core Planning Strategy Policy CS11 part f has the objective of "Resisting the net loss of social and community facilities particularly where a need has been identified;" while Sites & Policies Plan Policy C1 b) "Any redevelopment proposals resulting in a net loss of existing community facilities will need to demonstrate that: i. the loss would not create, or add to, a shortfall in provision for the specific community uses; and ii. that there is no viable demand for any other community uses on the site.

7.4 The Sites and Policies Plan states at paragraphs 3.7 and 3.8. "There may be circumstances where the redevelopment of an existing viable community facility will bring about other benefits in the area. In such instances the council will seek to ensure that suitable replacement community facilities for which there is demand are included as part of the proposals, either on the site or nearby. Applications proposing a loss of a community facility will have to show that full and proper marketing has been undertaken to demonstrate that community uses (D1 Use Class) are no longer viable on the site. Applicants will have to demonstrate that:

- the site has been marketed for 30 months unless otherwise agreed with the council;
- all opportunities to re-let the site have been fully explored;
- the site has been marketed using new (on the internet) and traditional marketing tools available; and
- the site has been marketed at a price which is considered reasonable (based on recent and similar deals or transactions)."

7.5 The proposals do not result in the loss of a building that could be re-used for community purposes, the building having long since been demolished, but more that the site would be removed from potential use for uses that would add to the stock of social infrastructure. Following a request from officers the

applicant has provided further evidence to support their proposals in terms of the loss of land from future community use.

- 7.6 The information submitted demonstrates a large number of community facilities in the area. The applicant has addressed children's centres, community room, places of worship and schools.
- 7.7 The applicant identifies the recently opened (2010) Acacia Centre (also known as the Inter-generational Centre - IGC) which provides a wide range of services and activities including play facilities for children between 0-8 years and 8-16 years. It also provides a sure Start centre, a part time café and various other activities. The site is 400m from Woodstock Way, a distance recognized by TfL as equating to a 5 minute walk.
- 7.8 St Olave's Church Hall (used by Councillors for surgeries and which has been used a venue for the Mitcham Community Forum is just over 800m, a recognized proxy for a 10 minute walk.
- 7.9 The applicant refers to St Marks Academy, the nearest secondary school, which is about 600m from the site (less than a 10 minute walk) and there is also Lonesome Primary (less than a 5 minute walk from the site).
- 7.10 Officers consider that the applicant has adequately addressed the existence of local community facilities apart from GP surgeries/health centres. Officers note that the nearest surgery is the Rowans Surgery on Windermere Avenue which is just over 800m away (a 10 minute walk).
- 7.11 Regarding future demand for these facilities, officers consider that the close proximity of the Acacia IGC (and associated childcare provision, playgrounds and activities) plus the variety of facilities to hire locally would not support additional facilities on Woodstock Way. At most, all of these facilities are a 10 minute walk away with the IGC and schools being 5 minutes from Woodstock Way. Officers conclude that the area appears well served by a wide range of activities thus already meeting the Council's aim of having "sufficient, accessible, well-designed community facilities (policy DM C1).
- 7.12 The applicant's assessment is silent regarding future demand for healthcare. However, recently published documents (The Merton Health and Well-being board – June 2014 and the Mitcham Local Care Centre project initiation document) provide information to supplement this aspect of the overall assessment.
- 7.13 The documents take forward the "Better healthcare closer to home approach recognizing the particular healthcare inequalities in the Mitcham area, referring to the modernisation and rationalisation of the healthcare estate and take forward the proposals for a Mitcham Local Care Centre (LCC). Potential sites for the Mitcham LCC are set out in Merton's Sites and Policies Plan (2014) (including the existing NHS sites at The Wilson Hospital (Site 20) and Birches Close (Site 21). Both these sites are much larger and more accessible than

Woodstock Way, which is a far smaller site with poor public transport accessibility.

- 7.14 To summarise; there is evidence that a very wide range of community facilities and services exists within a 5-10 minute walk of Woodstock Way. Several of these facilities have been opened or upgraded since the community centre on Woodstock Way was demolished around 10 years ago since which time the site has remained unused. There is no evidence that there is demand for more facilities to be built on Woodstock Way and provision of more facilities may impact adversely on the viability of existing facilities in the area.
- 7.15 To conclude; in light of the evidence presented by the applicant and supplemented by further research by Council officers and the particular circumstances of this site, officers consider it would be unreasonable to require the applicant to market the site for 30 months when there is no evidence of local demand for more facilities and there are a wide range of existing facilities within a 10 minute walk of the site.

Principle of housing, the need for additional housing, housing mix and affordable housing

- 7.16 The site is located adjacent to and opposite housing with land to the west forming part of a primary school site and opposite to the south comprising a small local park the principle of its use for housing raises is not and issue.

Need for additional housing

- 7.17 The National Planning Policy Framework (March 2012) requires the Council to identify a supply of specific 'deliverable' sites sufficient to provide five years' worth of housing with an additional buffer of 5% to provide choice and competition.
- 7.18 Policy CS. 9 within the Council's Adopted Core Strategy (July 2011) and policy 3.3 of the London Plan (July 2011) state that the Council will work with housing providers to provide a minimum of 4,800 additional homes (320 new dwellings annually) between 2011 and 2026. This minimum target that should be exceeded where possible includes a minimum of 1550 to 1850 additional new homes in the Mitcham sub area where the proposal site is located.
- 7.19 The Core Strategy states that the Council will encourage housing in 'sustainable brownfield locations'. The Core Strategy states that that it is expected that the delivery of new housing in the borough will be achieved in various ways including the development of 'windfall sites'. The current application site is a 'windfall site' and is located on brownfield land.
- 7.20 The proposed development will assist in addressing the need for new residential accommodation in the borough that is identified in the London Plan and Merton's Core Planning Strategy (2011).

Housing mix and tenure including affordable housing.

- 7.21 London Plan policy 3.8 that seek to ensure new housing development provides a good mix of accommodation. Policy CS. 8 within the Council's Core Planning Strategy (2011) states that the Council will seek the provision of a mix of housing types sizes and tenures at a local level to meet the needs of all sectors of the community. This includes the provision of family sized and smaller housing units.
- 7.22 The majority of other established local residential accommodation is provided as housing (including maisonettes). It is considered that the current proposal that will provide 36 one bedroom flats will contribute to the mix of new housing types and sizes in the local area. Census data shows a mix of housing types and tenures in Longthornton Ward with a slight increase in "affordable housing made up of shared ownership and social rented accommodation from 10% in 2001 to 12% in 2011. Officers consider that the proposals would not result in an overconcentration of a particular tenure/housing type in the locality or harm the wider objectives of creating a socially mixed and sustainable neighbourhood.

Affordable housing

- 7.23 London Plan policy 3.12 states that the maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential schemes. Policy CS. 8 within the Council's Adopted Core Strategy (July 2011) states that the Council will seek the provision of a mix of housing tenures at a local level to meet the needs of all sectors of the community including provision for those unable to compete financially in the housing market sector. Policy CS.8 states that for developments providing ten or more residential units 40% of the new units should be provided as affordable housing.
- 7.24 The development will provide a total of 36 all of which would be affordable rented accommodation. The scheme would therefore make a significant and welcome contribution towards affordable housing targets delivering a type of housing that is greatly needed, namely affordable rented accommodation.
- 7.25 In April 2011 the government introduced a new affordable rent product, intended to meet the same housing need as social rent. It is intended to "allow a more diverse offer for the range of people accessing social housing. Affordable homes will be made available to tenants at up to a maximum of 80% of the gross market rent. For investment purposes, the Mayor has agreed a strategic, London-wide average rent at 65% of market rent across the 2011 – 15 affordable Housing Investment Programme. The proposals would meet the Mayor's target and this is welcomed.

Layout, building design, scale, bulk, massing and residential density

- 7.26 Policy CS8 within the Council's Adopted Core Strategy (July 2011) states that the Council will require redevelopment proposals to be well designed. 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. Policy CS14 advises that this should be achieved in various ways including promoting high quality design and providing functional spaces and buildings.

- 7.27 Policy 3.5 of the London Plan states that housing design should enhance the quality of local places taking into account physical context, local character and density. London Plan policy 7.4 requires buildings, streets and open spaces to provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in terms of orientation, scale, proportion and mass. 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.
- 7.28 Sites and Policies Plan policy DM D1 states that development must impact positively on the character and quality of the public realm including the maintenance and enhancement of identified important local views and their settings. Sites and Policies Plan policy DM D2 states that to achieve high quality design within the borough proposals for all development will be expected to meet various criteria that includes relating positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns and using appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting.

Design, layout, building scale, bulk and massing

- 7.29 As noted above, the NPPF requires that planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.
- 7,30 Policy 3.4 of the London Plan states that after taking account of local context and character, design principles and public transport capacity development should optimise housing output within the relevant density range. The relevant density range for the application site in an urban location is between 200 and 450 habitable rooms per hectare. With a residential density of 590 habitable rooms per hectare (HRPH) the density exceeds the recommended maximum in the London Plan for schemes of 2-3 habitable room units on urban sites with a PTAL of 2. On infill sites however, residential density is not reliable guide to assessing whether a scheme is appropriate or not. In this instance the units are small, inflating the density figure and bulk, scale, massing and layout providing a more reliable guide to assessing the appropriateness or otherwise of the scheme.
- 7.31 In terms of local character and massing, the scale, bulk and massing of the development will be seen in the context of existing adjacent buildings. While these are two storey on Woodstock Way the proposals would only be around

2m higher than the neighbouring semi-detached properties. They are therefore considered to be of an appropriate scale for the area.

- 7.32 The layout has been the subject of amendment and addresses concerns raised by both the DRP and council officers insofar as the block facing Woodstock Way now relates better to the alignment of the street, and the ground floor units of both blocks now having direct access onto the streets. as does the block facing Clay Avenue. The realignment of the Woodstock Way block enlarges the space available as a shared courtyard. So far as is possible with the modular format of the scheme, the layout tends towards a robust perimeter block arrangement effectively defining the edge of the site in a way that corresponds with more traditional housing in the area and provides strong linkages between the street and individual units while enclosing the more private communal spaces in a way that no longer relies on a less attractive option of perimeter fencing (London Plan policy objective 7.6f and Sites and Policies Plan objective DM D1e). The detailed design while not meeting all the recommendations of the Metropolitan police advisor provides a safer and secure environment and rather than being somewhat inward looking it is considered that the scheme as amended promotes good urban design.
- 7.33 The proposals by reason of their modular form create their own vertical rhythm. Both the short terraces in Woodstock Way and the more contemporary dwellings in Clay Avenue to the west also have a strong vertical rhythm and while the frequency of this rhythm in the application scheme differs from that of neighbouring developments it nevertheless reflects a key feature of local streetscenes.
- 7.34 The detailed design of the development is thoroughly modern. The applicant's planning submissions however demonstrate how the palette of colours draws on those found in surrounding buildings including those in Woodstock Way. Thus while using modern materials, the proposals may be considered to complement but do not necessarily replicate the local architectural character (London Plan policy objective 7.6c and Sites and Policies Plan policy objective DM D1 a(ii)).
- 7.35 Notwithstanding the modern design, which is considered to be an innovative design solution for this site, the scale, layout, and massing of the proposed development as amended is in keeping with the local context and respects the local pattern of development in accordance with policy CS14 of the Core Strategy, policies 3.5, 7.4 and 7.6 of the London Plan and Sites and Policies Plan policies DM D1 and DM D2.

Sustainable design and construction and flood risk.

- 7.36 The Council's Core Strategy reinforces the wider sustainability objectives of the London Plan with policy CS15 requiring all development to demonstrate how the development makes effective use of resources and materials and minimises water use and CO2 emissions. All new development comprising the creation of new dwellings will be expected to achieve Code 4 Level for Sustainable Homes.

- 7.37 The draft energy assessment indicates that the proposals are likely to achieve the necessary reductions in CO2 emissions above and beyond the Building Regulations as required by the London Plan. Supporting material displays a sound commitment to high quality innovative construction with an emphasis on reducing energy needs of future occupiers, thereby reducing potential exposure to “fuel poverty”.
- 7.38 Planning conditions are recommended to seek the submission of a design stage assessment and post construction certification to show that that Code for Sustainable Homes Level 4 is achieved together with a minimum improvement in the dwelling emissions rate in accordance with current policy requirements.
- Standard of accommodation. Internal layout and room sizes
- 7.39 Policy 3.5 of the London Plan (July 2011) states that housing developments should be of the highest quality internally and externally.
- 7.40 Garden space is in the form of two main areas, a central shared courtyard and a rectangle towards the western boundary (140 sq.m). This is supplemented by a number of small pockets of space providing “front gardens” to those units that face onto Woodstock Way and Clay Avenue (50 sq.m). Together they would exceed the Mayor’s SPG standard for 36 single person flats (180 sq.m). A small local park (Longbolstead recreation ground) opposite may reasonably supplement on site open space to the benefit of future occupants.
- 7.41 The units are designed for single person living and the single bedrooms exceed London Plan SPG standards.
- 7.42 The London Plan states that boroughs should ensure that new development reflects the minimum internal space standards as set out as gross internal areas in table 3.3 of the London Plan. Notwithstanding that the units provide separate living and sleeping accommodation, they are only 26 sq.m. The recommended London Plan minimum Gross Internal Area for 1 person units is 37 sq.m and these modular units would be 30% below the minimum.
- 7.43 London Plan policy 3.5 D however states that development proposals which compromise delivery of elements of the housing standards policy may be permitted if they are demonstrably of exemplary design and contribute to the achievement of other objectives of the Plan.
- 7.44 Officers consider that the proposals have the potential of the proposals to make a significant contribution in respect of affordable housing, delivering an innovative model for affordable rented accommodation and that the scheme would deliver housing with high sustainable design and construction credentials which give rise to a striking modern design. In these respects, and as a matter of judgement, members may reasonably consider that the proposals justify relaxing floorspace standards.

Impact on neighbour amenity - Daylight and sunlight, privacy and visual intrusion.

- 7.45 London Plan policy 7.6 requires that new buildings should not cause unacceptable harm to the amenity of surrounding land and buildings especially residential buildings, in relation to privacy and overshadowing. To minimise the impact of new development on the privacy of existing dwellings the Council's Supplementary Planning Guidance on 'New Residential Development' (1999) sets out minimum separation distances between habitable room windows. This guidance states that there should be a minimum separation distance of 20 metres provided between directly opposing residential windows.
- 7.46 The closest existing residential properties adjoining the proposed new building are to the north west on Woodstock Way with the westernmost block being 18 metres from the corner of the maisonettes. Whilst this separation is slightly below the adopted minimum the windows would not be directly aligned with one another and subject to screening to the northern ends of the upper balconies the design would not give rise to overlooking or loss of privacy. Walkways at first and second floor on the block fronting Woodstock Way are around 6m from the corner of the neighbouring maisonettes and again, screening to the end of the walkway would mitigate against overlooking and loss of privacy.
- 7.47 The separation distance between the new block and existing dwellings in Woodstock Way exceeds the adopted minimum and gives rise to no concerns of overlooking.
- 7.48 Two side facing windows in the flank of 34 and 36 Woodstock Way would experience an impact in terms of daylight. This arises from the site currently being vacant and the windows relying on neighbouring land currently being undeveloped rather than as a result of overdevelopment.
- 7.49 Notwithstanding the re-orientation of the block facing Woodstock Way the distance of the block from dwellings opposite is such that the space between the proposed and existing buildings is made slightly greater at the northwest end and slightly closer at the southeast end such that there would be no harmful loss of daylight.
- 7.50 The layout and massing of the development has been designed to take account of the potentially imposing visual impact that a uniform three storey westernmost block may have had on the outlook from the gardens of adjoining maisonettes to the north on Woodstock Way.
- 7.51 Overall it is considered that the proposals would not give rise to a harmful loss of light or outlook and that suitable conditioned neighbour privacy can be maintained.

Traffic servicing and parking.

- 7.52 Policy 6.13 of the London Plan states that the Mayor wishes to see an appropriate balance between promoting new development and preventing excessive car parking that can undermine cycling walking and public transport use. Policy CS20 of the Core Strategy (July 2011) states car parking should be provided in accordance with current 'maximum' car parking standards, whilst assessing the impact of any additional on street parking on vehicle movements and road safety.
- 7.54 Car parking standards are set out within the London Plan at table 6.2 and these set out a 'maximum' of one of street parking space for dwellings with one or two bedrooms. Policy CS20 of the Core Strategy (July 2011) states that the Council will require developers to incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway.
- 7.55 Transport planning officers acknowledge that the proposals are likely to generate particularly low levels of car ownership and given the unique character of the scheme and the availability of parking on the surrounding highway, no objection is raised to the scheme not having off street parking.
- 7.56 Merton's publishes guidance that provides a more formal framework for providing on street parking bays for persons who are Blue Badge holder with no usable off-street parking space and have difficulty in parking on the street near their home. The absence of dedicated parking for persons with disabilities on site is therefore not considered grounds to resist the proposals.

Cycling and pedestrian access.

- 7.57 Policy CS 18 of the adopted Core Strategy (July 2011) states that the Council will promote active transport by prioritising the safety of pedestrian, cycle and other active transport modes; by supporting schemes and infrastructure that will reduce conflict between pedestrians, cyclists and other transport modes; and encouraging design that provides, attractive, safe, covered cycle storage, cycle parking and other facilities.
- 7.58 Cycle parking standards are set out within the London Plan at table 6.2 and these set out a 'minimum' of one cycle parking space for dwellings with one or two bedrooms. The proposed development provides spaces for all units. While parking for cycles is identified simply as cycles being placed around the perimeter of walkways, a planning condition is recommended to ensure that the arrangements provide for secure cycle parking.
- 7.59 Transport planners recommend a robust long term travel plan be required by condition so as to promote sustainable modes of travel.

Refuse and recycling.

- 7.60 The proposed flats would have two communal refuse and recycling stores facing Clay Avenue. These storage locations are considered acceptable in principle and a planning condition is recommended to seek further details of

this storage and to ensure that these facilities are provided and retained for the benefit of future occupiers.

- 7.61 Subject to attaching suitable conditions to any planning permission it is considered that the proposed development is acceptable in terms of the impact on car parking, and the provision of cycle parking and servicing arrangements in line with Policy CS20 of the Core Strategy (July 2011).

Trees

- 7.62 Sites and Policies Plan policy DM 02 states that development will not be permitted if it would damage or destroy trees which have significant amenity value as perceived from the public realm area unless either removal is necessary in the interest of good arboricultural practice, or the reason for the development outweighs the amenity value of the trees.
- 7.63 While no trees are identified on the site, a green and overgrown strip lies along the western boundary of the site. There may be potential to integrate this into a landscaping scheme. A condition is recommended to ensure good quality landscaping enhances the setting of the proposals.

8. ENVIRONMENTAL IMPACT ASSESSMENT

- 8.1 The application site is 0.12 hectares in area and therefore does not require consideration under Schedule 2 development under The Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

9. LOCAL FINANCIAL CONSIDERATIONS

Mayor of London Community Infrastructure Levy

- 9.1 The development of new housing would normally be liable to pay the Mayoral Community Infrastructure Levy [CIL], the funds for which will be used by the Mayor of London towards the 'CrossRail' project.
- 9.2 The CIL amount is non-negotiable and planning permission cannot be refused for failure to pay the CIL. It is likely that the development will be liable for the Mayoral Community Infrastructure Levy that is calculated on the basis of £35 per square metre of new floor space.

London Borough of Merton Community Infrastructure Levy

- 9.3 After approval by the Council and independent examination by a Secretary of State appointed planning inspector, in addition to the Mayor of London Levy the Council's Community Infrastructure Levy commenced on the 1 April 2014. The liability for this levy arises upon grant of planning permission with the charge becoming payable when construction work commences.
- 9.4 The Merton Community Infrastructure Levy will allow the Council to raise, and pool, contributions from developers to help fund local infrastructure that is necessary to support new development including transport, decentralised energy, healthcare, schools, leisure and public open spaces. The provision of financial contributions towards affordable housing and site specific obligations

will continue to be sought through planning obligations a separate S106 legal agreement.

- 9.5 The proposals would deliver 100% affordable rented housing. Regulation 49 of the CIL (Amendment) Regulations (2014) provides a formal framework for determining relief from CIL.

10. CONCLUSION

- 10.1 While the proposed development would result in the development of land last used for community purposes, it is considered that harm would not arise as a result of the loss of this land for this use, the area being increasingly well served in terms of social infrastructure and where an overriding need to retain the land to meet an identified need/shortfall in a specific provision has not been identified.
- 10.2 The site is within a predominantly residential area and the proposed use is therefore compatible with the area.
- 10.3 The scale and massing of the proposals are compatible with their surroundings and, following amendment integrate successfully with the surrounding street. The proposals raise no issues in terms of flood risk and biodiversity.
- 10.4 The proposals offer a most innovative solution to provide affordable housing, for which there is a recognized need, and would achieve a high standard of sustainable design and construction via the use of modern off site construction methods, contributing to the overtly modern and uncompromising design. Members may consider that the proposals are of a demonstrably exemplary design and, subject to securing 100% affordable housing, contribute to achieving other objectives of the London Plan to the extent that while the size of units falls below the London Plan adopted minimum for one person units, this standard may be relaxed in this particular instance.
- 10.5 In the event that members consider the scheme acceptable, officers consider it may be granted subject to the completion of a legal agreement and conditions as set out below.

RECOMMENDATION: Grant planning permission subject to the completion of a S106 agreement and conditions:

Heads of terms:

1. Provision of the units as affordable housing.
2. The developer agreeing to meet the Council's costs of preparing (including legal fees) the Section 106 Obligations (to be agreed).
3. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations.

1. Standard condition [Time period] 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 for condition: To comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. Amended standard condition [Approved plans] The development hereby permitted shall be carried out in accordance with the following approved plans: (See schedule of drawings and reports above at the start of this report). Reason for condition: For the avoidance of doubt and in the interests of proper planning.
3. B2 Materials to be approved.
4. B4 Details of site/surface treatment. All hard surfacing shall be completed before the development is first occupied.
5. B5 Details of walls and fences. All means of enclosure to be completed before occupation of units.
6. D10 Any external lighting to be positioned to safeguard neighbour amenity.
7. F1 Full details of landscaping and tree protection measures.
8. Any landscaping secured in compliance with the above condition which within a period of 5 years from the completion of the development die, is removed, becomes seriously damaged or diseased or is dying shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. Reason for condition: To enhance the appearance of the development in the interest of the amenities of the area and to comply with policy CS13 of the Adopted Merton Core Planning Strategy 2011.
9. J2 Wheelchair accessible units.
10. [Timing of construction work] No demolition or construction work or ancillary activities such as deliveries shall take place before 0800hrs or after 1800hrs Mondays - Fridays inclusive; before 0800hrs or after 1300hrs on Saturdays or at any time on Sundays or Bank Holidays. Reason for condition: To safeguard the amenities of the area and occupiers of neighbouring properties and to ensure compliance with Sites and Policies policy DM D2.
11. (Land contamination – construction phase) If during development contamination is encountered the Council's Environmental Health Section shall be notified immediately and (unless otherwise agreed in writing with the Local Planning Authority) no further development shall take place until remediation proposals (detailing all investigative works and sampling, together with the results of analysis, risk assessment to any receptors and proposed remediation strategy detailing proposals for remediation) have been submitted to and approved by the Local Planning Authority and the approved remediation measures/treatments implemented in full. Reason for condition: In order to protect the health of future occupiers of the site and adjoining areas in accordance with Sites and Polices policy DM EP4.

12. (Code for Sustainable Homes Pre-Commencement - New build residential) Prior to the commencement of development a copy of a letter shall be submitted to and approved in writing by the Local Planning Authority from a person that is licensed with the Building Research Establishment (BRE) or other equivalent assessors as a Code for Sustainable Homes assessor confirming that the development is registered with BRE or other equivalent assessors under Code For Sustainable Homes and a Design Stage Assessment Report shall be submitted demonstrating that the development will achieve not less than Code for Sustainable Homes Level 4, together with a minimum improvement in the dwelling emissions rate in accordance with the most up to date London Plan policy. Reason for condition: To ensure the development achieves a high standard of sustainability and makes efficient use of resources and to comply with policies 5.2 of the Adopted London Plan 2011 and CS 15 of the Adopted Merton Core Planning Strategy 2011.
13. Amended standard condition (Code for Sustainable Homes Pre-Occupation- New build residential) Prior to first occupation of any of the proposed new dwellings a Building Research Establishment or other equivalent assessors Final Code Certificate shall be submitted to, and acknowledged in writing by the Local Planning Authority providing confirmation that the development has achieved not less than a Code 4 level for Sustainable Homes together with confirmation that a minimum improvement in the dwelling emissions rate has been achieved in accordance with the most up to date London Plan policy. Reason for condition: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with policies 5.2 of the Adopted London Plan 2011 and CS15 of the Adopted Merton Core Planning Strategy 2011.
14. (Cycle storage and parking) Notwithstanding what is shown on the approved plans, prior to first occupation of any of the proposed new dwellings, cycle storage for occupiers and cycle parking for visitors shall be in place that is accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority, with the cycle storage and parking retained in accordance with the approved details permanently thereafter. Reason for condition: To ensure the provision of satisfactory facilities for the storage of cycles and to comply with policy CS18 of the Adopted Core Strategy (July 2011).
15. (Refuse and recycling facilities) Notwithstanding what is shown on the approved plans, prior to first occupation of any of the proposed new dwellings refuse and recycling facilities shall be in place that are in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority, with the refuse and recycling facilities retained in accordance with the approved details permanently thereafter. Reason for condition: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with policies CS13 and CS14 of the Adopted Core Strategy (July 2011).

16. One year from first occupation of the new residential units a travel plan shall be submitted to the Local Planning Authority for approval. The Plan shall follow the current 'Travel Plan Development Control Guidance' issued by TfL and shall include:
- (i) Targets for sustainable travel arrangements;
 - (ii) Record of car and powered two wheeler ownership.
 - (iii) Effective measures for the on-going monitoring of the Plan;
 - (iv) A commitment to delivering the Plan objectives for a period of at least 10 years from the first occupation of the development;
 - (v) Effective mechanisms to achieve the objectives of the Plan by both present and future occupiers of the development.
- The development shall operate only in accordance with the approved Travel Plan. Reason for condition. To promote more sustainable modes of travel and reduce reliance on car use in accordance with policies CS.18 and CS.19 of the Merton LDF Core Planning strategy (2011).
17. Notwithstanding what is shown on the approved plans details of screening to the northern end of the external walkways to the block fronting Woodstock Way and the block to the rear shall be submitted, approved in writing by the local planning authority and installed before the units are occupied. Reason for condition. To avoid overlooking to neighbouring occupiers and safeguard neighbour amenity.

INFORMATIVES:

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 applicant was invited to amend their plans and to provide additional information to address planning concerns. Planning Committee considered the application where the applicant/agent had the opportunity to speak to the committee and promote the application.