

PLANNING APPLICATIONS COMMITTEE

16 July 2015

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	14/P3362	02/09/2014
Address:	Former Express Dairy, North Lodge, 166-168 London Road, Morden, SM4 5AT	
Ward	Merton Park	
Proposal	Demolition of the existing building (Use Class B8 1165 square metres) and the construction of a new building rising to a total of 4 storeys providing 29 residential dwellings (9 one bedroom, 16 two bedroom and 4 three bedroom flats) with 3 off street car parking spaces for people with disabilities, cycle storage, ground level and rooftop amenity space and the formation of new vehicle layby in London Road with adjustments to the existing public footpath.	
Drawing No's	GA-EX-SP; GA-S-01B; GA-SP-L00B; GA-P-L00B; GA-P-L01B; GA-P-L02B; GA-P-L03B; GA-P-L04B; GA-E-01B; GA-E-02B; GA-E-03B; Design and Access Statement (May 2015); Design Changes Summary; Daylight and Sunlight Report; Energy Statement, Air Quality Assessment; Noise Assessment Report; Transport Statement; Historic Environment Assessment; Marketing Report; and Employment Land Review.	
Contact Officer	Tony Ryan (020 8545 3114)	

RECOMMENDATION GRANT PLANNING PERMISSION subject to planning conditions and a S106 legal agreement.

CHECKLIST INFORMATION.

- S106: affordable housing, restriction on parking permits and dedication of land.
 - Is an Environmental Statement required: No;
 - Conservation Area: No;
 - Archaeological Priority Zone: Yes;
 - Area at Risk from Flooding: No;
 - Trees: No protected trees;
 - Controlled Parking Zone: No;
 - Development Plan designation – No formal designation;
 - Design Review Panel consulted – Yes;
 - Site notice: Yes;
 - Press notice: Yes;
 - Number of neighbours consulted: 122;
 - External consultations: Historic England (formally English Heritage) and the Police Crime Prevention Design Advisor;
 - PTAL: level 6a at the front of the site and level 5 at the rear (TFL Planning Information Database);
 - Density: 81 habitable rooms, area of 0.24h - 338 habitable rooms per hectare.
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1. INTRODUCTION

- 1.1 This application is brought before committee for Members' consideration as it is a significant site in a prominent location, as a result of the public interest in the proposal and following a request for committee determination from Councillor John Sargeant.

2. SITE AND SURROUNDINGS

- 2.1 The application site (0.24 hectares) is located on the north west side of London Road between Morden Town Centre and the London Road junction with Goodwood Close. London Road is a classified road (A24) which is part of the Transport for London Road Network (TLRN or 'Red Route') and carries a large quantity of traffic as a busy arterial thoroughfare running from Morden to Epsom and the M25 beyond.
- 2.2 The front of the application site has a Public Transport Accessibility Level rating of 6a and the rear part of the site a rating of 5 (On a scale of 1a, 1b, and 2-5, 6a, 6b where zone 6b has the greatest accessibility). The site is not located in a controlled parking zone, however Camrose Close and Morden Court Parade on the opposite side of Morden Road are within controlled parking zone M1 that operates between Monday to Friday 1000hrs to 1600hrs.
- 2.3 A bus lane running past the site operates between 0700hrs 1000hrs between Monday to Saturday. Single red line parking restrictions operate outside the application site between Monday and Saturday 0700hrs to 1900hrs with a car parking bay for one car outside 162 London Road allowing restricted parking after 1000hrs. The site has a public transport accessibility level of 6a with Morden South mainline station located 380 metres to the south west and Morden Underground station 460 metres to the north east. A central reservation in London Road that extends 44 metres past the site entrance prevents southbound vehicles from making a right hand turn into the application site
- 2.4 The north west (rear) application site boundary is adjacent to the rear garden boundary of two storey terraced properties in Cedars Road; the north east (side) boundary is adjacent to the rear garden boundary of two storey semi-detached properties in Camrose Close and the side boundary of the two storey semi-detached property at 164 London Road. The south west boundary is shared with the residential building called 'Homefield'. Homefield provides 24 flats in a three storey building with a 50 metre long side elevation facing towards the application site. On the opposite side of London Road are the four storey residential buildings called Morden House (40 flats) and Grosvenor Court (96 flats).
- 2.5 A motor vehicle repair workshop called Northolt Works is adjacent to the north west corner of the application site. At the meeting in November 2014 the planning applications committee resolved to approve outline planning permission (14/P2917) for the redevelopment of this site. This development consisted of the demolition of the existing motor vehicle repair workshop and

the construction of a part two, part three storey building providing 12 residential units (8 two bedroom flats, 3 one bedroom flats and 1 two bedroom maisonette).

- 2.6 The application site is currently vacant but was previously used by express dairies and by a car accident management company. The site has floorspace covering 1165 square metres that is provided in a three storey brick office building on the site frontage and a large commercial metal clad building at the rear.
- 2.7 The site is located in an archaeological priority zone. The site is not located in an area at risk from flooding. The site is not in a conservation area and there are no buildings either on the site or nearby that are on the statutory or local list of historically important buildings.

3 CURRENT PROPOSAL

- 3.1 The current proposal involves the demolition of the existing buildings and structures on the application site. The planning application form states that these buildings currently provide 1165 square metres of employment floor space (Use Class B8). The footprint of the proposed new building forms a 'U' shape enclosing a communal central amenity space. The main part of the proposed building is three storeys in height. The building then steps up to a height of four storeys in the central part of the site and steps down to a single storey adjacent to the site boundaries.
- 3.2 The development will provide a total of 29 residential dwellings, consisting of 9 one bedroom, 16 two bedroom and 4 three bedroom flats. All but one of the proposed 8 ground floor residential units are provided with a separate external entrance door with separate entrances provided from the front elevation to the three units at the front of the site.
- 3.3 The development has two staircase cores (A and B) providing access to the upper floors of the building with a total of 10 units at first floor level, 9 units at second floor level and 2 units on the top floor. All of the ground floor units have a private external amenity space with a communal space provided in the centre of the site. All of the units above ground floor level are provided with external amenity space in the form of balconies.
- 3.4 A delivery and servicing area is provided to the side of the site with three off wheelchair accessible off street parking spaces. At the front of the site a new vehicle layby is proposed with a shared surface that will involve the dedication of land currently within the application site as a new public footpath. The development is shown as providing 41 residential cycle parking spaces in three integral storage rooms. Refuse storage for the residential accommodation is also provided within the new buildings
- 3.5 The table on the following page provides information on the internal size of the proposed residential accommodation and external amenity space and compares the space that is provided with the current relevant minimum standards set out in the Development Plan.

Table 1: Standard of the proposed accommodation

Flat number	Floor	Internal layout (Sq. M)					Amenity space (Sq. M)			
		Bedrooms	Bed spaces	Habitable rooms	Gross Internal Area	London Plan Standard	Garden	Balcony	Shared	Sites and Policies Plan standard
1.	Ground	1	2	2	51	50	46	-	272	5
2.	Ground	2	3	3	91	61	69	-	272	6
3.	Ground	2	3	3	86	61	94	-	272	6
4.	Ground	2	3	3	84	61	30	-	272	6
5.	Ground	3	5	4	93	86	107	-	272	8
6.	Ground	3	5	4	92	86	119	-	272	8
7.	Ground	3	5	4	91	86	119	-	272	8
8.	Ground	3	5	4	97	86	98	-	272	8
9.	First	1	2	2	53	50	-	5	272	5
10.	First	1	2	2	53	50	-	5	272	5
11.	First	2	4	3	74	70	-	10	272	7
12.	First	2	4	3	73	70	-	7	272	7
13.	First	2	4	3	73	70	-	7	272	7
14.	First	2	4	3	73	70	-	7	272	7
15.	First	1	2	2	52	50	-	5	272	5
16.	First	2	4	3	71	70	-	10	272	7
17.	First	2	4	2	71	70	-	10	272	7
18.	First	1	2	2	52	50	-	5	272	5
19.	Second	1	2	2	53	50	-	5	272	5
20.	Second	1	2	2	53	50	-	5	272	5
21.	Second	2	4	3	74	70	-	10	272	7
22.	Second	2	4	3	73	70	-	7	272	7
23.	Second	2	4	3	73	70	-	7	272	7
24.	Second	2	4	3	73	70	-	7	272	7
25.	Second	1	2	2	52	50	-	5	272	5
26.	Second	2	4	3	70	70	-	10	272	7
27.	Second	1	2	2	55	50	-	5		5
28.	Third	2	4	3	75	70	-	28		7
29.	Third	2	4	3	77	70	-	20		7

4. PLANNING HISTORY.

- 4.1 The most relevant planning history is provided below.
- 4.2 Planning permission refused in September 2008 (LB Merton Ref: 07/P2531) for the change of use from dairy depot to car park including contract parking and car valetting. The reason for refusal was as follows:

The proposed change of use from milk depot (Class B8) to car parking, including contract parking and car valetting (Sui Generis) would: a) result in the loss of employment land, for which the applicant has failed to demonstrate that there is no demand, or that it is unsuitable or financially unviable for any employment or community use, to the detriment of providing and safeguarding employment opportunities in the Borough, b) facilitate and lead to an increased number of vehicle/commuter trips to the town centre thereby failing to reduce the need to travel by car and failing to promote more sustainable forms of transport thereby constituting an unsustainable form of development; and would be contrary to policies E.6, PK4 and LU.3 of the Adopted Unitary Development Plan (October 2003).

- 4.3 Planning permission was approved in March 1979 (LB Merton Ref: MER903/78) for the erection of new bottle store, removal of existing loading banks, provision of canopy over existing roadway and 2 milk silos and the demolition of existing chimney and replacement with 85 foot aluminium chimney.
- 4.4 Advertisement consent was granted in October 2007 (LB Merton Ref: 07/p2597) for the retention of advertising displays, in connection with the use of the land for car parking, on and towards the London Road frontage.
- 4.5 Planning permission was approved in November 1960 (LB Merton Ref: M/M8559) for the use of North Lodge 168 London Road for storage and offices.
- 4.6 Planning permission was approved in July 1974 (LB Merton Ref: MER57/74) for the use of erection of a part single part two storey building to provide cold store and servery with ancillary accommodation and formation of car parking spaces, involving the demolition of the existing offices and printing works at express dairy depot 166-168 London Road.
- 4.7 Planning permission was approved in July 1969 (LB Merton Ref: MER465/69) for the extension to existing car park ancillary to the milk distribution depot at 168 London Road.

5. CONSULTATION

- 5.1 Prior to the submission of the current planning application the applicant carried out pre-application consultation with adjoining residents. A consultation event on the site was attended by 20 local residents including

residents in London Road, Camrose Close, Cedars Road Homefield and Morden Court.

5.2 The submitted planning application was publicised by means of a site notice, a press notice and individual consultation letters sent to 122 local addresses. As a result of the original public consultation nineteen letters (including a letter signed by 11 local residents) were received objecting to the proposal. Following the revision of the application, further public consultation was carried out and 9 letters were received objecting to the proposal. The objections raised from both rounds of public consultation are summarised below:

5.3 **Employment uses**

- Insufficient consideration has been given to the loss of the existing employment uses.
- The submitted marketing report incorrectly describes the application site and the surrounding area;

5.4 **Design and scale**

- Due to the size of the proposed building the development will ‘...intrude over and dominate the nearby houses in Camrose Close which are typical; (two storey) suburban...semi-detached properties laid out in a uniform style”;
- The development proposes a tall building and these are only appropriate in town centre locations;
- The development is overbearing and visually intrusive;
- The area to the north west side of London Road has never had a tall building since the area was developed in the 1930’s;
- Whilst the frontages of the Holt and Homefield are higher than three storeys they do not set a precedent as the rear part of these buildings are three storeys high to protect neighbouring two storey development;
- The four storey buildings on the opposite side of London Road should not set a precedent as they are not adjacent to two storey buildings.
- The design and access statement is incorrect in saying that the development provides a transition between two storey buildings and the three storey Homefield House;
- The approval of a fourth storey will set an unwelcome precedent;
- The height of the development would spoil the character of Camrose Close;
- The height of the development should be reduced by a storey to three storeys;
- The proposed development is higher than the industrial buildings that are to be replaced;
- The Council’s policy is that development in this area should be a maximum of three storeys and there are no four storey buildings nearby;
- The landscaping shown by the architect on balconies is misleading;
- Protection should be given to trees that may be affected by the development;

- The development should include new landscaping in the vicinity of the site;
- The development should include measures to harvest rainwater;
- The modern design is out of keeping with neighbouring development;
- The development should have been informed by the local pattern of development 'such as the Holt, Grosvenor Court and Homefield';
- The scale, massing and height of the development will adversely impact upon neighbouring resident's enjoyment of their gardens contrary to UDP policies BE.15 and BE.22.
- The proposed building line does not conform to the existing street frontage and appears disjointed;

5.5 **Car parking**

- The development will increase the existing high demand for on street car parking space;
- There is insufficient car parking for residents, guests and deliveries;

5.6 **Nuisance and amenity**

- Any development over three storeys '...is totally invading our right to privacy';
- The development will harm privacy due to the proposed windows and balconies;
- The proposed balconies will result in noise disturbance;
- The proposed development has windows above ground floor level in contrast to the industrial buildings that are to be replaced;
- The development will result in visual intrusion as it will "...tower over all of the houses in the vicinity";
- The proposed building will result in a loss of daylight and sunlight to nearby houses;
- The artificial light produced from the 29 flats would harm amenity;
- The noise from this number of dwellings will harm amenity;
- The demolition work will result in a loss of amenity including noise and dust;
- The demolition work will result in damage to adjacent properties;
- The demolition work and the development will result in a loss of property value;
- The single storey part of the building adjacent to Camrose Close will be a security risk;
- The use of the green roofs as amenity space will harm the privacy of adjacent occupiers
- The existing 4 metre high rear wall should be retained to protect privacy;
- The development will damage the health of adjoining occupiers;
- The development will harm the existing sense of community and the neighbourhood;
- The privacy screening to balconies will be inadequate;
- In line with policy LC3 and to reduce flooding and surface water runoff if approved the surfaces within the development should be permeable.

- If approved a planning condition is required to ensure that the green roof is adequately maintained;
 - The development will put pressure on local schools and doctor surgeries;
 - The absence of affordable housing is contrary to Council policy;
 - The development is contrary to the Building Regulations in terms of fire access;
 - The development is contrary to various policies within the Unitary Development Plan (superseded by the Sites and Policies Plan in July 2014).
- 5.7 **Councillor Andrew Judge** A concern is expressed about the height and mass of the proposed development in terms of the proximity to nearby homes. It seems that the development would be an 'overbearing presence' in relation to Camrose Close, neighbouring properties in London Road and would be too close to Homefield. A further concern would be the rooftop terrace in terms of loss of privacy. (These comments were made on the original planning drawings that were subsequently amended)
- 5.8 **Transport for London** as the highway authority for London Road Morden have no objection to the proposal subject to the following:
- Future residents are excluded from applying for in street car parking permits;
 - Cycle parking provision to meet the revised London Plan Standards;
 - The submission and approval of a Construction Logistics Plan through a planning condition;
 - The footway and carriageway on London Road Morden remaining clear during the construction period;
 - All vehicles only parking or stopping at permitted locations and within the time periods permitted by existing on-street restrictions;
 - No skips or construction materials shall be kept on the footway or carriageway at any time.
- 5.9 **Metropolitan Police Crime Prevention Design Advisor** It is recommended that Secured by Design should be incorporated as a minimum standard for security in this development. The revised design appears to have addressed the concerns raised in relation to the original proposal. I have no further security concerns.
- 5.10 **Historic England (formerly known as English Heritage)** There are no objections to the submitted proposal in relation to archaeological considerations on the basis that any planning permission is subject to a planning condition to require further evaluation to clarify the nature and extent of surviving remains which would be followed if necessary, by a full investigation.
- 5.11 **Design Review Panel.** The proposal was considered by the Design Review Panel at the pre application stage on the 20 July 2011. The comments from the panel are provided below with points made by the Panel about the roof

terraces, single aspect units sustainability and landscaping assessed in the main part of this report.

- 5.12 *"The Panel was generally supportive of the proposal on a few key points. They felt that the scale and height of the building, particularly on the street frontage, was appropriate to that of the street. The building line chosen, was considered appropriate, and an improvement on the earlier straight alignment. The architectural style and appearance of the building was considered acceptable and appropriate for the location and the Panel noted the attempt to manage the transition in scale between the differing adjacent building typologies. The Panel were also pleased to see the positive contribution that the landscaping at the front made to the street character, though good management of this was essential to its success.*
- 5.13 *The Panel only had one main point of concern. However they considered it fundamental in that it was affecting a number of issues. This related to the high number of single aspect flats in the scheme, many being north facing. It was felt this was a by-product of an attempt to fit as much on the site as possible. It also had detrimental effects in terms of sustainability – such as natural ventilation, and in producing awkward corners in the H shape block – other nearby blocks were more U shaped.*
- 5.14 *It was felt that the approach should be driven by a desire to achieve as many dual aspect units as possible and that this was simply not high enough on the applicant's priority list. If this was driving the scheme design, then it was considered that perhaps a different solution would result – one that may have a different shaped block and may have the communal garden on the south side and the vehicular access on the north side. The Panel felt that the number and quality of the single aspect units was a significant detrimental element of the proposal and that more work was clearly needed on developing both the overall layout and the arrangement and internal layouts of the individual units.*
- 5.15 *The Panel felt that issues of sustainability were considered more as an add on, rather as integral to the scheme as a whole and that this was evidenced in the use of single aspect flats and how south facing flats would not be able to self-ventilate. A range of measures were suggested by the Panel for meeting renewables targets. Considering renewables earlier on in scheme development could also be likely to support a different approach to building design and layout.*
- 5.16 *On more detailed matters the Panel understood the attempt to step down the scale to the adjacent semi-detached house, but felt that this would present a series of blank flank walls that may be susceptible to graffiti. These would be relatively prominent when approaching from Morden town centre and it was important this presented a positive and attractive aspect to both the street and the development. It was felt that there was an opportunity to create a positive smaller scale landmark element to the building here.*

- 5.17 *It was noted that the road was wide but also quite bleak. Therefore the Panel felt that the area in front of the building presented an opportunity to improve the appearance of the street, helping green it and also presenting a positive and welcoming aspect to the new building itself. It was felt further work was needed on developing this and that the landscaping in general over the site needed further consideration.*
- 5.18 *Overall the Panel felt that there was also opportunity to develop the architectural approach further, however it appreciated the scheme was at an early stage of development. The Panel considered that if the issues it raised were fully addressed, the proposal could be developed into a scheme that would warrant a Green verdict. **VERDICT: AMBER***

6 POLICY CONTEXT

London Plan 2015

- 6.1 The further alterations to the London Plan were published on the 10 March 2015. The relevant policies in the London Plan (2015) are 3.3 (Increasing housing supply); 3.4 (Optimising housing potential); 3.5 (Quality and design of housing developments); 3.6 (Children and young people's play and informal recreation facilities); 3.3 (Increasing housing supply); 3.4 (Optimising housing potential); 3.5 (Quality and design of housing developments); 3.6 (Children and young people's play and informal recreation facilities); 3.8 (Housing choice); 3.9 (Mixed and balanced communities); 3.11 (Affordable housing targets); 3.12 (Negotiating affordable housing); 4.1 (Developing London's economy); 4.4 (Managing industrial land and premises); 5.2 (Minimising carbon dioxide emissions); 5.3 (Sustainable design and construction); 5.7 (Renewable energy); 5.10 (Urban greening); 5.13 (Sustainable drainage); 5.15 (Water use and supplies); 6.5 (Funding Crossrail); 6.9 (Cycling); 6.10 (Walking); 6.13 (Parking); 7.1 (Building London's neighbourhoods and communities); 7.2 (An inclusive environment); 7.3 (Designing out crime); 7.4 (Local character); 7.5 (Light pollution); 7.6 (Architecture); 7.15 (Reducing noise and enhancing soundscapes); 7.19 (Biodiversity and access to nature); 8.2 (Planning obligations).

Merton Sites and Policies Plan (adopted July 2014)

- 6.2 The relevant policies within the Sites and Policies Plan are as follows: DM.D1 (Urban design and the public realm); DM.D2 (Design considerations and the public realm); DM.E1 (Employment areas in Merton); DM.E3 (Protection of scattered employment sites); DM.E4 (Local employment opportunities); DM.EP2 (Reducing and mitigating against noise); DM.EP4 (Pollutants); DM.F2 (Sustainable drainage systems (SuDS) and; Wastewater and Water Infrastructure); DM.H2 (Housing mix); DM.H3 (Support for affordable housing); DM.O2 (Nature conservation, trees, hedges and landscape features); DM.P1 (Securing planning obligations); DM.T1 (Support for sustainable travel and active travel); DM.T2 (Transport impacts from development); and DM.T3 (Car parking and servicing standards).

Merton Supplementary Planning Guidance

- 6.3 The key supplementary planning guidance relevant to the proposals includes New Residential Development (1999); Design (2004) and Planning Obligations (2006).

Policies within the Merton LDF Core Planning Strategy (July 2011)

- 6.4 The relevant policies within the Council's Adopted Core Strategy (July 2011) are; CS 3 (Morden Town Centre) CS.8 (Housing choice); CS.9 (Housing provision); CS 12 (Economic development); CS.13 (Open space; nature conservation; leisure and culture); CS.14 (Design); CS.15 (Climate change); CS.18 (Active transport); CS.19 (Public transport); and CS.20 (Parking; servicing and delivery).

National Planning Policy Framework (March 2012)

- 6.5 The National Planning Policy Framework (NPPF) is a key part of central government reforms '*...to make the planning system less complex and more accessible, and to promote sustainable growth*'.
- 6.6 The NPPF supports 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, and not to hinder or prevent development.
- 6.7 The NPPF states that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.
- 6.8 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. Local planning authorities 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.
- 6.9 The NPPF states that in assessing applications, local planning authorities should have regard to the recommendations from the design review panel. In determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area.

7. PLANNING CONSIDERATIONS

- 7.1 The main planning considerations include assessing the principle of development in terms of the loss of the existing employment floor space; the introduction of residential accommodation, the design, scale, layout and appearance of the proposed buildings, the standard of the residential accommodation including potential ground contamination, the impact on residential amenity including privacy daylight and sunlight and the potential impact on car parking and traffic generation.

Loss of the existing employment use

- 7.2 The application land is a 'scattered employment' site which is defined as an employment site located outside a designated town centre or a designated employment area. Advice on the loss of employment uses on such sites is provided by policy DM E3 of the adopted Sites and Policies Plan. This policy aims to ensure that there is a diverse mix of size, type, tenure and location of employment facilities in the borough which can support a range of employment opportunities and the creation of balanced mixed-use neighbourhoods. Policy DM E3 lists three situations where the loss of a scattered employment site would be acceptable and these are considered below:

a) The site is located in a predominantly residential area and it can be demonstrated that its operation has had a significant adverse effect on local residential amenity;

- 7.3 The application site is located within a predominantly residential area however the site has been vacant for a significant period of time. It is considered that the redevelopment of the vacant application site and/ or more intensive use of the site for employment purposes could potentially result in future harm to residential amenity.
- 7.4 It is the Council's policy to direct storage and distribution (use class B8) to the Council's designated industrial areas (Sites and Policies DM E1). These designated industrial areas are considered more suitable for these uses as they are highly accessible by different forms of transport; they provide space to allow for the expansion of business; they allow similar businesses to locate together and ensure that neighbouring uses are more compatible with each other.
- 7.5 The application site has historically been in employment use, with the existing lawful employment use of the application site as storage and distribution (use class B8). Whilst the existing site and buildings could lawfully be used for an alternative storage and distribution use without any need for planning permission, any new buildings for employment uses are likely to require the benefit of planning permission. As the existing storage and distribution use is considered potentially damaging to residential amenity, in the event that there was a need for planning permission relating to the existing use, the Council would need to carefully whether new or replacement buildings would intensify the employment use in relation to the potential additional impact on residential amenity.

b) The size, configuration, access arrangements and other characteristics of the site makes it unsuitable and financially unviable for whole-site employment use;

- 7.6 The application site is surrounded by residential uses. Whilst a car repair workshop building is located nearby, outline planning permission has recently been approved for the residential development of this site.
- 7.7 In support of the planning application the applicant has submitted a report that followed an Employment Land Review. Following a survey of the existing site, the applicant's property consultant has reported that the buildings are in a "*...serious state of disrepair and are now physically and economically obsolete*". It is considered by the consultant that the structural design of the main building on the site makes it economically unviable to adapt for alternative tenants and the floorplates in the office building are too restrictive for the current office market. The Employment Land Review concludes that the application site is poorly located in relation to Wimbledon Town Centre where the main demand for office floor space is located and poorly related in relation to industrial locations.
- 7.8 Whilst the application site is located on the major road network and a distance of 9 miles from the M25, the direct vehicle access to the site is restricted to northbound traffic only by a central reservation in London Road. The applicant's consultant considers that the "*...loading to the factory is insufficient for modern HGVs*" with the open areas of the site providing inadequate space for large vehicles to manoeuvre.
- 7.9 The application site has been vacant for some time and it is considered by officers that significant investment would be required in the land and buildings to provide storage and distribution floor space (Use Class B8) to a modern standard. As set out earlier in this report there would also be potential residential amenity issues with the continued use of the site for storage and distribution uses.
- 7.10 Employment uses that are within the business class (use class B1) are considered by definition appropriate in residential areas. A development of B1 floor space on the application site would as a result be likely to be acceptable in principle. Whilst the principle of a development of business floor space would be acceptable, the experience of other similar sites in the borough has been that this necessary investment is unlikely to be forthcoming. This is due to the uncertainty of attracting future commercial tenants, with the location of the site, potential issues with the vehicle access and the proximity of the site to residential accommodation.

c) It has been demonstrated to the Council's satisfaction that there is no realistic prospect of employment or community use on this site in the future. This may be demonstrated by full and proper marketing.

- 7.11 The applicant has stated that the application site has been marketed for employment purposes since 2012. This marketing included sending details of the site to 500 central London estate agencies. Potential buyers that were seeking land in this area were also contacted by phone or post. The applicant

has stated that the site was also advertised on multiple property websites and marketing boards displayed outside the site.

- 7.12 It is reported that the marketing of the application site generated little interest and the interest that was expressed was not progressed for several reasons including the following reasons:
- The location in a residential area is not suitable for an office;
 - The location in a residential area is not suitable for industrial development that requires long operating hours
 - The location is not close enough to a (railway) station;
 - The site access is constrained;
 - The layout of the building is unsuitable;
 - The buildings are in disrepair and would require too much work to meet necessary standards.
- 7.13 Whilst there are limitations to the evidence submitted by the applicant (including absence of the price that the land was marketed for and no evidence of marketing for community use) officers are satisfied that there is no realistic prospect of a suitable alternative employment use being attracted to the application site. The loss of the employment land is considered acceptable in this instance and the submitted proposal is considered in line with Development Plan policy DM E3.

Need for additional housing and residential density.

- 7.14 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.
- 7.15 Policy 3.3 of the London Plan (March 2015) states that the Council will work with housing providers to provide a minimum of 4,107 additional homes in the borough between 2015 and 2025. Within this figure of 4,107 new homes, the policy states that a minimum of 411 new dwellings should be provided annually. This is an increase from the 320 dwellings annually that was set out in the earlier London Plan and in policy CS. 9 of the Core Strategy.
- 7.16 Core Strategy policy CS8 states that based on a need for a total of 4,800 homes between 2011 and 2026 a minimum of 1450 to 1800 homes will be required in this period within the Morden sub area where the application site is located. The supporting text to Core Strategy policies CS3 and CS9 state that it is anticipated that the majority of the new housing in the Morden sub area will be provided from "...the planned regeneration of Morden Town Centre as well as incremental development". The current application site is also located in an area specifically designated for intensification of residential accommodation (see Figure 13.1, page 58 of the Core Strategy).
- 7.17 The Core Strategy states that that it is expected that the delivery of new residential accommodation in the borough will be achieved in various ways including development in 'sustainable brownfield locations' and "...ensuring that it is used efficiently". (supporting text to policy CS9). The application site

is on brownfield land and is in a sustainable location adjacent to other existing residential properties. The site benefits from very good access to public transport and good access to other local facilities within Morden Town Centre without the need to use a car.

7.18 The London Plan states that in urban areas such as the application site with a Public Transport Accessibility Level of 6a, residential density should be within a range of 200 to 700 habitable rooms per hectare. With the application site covering a site area of 0.24 hectares and provision of 181 habitable rooms the residential density of the development is 338 habitable rooms per hectare.

7.19 The residential density of the proposed development is within the lower half of the recommended density range set out in the London Plan. With the consideration of other matters such as design, bulk, scale and layout, the standard of accommodation and the impact on amenity this residential density is considered acceptable in this location. The proposed development in this sustainable location will also assist in addressing the need for new residential accommodation in the borough that is identified in the London Plan and the Core Strategy.

Housing mix

7.20 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 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.

7.21 The application site is located in an area, where there is currently a mixture of housing types with both two storey houses and a block of flats adjacent to the site in London Road. The current application provides 29 residential dwellings including 9 one bedroom, 16 two bedroom and 4 three bedroom flats.

7.22 It is considered that the proposed accommodation will increase the variety of residential accommodation available locally. The current proposal will contribute towards the creation of a socially mixed and sustainable neighbourhood in accordance with Core Strategy policy CS8.

Building layout, design and materials

7.23 The 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.

- 7.24 The existing buildings on application site are of poor quality and are considered to detract from the appearance of the local area. As a result subject to the design and appearance of a replacement building it is considered that the loss of the existing buildings will enhance the character of the local area.
- 7.25 The main part of the proposed building forms a 'U' shape which is set in from the property boundaries, with additions at the front and rear of the site on the lower floor levels towards the property boundaries. This 'U' shaped building footprint is similar to the layout of the nearby buildings called The Holt and Homefield. The front elevation of the proposed building is set back from the pavement and is angled to reflect the different front building lines of the two immediately adjacent residential buildings in London Road. In terms of references for the design and appearance of a replacement building, there is some variety in building design and roof form present in the local area with pitched roof houses and flatted blocks with flat roofs. The frontages of the immediately adjoining buildings in London Road are of a mock Tudor design.
- 7.26 The original development design included a four storey building at the front of the site with a flat roof. Following discussions with the applicant revisions have introduced greater interest in the front elevation with three protruding bays. These bays are three storeys high with gable end roofs and joined by flat roof sections with balconies at first and second floor levels. It is considered that the design, layout and rhythm of the proposed building makes reference to the building styles locally and the development will provide a high quality modern development on this site that will enhance the character of the surrounding area.
- 7.27 The submitted design and access statement and application form lists the proposed facing materials for the new building. The proposed facing materials include brickwork and zinc cladding on the one and two storey parts of the building and the top building storey. The flat roof areas of the building will be covered with a living (green/brown) roof apart from areas of the main roof where photovoltaic panels are proposed. The windows and door will be made of aluminium with obscured glazing to balconies where necessary to protect amenity. The proposed materials are considered in keeping with the surrounding area whilst also reflecting the contemporary design of this development.

Building scale and massing

- 7.28 The application site is located on the section of London Road between Merton Civic Centre and the Baitul Futuh Mosque, with this area consisting of development of between two and four storeys in height. On the south east side of the road Morden Court is three storeys high with a flat roof, Morden House is four storeys with a flat roof, Grosvenor Court is three and four storeys in height including a mansard roof.
- 7.29 On the north west side of London Road there are two storey houses with pitched roofs at 120 to 164 London Road and two storey buildings with pitched roofs at 190 to 220 London Road that are divided into maisonettes.

The frontage of the building known as The Holt at is three storeys high with a large pitched roof. The adjacent building called Homefield has accommodation on four floors with the fourth storey within the building roof space. The rear sections of buildings called The Holt and Homefield are three storeys high and have a flat roof.

- 7.30 In a similar design and layout to adjacent buildings called 'Homefield' and The Holt, the proposed building on the application site has been designed in two parts, a building at the front of the site facing London Road and a connected building at the rear of the site. The proposed building on the London Road frontage is three storeys high and has been designed with three vertical bays with gable roofs that are separated by flat roof sections. The flat sections of the new roof are 9.7 metres above ground, with the top of the three roof gables at a height of 12.6 metres. This front and most visible part of the proposed building is lower than the overall height of the front part of the adjacent building called Homefield, which has an roof eaves height of 8.3 metres and a roof ridge height of 13 metres.
- 7.31 The second section of the proposed building is towards the rear of the site and is between one and four storeys in height with a flat roof. The four storey part of the building (12.7 metres high) is located in the centre of the site and set back by 12.5 metres behind the main front building elevation. With the set back from the front elevation, the fourth storey of the building will be hidden in the majority of views from street level in London Road. It is also highlighted that the roof of the four storey part of the proposed building is lower than the roof ridge height of the neighbouring building Homefield.
- 7.32 The London Plan defines tall buildings as those that are a) substantially taller than their surroundings; b) that will cause a significant change to the skyline, c) or are larger than the threshold size (30 metres high) for the referral of planning applications to the Mayor of London. In terms of this criteria the proposed building is not considered a tall building. The proposed building is lower than the neighbouring building called Homefield and other nearby buildings and is not substantially taller than nearby two storey buildings in London Road (8.53 metres). The proposed building will not cause a significant change to the skyline as it is located at the end of a row buildings of a similar scale with four storey buildings located on the opposite side of London Road. The proposed building is 12.7 metres high which is less than half of the height threshold of 30 metres that requires referral to the to the Mayor of London.
- 7.33 The proposed building makes reference to the height of this adjacent three storey building and makes efficient use of the land on this site which is in a sustainable location. It is considered that the scale of the proposed building will be in keeping with the scale and massing of the proposed building on the adjacent site and the area generally.
- 7.34 A public consultation response to the planning application has referred to the 'Tall Buildings Background Paper' that was published in 2010. This document was prepared on behalf of the Council as part of the preparation of, and was subsequently superseded by the Council's Core Strategy that was

adopted in July 2011. The background paper states that in areas of predominantly two storey buildings, a new building of four storeys 'could' be considered a tall building. With the variation in the height of the buildings in the borough the paper goes on to highlight the importance of treating every site and every proposal individually, with an assessment of merits and context.

- 7.35 As set out above, after the assessment of the application site context as advised by the 'Tall Buildings Background Paper' and the height of adjacent buildings it is not considered that the development provides a 'tall building' and the proposed development is considered in keeping with adjacent development and the area generally. Whilst the application site is in an area considered appropriate for the intensification of housing development the submitted proposal has been sensitively designed in relation to the varied design and building scale present locally. With the fourth storey set back into the middle of the site and the proposed building lower than Homefield, the development will provide a transition between Homefield and the two storey properties on the other side of the London Road frontage.

Neighbour amenity

- 7.36 Policy DM D2 states that proposals for development will be expected to ensure appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy. Residential properties in Camrose Close and Cedars Road are located to the rear of the application site with the block of flats called Homefield and two storey residential properties located adjacent to the application site in London Road.

Camrose Close

- 7.37 The rear elevation of the two storey semi-detached properties at 42 and 44 Camrose Close face towards the rear part of the side boundary of the application site. The proposed development does not include any new development to the rear of 42 Camrose Close that has a rear roof addition adding a third storey to the building. An open private service road runs from Camrose Close to the side of 44 Camrose Close. This road provides access to single storey garages in the rear gardens of properties fronting London Road and a large garage in the 14 metre long rear garden of 44 Camrose Close.
- 7.38 The rear wing of the proposed building is located at the end of the service road to the side of 44 Camrose Close, with the proposed building overlapping the rear boundary of 44 Camrose Close by a distance of 4 metres. The proposed building is single storey in this location and has no windows facing towards Camrose Close.
- 7.39 The proposed building will step up from a single storey height on the boundary, to a height of two storeys at a distance of 7 metres from the rear boundary of 44 Camrose Close. Although only partly located behind the property at 44 Camrose Close, a distance of 20 metres will separate the two storey part of the new building visible above the existing garage, from the rear elevation of 44 Camrose Close. The proposed accommodation in this location

is orientated to face the front and rear of the application site, and the secondary elevation windows facing towards Camrose Close are shown as fitted with obscured glass. A planning condition is recommended to ensure that this obscure glazing is installed and maintained.

7.40 The proposed building will step up from two storeys to three storeys at a distance of 14 metres from the site boundary with 44 Camrose Close. In all new developments a separation distance of 20 metres is sought between directly facing habitable room windows above ground floor to maintain suitable privacy levels. The proposed development achieves this with a separation distance of 28 metres between the rear elevation of 44 Camrose Close and the proposed second floor windows on the side elevation of the new building. Although not located behind this property, at the closest point a distance of 29 metres will separate the rear elevation of 44 Camrose Close from the fourth storey of the proposed building.

7.41 A concern has been expressed in consultation responses that the flat roof areas would be used as an external amenity area. This flat roof is marked on the revised submitted plans as providing a 'brown biodiverse roof' (green or living roof). A planning condition is recommended to ensure that the roof area is planted and maintained as a living roof and a further condition is recommended to ensure that there is no access to the roof as an external amenity area.

7.42 With the existing commercial building on the application site, the separation distance from the rear elevation of 44 Camrose Close and the existing garage it is considered that the proposed development is acceptable in terms of daylight, sunlight, privacy and visual intrusion. With the layout and height of existing buildings it is not considered that the proposed single storey building adjacent to the application site boundary is a security risk and there has been no objection received from the secure by design officer.

Cedars Road

7.43 The three two storey pitched roof terraced properties at 19 to 21 Cedars Road are located to the rear of the application site. The property at 21 Cedars Road is closest to the application site, with a separation distance of 23 metres from the main rear elevation of 21 Cedars Road and the application site boundary. The current proposal involves the demolition of the existing commercial building that is located immediately adjacent to the rear site boundary.

7.44 The proposed new three storey building will be set back from the site boundary by a distance of 12 metres, with a separation distance of 35 metres between the proposed three storey building and the rear elevation of 21 Cedars Road. The four storey part of the new building will be separated from 21 Cedars Road by a distance of 46 metres. In line with comments made in consultation responses the existing 4 metre high brick wall along the rear of the site will be retained as part of the proposed development.

7.45 With the existing commercial building on the application site located on the rear boundary, the separation distance from the rear elevation of properties in Cedars Road it is considered that the proposed development is acceptable in terms of Cedars Road and matters relating to daylight, sunlight, privacy and visual intrusion.

Homefield

7.46 The adjacent residential building called Homefield is three storeys high and has a long (49 metres) elevation facing towards the application site. The section of this adjacent building fronting London Road has a large pitched roof with the building at the rear a flat roof. This adjacent building is located a distance of 6 metres from the boundary with the application site. The existing single storey building on the application site that is immediately adjacent to the rear part of the boundary with Homefield will be demolished as part of the proposed development.

7.47 Whilst the majority of the boundary with Homefield will be adjacent to open amenity space on the application site, the proposed development includes two single storey 4 metre high, building wings located adjacent to this boundary. There are no windows on the side of the single storey part of the building facing towards Homefield. There are proposed windows on the upper floors of the proposed building and a planning condition is recommended to ensure that the closest of these secondary windows are fitted with obscured glass and maintained as such.

7.48 At the closest point a distance of 6 metres will separate the three storey parts of the new building from the Homefield site boundary. This separation distance from the boundary is similar to the separation distance of the existing side elevation of 'Homefield' from the site boundary, with 12 metres separating the proposed elevation from the elevation of Homefield. The main four storey party of the proposed building is a distance of 16 metres from the boundary and 22 metres from the Homefield elevation.

7.49 With the location of the existing building, the single storey height of the proposed buildings, the existing 2 metre high boundary fencing, and the separation distance the proposed development considered acceptable in terms of the relationship with Homefield and matters relating to daylight, sunlight, privacy and visual intrusion.

Properties in London Road

7.50 The group of six, semi-detached two storey pitched roof properties at 154 to 164 London Road are located to the north east of the application site. The application site shares a side boundary with the property at 164 London Road.

7.51 Whilst the density of the proposed development is at the lower end of the range suggested in the London Plan, the layout of the development has sought to make efficient use of the land available with a building extending towards the rear of the application site. This layout is similar to nearby developments called Homefield and The Holt.

- 7.52 The property at 164 London Road has previously been extended with a single storey rear addition and a side addition located adjacent to the side property boundary. The proposed development includes a single storey structure (providing a covered vehicle entrance from London Road) located adjacent to the single storey part of 164 London Road. At the closest point a distance of 9 metres separates the three storey flat roof part of the new building (10 metres high) from the main side elevation of 164 London Road (9 metres high).
- 7.53 There are two secondary windows to the side elevation of the property at 164 London Road at first floor level. Whilst there are also windows located to the side of the proposed building in this location, these windows are annotated on the submitted plans as fitted with obscure glazing. A planning condition is recommended to ensure that these are fitted with obscured glass and maintained as such.
- 7.54 The side elevation of the proposed building has windows on the upper floor levels facing towards 164 London Road a large number of these windows are secondary or circulation windows and are annotated on the submitted plans as fitted with obscured glazing. A distance of 10 metres separates the closest proposed clear glazed window on the upper floors from the side boundary with 164 London Road. There is one balcony on this side of the building however this is orientated towards London Road with an obscured glass privacy screen annotated on the submitted plans that restricts views towards adjacent properties. With the layout of development locally and the separation distance from the boundary the proposal is considered acceptable in terms of the properties at 154 to 164 London Road and matters of privacy and overlooking.
- 7.55 The submitted proposal includes the demolition of the existing buildings on the application site, with the existing building on the site frontage measuring 11 metres in height and the existing commercial building at the rear of the site a height of 8 metres. The proposed four storey building at the rear of the site will be 1.7 metres higher than the existing building at the front of the application site. It is considered that with comparable height to existing buildings and the separation from the property boundary the proposed development is considered acceptable in relation to outlook, visual intrusion, daylight and sunlight in relation to 154 to 164 London Road.
- 7.56 In support of the application the applicant has also conducted a detailed daylight and sunlight assessment following the Building Research Establishment (BRE) document 'Site Layout Planning for Daylight and Sunlight: a guide to good practice'. The submitted proposal was found to pass this detailed assessment which concluded that all windows that could be potentially affected by the development would either meet or exceed the daylight and sunlight standards within BRE guidelines.

Standard of residential accommodation - internal layout and room sizes

- 7.57 Policy DM D2 states that proposals for development will be expected to ensure appropriate levels of sunlight and daylight, quality of living conditions,

amenity space and privacy to adjoining gardens. Policies CS8, CS9 and CS14 within the Council's Adopted Core Strategy (2011) states that the Council will require proposals for new homes to be well designed.

7.58 Policy 3.5 of the London Plan (July 2015) states that housing developments should be of the highest quality internally and externally. 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.

7.59 The table provided in section 3 of this current report sets out the gross internal areas for the proposed residential accommodation. The tables show that the proposed accommodation provides good levels of internal floor space that complies with the London Plan standards. The internal layout of the accommodation is considered to make good and efficient use of the space that is available with an appropriate internal layout and good provision of natural light to all habitable rooms.

7.60 The one main point of concern set out in the Design Review Panel minutes related to the number of single aspect units and that many of these were north facing. Following the comments from the Design Review Panel the layout of the development has been revised and in the current layout 23 of the 29 units are double aspect and the 6 units that are single aspect do not face north.

Standard of residential accommodation - external amenity space

7.61 Sites and Policies Plan policy DM D2 states that developments will be expected to ensure appropriate provision of outdoor amenity space which accords appropriate minimum standards and is compatible with the character of the surrounding area. The standard within the Sites and Policies Plan states that in accordance with the London Housing Design Guide, there should be 5 square metres of external space provided for one and two person flats with an extra square metre provided for each additional bed space.

7.62 The proposed flats are each provided with private rear garden space with this amenity space provided as either garden space at ground floor level or balconies on the upper floor levels. The proposed flats would also have a communal amenity space covering 272 square metres. In conclusion it is considered by officers that the proposed residential accommodation is of a good general standard and makes efficient use of the land available on the site.

Standard of residential accommodation - lifetime Homes standards.

7.63 Policies in the London Plan and Core Strategy require all new residential properties to be built to Lifetime Home Standards. As part of the planning application the applicant has confirmed that the development aims to meet Lifetime Home Standards.

7.64 A planning condition is recommended to ensure prior to first occupation of the proposed new dwellings, the applicant shall provide written evidence to

confirm the new dwelling units meet Lifetime Homes Standards based on the relevant criteria.

Car parking

7.65 The application site has a public transport accessibility level (PTAL) of 6a (On a scale of 1a, 1b, and 2 to 6a, 6b where zone 6b has the greatest accessibility). This PTAL level indicates that the site has a high level of access to public transport services, one level below the maximum zone 6b. It is highlighted that the site is within walking distance of Morden Underground Station (460 metres) and Morden South Railway Station (380 metres). The application site benefits from access to the day-to-day facilities in Morden Town Centre including shops, places of employment and recreational uses.

7.66 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. Car parking standards are set out within the London Plan at table 6.2. These standards require a 'maximum' of one off street space for dwellings with one or two bedrooms and a 'maximum' of 1.5 spaces for three bedroom dwellings dependent on the location and the access to public transport. 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.

7.67 The development includes the provision of 3 off street wheelchair accessible car parking spaces. This provision is considered acceptable in this area with a high level of access to public transport and is in line with the maximum standards set out in the London Plan. It is considered that this level of off street parking provision will not harm road safety and this level of provision is supported by Transport for London as the highways authority responsible for London Road.

7.68 In order to reduce carbon dioxide emissions and promote sustainable transport choices the Mayor of London's Electric Vehicle Delivery Plan and policy 6.13 of the adopted London Plan states that new car parking provision should include facilities to charge electric vehicles (a requirement of 20% of total spaces). A planning condition is recommended to ensure that these facilities to charge electric vehicles are provided.

7.69 The site is not located in a controlled parking zone, however Camrose Close and Morden Court Parade on the opposite side of Morden Road are within controlled parking zone M1 that operates between Monday to Friday 1000hrs to 1600hrs. In line with the advice from Transport for London, a planning obligation is recommended that will prevent future occupants of the proposed accommodation from obtaining on street parking permits.

Trip generation, servicing and vehicle access

7.70 Policy CS20 of the Core Strategy (July 2011) states that the Council will seek to implement effective traffic management by requiring developers to

demonstrate that their development will not adversely affect safety and traffic management; and to incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway. The policy also requires developers to incorporate safe access to, and from the public highway.

7.71 The applicant has submitted a transport statement in support of the current planning application. This statement has been considered and it was found that the trip generation from the proposed development can be easily and safely accommodated on the existing road network.

7.72 In order to ensure that traffic and vehicles associated with the construction phase do not impact upon the public highway a planning condition is recommended seeking the submission of a Construction Logistics Plan.

7.73 The submitted plans show the provision of a loading bay at the front of the site which is the result of discussions between the highways authority (Transport for London) and the Council's Transport Planning Officer. This new loading bay is considered suitable for the servicing of the proposed accommodation. Planning conditions are recommended to ensure that the works necessary to provide this loading bay are carried out by the applicant.

Refuse storage and collection.

7.74 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.

7.75 The submitted application drawings show refuse and recycling storage areas for the new flats. These storage locations are considered acceptable in principle and a planning condition is recommended to ensure that these facilities are provided and retained for the benefit of future occupiers.

Cycling

7.76 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.

7.77 The submitted application drawings show cycle storage areas for the new flats. These storage locations are considered acceptable in principle and a planning condition is recommended to seek further details of this storage, to ensure suitable provision (49 spaces), and to ensure that these facilities are provided and retained for the benefit of future occupiers.

Potential ground contamination.

7.78 The London Plan (Policy 5.21) indicates that the Mayor supports bringing contaminated land into beneficial use. Sites and Policies Plan policy Sites and

Policies Plan policy DM EP4 states that developments should seek to minimise pollutants and to reduce concentrations to levels that have minimal adverse effects on human or environment health.

- 7.79 With the previous commercial uses on the application site there is a potential for the site to suffer from ground contamination. Planning conditions are recommended that seek further site investigation work to determine whether contamination is present. If contamination is found as a result of this investigation, planning conditions would require the submission of details of measures to deal with this contamination.

Trees and landscaping

- 7.80 Policy CS.13 within the Adopted Core Strategy (2011) states that development should seek to integrate new or enhanced habitat or design and landscaping that encourages biodiversity. Sites and Policies Plan policy DM O2 states that development will not be permitted if it will damage or destroy any tree which is protected by a tree preservation order; is within a conservation area; or has significant amenity value unless the benefits of the development outweighs the tree's amenity value.

- 7.81 The application site is currently covered in either hardstanding or buildings and there are no trees on the site. It is noted that there are trees on adjacent land close to the site boundary. With the location of the building the majority of trees on adjacent land are likely to be unaffected by the development. With a single storey building proposed adjacent to the boundary works are likely to be necessary to two sycamore trees on the Homefield site.

- 7.82 The proposed building is set back from the London Road boundary with landscaping provided within the front gardens of the ground floor residential units. In response to the comments from the Design Review Panel the applicant has shown the proposed landscaping on the submitted drawings. A planning condition is recommended to seek the submission of further details of new landscaping for approval and for this landscaping to be in place prior to the occupation of the proposed new dwellings or the first planting season following occupation. A second planning condition is recommended to seek the replacement of the planting should any of it be lost within a five year period after planting.

Sustainable design and construction.

- 7.83 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. The application site is currently covered in either buildings or hardstanding manoeuvring space. As part of the current application large areas of open garden space will be introduced at ground floor level with the building also providing living (brown/green) roofs.

- 7.84 On 25th March the Government issued a statement setting out steps it is taking to streamline the planning system. The changes in respect of sustainable design and construction, energy efficiency and forthcoming

changes to the Building Regulations are relevant to the current application. The Deregulation Act was given Royal Assent on 26th March. Amongst its provisions is the withdrawal of the Code for Sustainable Homes.

7.85 Until amendments to the Building Regulations come into effect the government expects local planning authorities not to set conditions with requirements above a Code level 4 equivalent. Where there is an existing plan policy which references the Code for Sustainable Homes, the Government has also stated that authorities may continue to apply a requirement for a water efficiency standard equivalent to the new national technical standard.

7.86 In light of the government's statement and changes to the national planning framework it is recommended that conditions are not attached requiring full compliance with Code Level 4 but are attached so as to ensure the dwelling is designed and constructed to achieve CO2 reduction standards and water consumptions standards equivalent to Code for Sustainable Homes level 4.

Archaeology

7.87 The application site is in an Archaeological Priority Zone and the current application is supported by an Archaeological Desk Based Assessment commissioned by the applicant.

7.88 Historic England (formerly known as English Heritage) have not raised objections to the proposal on the basis that any planning permission is subject to a planning condition. This planning condition should require further evaluation to clarify the nature and extent of surviving remains which if necessary, be followed by a full investigation.

8. ENVIRONMENTAL IMPACT ASSESSMENT

8.1 The area of the application site is below 1 hectare and as a result the site falls outside the scope of Schedule 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2011. In this context there is no requirement for a screening opinion or for an Environmental Impact Assessment as part of this development.

9. LOCAL FINANCIAL CONSIDERATIONS **Mayor of London Community Infrastructure Lev**

9.1 The proposed development is 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. The CIL amount is non-negotiable and planning permission cannot be refused for failure to pay the CIL. The Mayor of London Community Infrastructure Levy charge that would be payable for the proposed development would be based on the charge of £35 per square metre.

London Borough of Merton Community Infrastructure Levy

9.2 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.

- 9.3 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.
- 9.4 The London Borough of Merton Community Infrastructure Levy charge that would be payable for the proposed development would be based on the charge of £115 per square metre.

Planning Obligations

- 9.5 Regulation 122(2) of the CIL Regulations 2010 (continued in the CIL Regulations 2011) introduced three tests for planning obligations into law, stating that obligations must be:
- necessary to make the development acceptable in planning terms;
 - directly related to the development;
 - fairly and reasonably related in scale and kind to the development.
- 9.6 If a planning obligation does not meet all of these tests it cannot legally be taken into account in granting planning permission and for the Local Planning Authority to take account of S106 in granting planning permission it needs to be convinced that, without the obligation, permission should be refused.

Provision of affordable housing and other off site financial contribution towards the provision of affordable housing.

- 9.7 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.
- 9.8 Having regard to characteristics such as site size, site suitability, financial viability issues and other planning contributions Core Strategy policy CS 8 states that affordable housing provision on developments of ten or more residential units should include a minimum of 40% of new units on the site as affordable housing. Within this affordable housing provision, 60% of the units should be provided as social/affordable rented and 40% as intermediate accommodation. The council are currently awaiting confirmation from the applicant that the development will meet the requirements of policy CS. 8.

Restriction for future occupants from obtaining on street car parking permit.

- 9.9 In order to encourage public transport use a planning obligation is recommended to prevent future occupants from obtaining on street car parking permits.

Monitoring and legal fees

- 9.10 As set out in the Council's adopted Supplementary Planning Guidance the s106 monitoring fees would be calculated on the basis of 5% of the monetary contribution (to be agreed). Legal fees for the preparation of the S106 agreement would need to be agreed at a later date.

10. CONCLUSION

- 10.1 The proposed development represents an effective and sustainable use of this brownfield site providing additional residential units and incorporates a design and layout sympathetic to the character of the surrounding area, whilst at the same time minimising any adverse impacts on neighbouring amenity. Accordingly, it is recommended that planning permission be granted subject to the planning conditions and planning obligations set out below.

RECOMMENDATION

GRANT PLANNING PERMISSION subject to the completion of a Section 106 Agreement and planning conditions.

S106 Heads of terms:

1. The provision of affordable housing
2. A restriction preventing future occupants from obtaining on street car parking permits.
3. The dedication of land within the ownership of the applicant to facilitate the formation of a vehicle loading bay at the front of the site.
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. 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 and 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: GA-EX-SP;GA-S-01B;GA-SP-L00B;GA-P-L00B;GA-P-L01B;GA-P-L02B;GA-P-L03B;GA-P-L04B;GA-E-01B;GA-E-02B;GA-E-03B; Design and Access Statement (May 2015); Design Changes Summary; Daylight and Sunlight Report; Energy Statement, Air Quality Assessment; Noise Assessment Report; Transport Statement; Historic Environment Assessment; Marketing Report; and Employment Land Review. Reason for condition: For the avoidance of doubt and in the interests of proper planning.
3. Standard condition (Timing of construction work) No demolition or construction work or ancillary activities such as deliveries shall take place before 0800hrs or after 1800hrs Mondays to 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.

4. 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 for condition: To protect the amenities of occupiers of neighbouring properties and to accord with Sites and Policies policy DM D2. This information is required prior to works commencing as any works on the site could potentially impact upon amenity through the generation of dust and noise.
5. Amended standard condition (Construction phase impacts) Prior to the commencement of development (including demolition) a working method statement shall be submitted to and approved in writing by the Local Planning Authority that shall include measures to accommodate: the parking of vehicles of site workers and visitors; loading and unloading of plant and materials; storage of construction plant and materials; wheel cleaning facilities; control of smell and other effluvia; control of surface water run-off. No development shall be take place that is not in full accordance with the approved method statement. Reason for condition: In the interests of vehicle and pedestrian safety and the amenities of neighbouring occupiers and to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011. This information is required prior to works commencing as any works on the site could potentially impact upon amenity or vehicle and pedestrian safety.
6. Amended standard condition (Construction Logistics Plan) Prior to the commencement of development (including demolition), a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority and all works shall take place be in accordance with approved plan Reason for condition: In the interests of vehicle and pedestrian safety and the amenities of local residents to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011. This information is required prior to works commencing as any works on the site could potentially impact upon vehicle and pedestrian safety.
7. Amended standard condition (External materials) Prior to the commencement of development details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, (notwithstanding any materials specified in the application form and/or the approved drawings), shall 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 for condition To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and

D3 of Merton's Sites and Polices Plan 2014. This information is required prior to works commencing as the Council would need to be satisfied that the materials are acceptable prior to construction work commencing

8. Non-standard condition (Land contamination – site investigation) Prior to the commencement of development (including demolition) a scheme to deal with the risks associated with contamination of the site shall have been submitted to and approved by the Local Planning Authority with the agreed measures in place prior to first occupation of any residential unit. 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. For the protection of Controlled Waters. The site is located over a Secondary Aquifer, within Source Protection Zone 2 (SPZ2) and it is understood that the site may be affected by historic contamination. This information is required prior to works commencing as any works on the site could potentially impact upon any contamination that may be present.
9. Non-standard condition (Land contamination – site investigation) The submitted scheme to deal with the risks associated with contamination of the site shall include 1) a preliminary risk assessment identifying all previous uses and potential contaminants, a conceptual model of the site indicating sources, pathways and receptors and potentially unacceptable risks arising from contamination. 2) A site investigation scheme, based on 1 providing information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 3) The results of the site investigation and detailed risk assessment including an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in 3 are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. 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. For the protection of Controlled Waters. The site is located over a Secondary Aquifer, within Source Protection Zone 2 (SPZ2) and it is understood that the site may be affected by historic contamination. This information is required prior to works commencing as any works on the site could potentially impact upon any contamination that may be present.
10. Non-standard condition (Land contamination – construction phase) If during development further contamination is encountered which has not previously been identified and considered 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 as there is always the potential for unexpected contamination to be identified during development groundworks and in accordance with Sites and Policies policy DM EP4. For the protection of Controlled Waters. The site is located over a Secondary Aquifer, within Source Protection Zone 2 (SPZ2) and it is understood that the site may be affected by historic contamination.

11. Non-standard condition (Land contamination – validation) Prior to first occupation of the proposed new dwellings a verification report shall be submitted to and approved, in writing, by the local planning authority demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the local planning authority. Any long-term monitoring and maintenance plan shall be implemented as approved. Reason for condition: In order to protect the health of future occupiers of the site and adjoining areas in accordance with Sites and Policies policy DM EP4. For the protection of Controlled Waters. The site is located over a Secondary Aquifer, within Source Protection Zone 2 (SPZ2) and it is understood that the site may be affected by historic contamination.
12. Amended standard condition (Archaeology - commencement) Prior to the commencement of development (including demolition) the applicant (or their heirs and successors in title) shall have secured the implementation of a programme of archaeological investigation that is in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the local planning authority with the development (including demolition) proceeding in full accordance with the approved Written Scheme of Investigation. Reason for condition: In order to provide the opportunity to record the history of the site and to comply with Sites and Policies policy DM D2. This information is required prior to works commencing as any works on the site could potentially impact upon any archaeological remains that may be present.
13. Amended standard condition (Archaeology - occupation) Prior to first occupation of the proposed new dwellings or commercial floorspace the site investigation and post investigation assessment shall have been completed in accordance with the programme set out in the Written Scheme of Investigation approved under the preceding planning condition and provision made for the analysis, publication and dissemination of the results and archive deposition secured. Reason for condition: In order to provide the opportunity to record the history of the site and to comply with Sites and Policies policy DM D2
14. Non-standard condition (Details of walls and fences) Prior to first occupation of the proposed new dwellings or commercial floorspace and notwithstanding what is shown on the submitted drawings walls and fences or other means of

enclosure 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 walls and fences or other means of enclosure retained in accordance with the approved details permanently thereafter. Reason for condition: To ensure a satisfactory and safe development in accordance with Sites and Policies Plan policies DM D1, DM D2 and policy CS14 of the Adopted Merton Core Planning Strategy 2011.

15. Non Standard Condition (Green roof) Prior to the occupation of any part of the development a green roof shall be in place that is in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority. The green roof shall be maintained in accordance with the approved plan for the lifetime of the development. Reason for condition To enhance the appearance of the development, the amenities of the area and to improve the management of surface water runoff in accordance with policy CS13 of the Adopted Core Strategy (July 2011) and DM D1 and DM F2 of Merton's Sites and Policies Plan 2014.
16. Amended standard condition (Service vehicle lay-by) The applicant shall enter into a Section 278 Agreement with the highways authority in order to create the vehicle lay-by on London Road with a shared surface. All approved works, including any diversions of statutory undertakers equipment, and necessary signage and restrictions on delivery and car parking shall be completed prior to the occupation of any part of the approved development. Reason for condition: In the interests of the safety of pedestrians and vehicles and to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.
17. Non-standard condition (Landscaping and footway improvement) The applicant shall enter into a Section 278 Agreement with the Council in relation to a landscaping and footway improvement scheme for the open land adjacent to the frontage of the site. All approved works, shall be completed prior to the occupation of any part of the development. Reason for condition: In the interests of the safety of pedestrians and vehicles and to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.
18. Amended standard condition (Landscaping) Prior to first occupation of the proposed new dwellings landscaping shall be in place that is in accordance with a landscaping scheme that has previously been submitted to and approved in writing by the Local Planning Authority with the landscaping scheme to include on a plan, full details of the size, species, spacing, quantities and location of plants, and measures to increase biodiversity together with any hard surfacing and means of enclosure. 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.
19. Non Standard Condition (Landscape Management Plan) Prior to first occupation of the proposed new dwellings a landscape management plan including long term design objectives, management responsibilities and maintenance schedules for open space within the site and all communal and

incidental landscaped areas within the site shall be submitted to and approved in writing by the Local Planning Authority. The landscape shall be managed in accordance with the approved management plan unless otherwise agreed in writing by the Local Planning Authority. Reason for condition To enhance the appearance of the development and the amenities of the area in accordance with policy CS13 of the Adopted Core Strategy (July 2011).

20. Non-standard condition (Sustainability) Prior to first occupation of the proposed new dwellings evidence shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the development has achieved not less than the CO2 reductions (ENE1) (a 25% reduction compared to 2010 part L regulations), and internal water usage (WAT1) (105 litres/p/day) standards equivalent to Code for Sustainable Homes level 4. 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 2015 and CS 15 of the Adopted Merton Core Planning Strategy 2011.
21. Amended standard condition (Lifetime homes) Prior to first occupation of the proposed new dwellings, the applicant shall provide written evidence to confirm the new dwelling units meet Lifetime Homes Standards based on the relevant criteria. Reason for condition: To meet the changing needs of households and comply with policy CS8 of the Adopted Core Strategy (July 2011).
22. Amended standard condition (Screening of external amenity areas) Prior to first occupation of the proposed new dwellings screening to the proposed external amenity areas above ground floor shall be in place that is in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority with the approved screening maintained permanently thereafter. Reason for condition: To safeguard the privacy and amenities of the occupiers of neighbouring properties and to comply with Sites and Policies Plan policy DM D2 and policy CS14 of the Adopted Merton Core Planning Strategy 2011.
23. Amended standard condition (Obscure glazing) Before the development hereby permitted is first occupied, the windows in the approved building elevation drawings as shown fitted with obscure glazing shall be glazed with obscure glass and fixed shut and shall permanently maintained as such thereafter. Reason for condition: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Polices Plan 2014.
24. Non-standard condition (Car parking spaces) Prior to first occupation of the proposed new dwellings details of how the car parking spaces are allocated to individual residential units and details of electric vehicle charging points in accordance with the London Plan, shall be submitted to and approved in writing by the Local Planning Authority with the car parking spaces shown on

the approved drawing to serve the development and the charging points provided and thereafter kept free from obstruction and retained for parking purposes for users of the development and for no other purpose. Reason for condition: To ensure the provision of an appropriate level of car parking and comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011, the Mayor of London's Electric Vehicle Delivery Plan and policy 6.13 of the adopted London Plan

25. Non-standard condition (Cycle storage and parking) Prior to first occupation of the proposed new dwellings cycle storage for occupiers or users and cycle parking for visitors for the relevant floor space 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).
26. Non-standard condition (Refuse and recycling facilities) Prior to first occupation of the proposed new dwellings refuse and recycling facilities shall be in place for the relevant floor space 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).
27. Amended standard condition (External Lighting) Any new external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary. Reason for condition In order to safeguard the amenities of the area, the occupiers of neighbouring properties and wildlife using the green corridor at the rear of the site and to ensure compliance with Sites and policy DM D2 and policies CS13 and CS14 of the Adopted Merton Core Planning Strategy 2011.

INFORMATIVES:

- a) 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.
- b) The applicant is advised that details of Lifetime Homes standards can be found at www.lifetimehomes.org.uk

- c) The applicant is advised to contact Transport for London before undertaking any works within the Public Highway in order to obtain the necessary approvals and/or licences.
- d) The applicant is advised that the demolition works should avoid the bird nesting and bat roosting season. This avoids disturbing birds and bats during a critical period and will assist in preventing possible contravention of the Wildlife and Countryside Act 1981, which seeks to protect nesting birds/bats and their nests/roosts. Buildings should also be inspected for bird nests and bat roosts prior to demolition. All species of bat in Britain and their roosts are afforded special protection under the Wildlife and Countryside Act 1981. If bats are found, Natural England should be contacted for advice (telephone: 020 7831 6922).
- e) The applicant is reminded of the need to comply with the Control of Asbestos Regulations 2012 in relation to the demolition of the existing buildings on the application site, with further advice available at the following link: <http://www.hse.gov.uk/asbestos/regulations.htm>.
- f) The applicant is advised that archaeological written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with Historic England Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs. Archaeological monitoring of geotechnical investigations would be a suitable initial method of evaluating deposit survival on the site. The findings will inform the requirement for further evaluation. Should significant archaeological remains be encountered, mitigation comprising further archaeological fieldwork is likely to be necessary.
- g) The applicant is advised that the footway and carriageway on London Road Morden should remain clear during the construction period; that all vehicles should only park or stop at permitted locations and within the time periods permitted by existing on-street restrictions and that no skips or construction materials shall be kept on the footway or carriageway at any time.

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