

PLANNING APPLICATIONS COMMITTEE
13th August 2015

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>Item No:</u>	<u>DATE VALID</u>
	15/P1798		18/05/2015
Address/Site:	Pinnacle House, 17-25 Hartfield Road, Wimbledon, SW19 3SE		
(Ward)	Dundonald		
Proposal:	Refurbishment of existing Class B1 office building including recladding of front elevation to Hartfield Road and alterations to other elevations, reconfiguration of internal spaces, and erection of three additional floors (net additional 1,717sq.m of Gross Internal Floor space (GIA), reconfiguration of existing basement to accommodate plant and cycle parking with reduction in existing car parking.		
Drawing Nos:	042-A-11-09(E), 10(E), 11(E), 12(E), 13(E), 14(E), 15(E), 16(E), 17(E), 18(E), 19(E), 042-A-16-01(E), 02(E), 05(E), 06(E), 042-A-17-01(E), 02(E), 03(E), 04(E), 05(E), 06(E), 07(E) & 08(E).		
Contact Officer:	David Gardener (0208 545 3115)		

RECOMMENDATION

GRANT Planning Permission Subject to Conditions and S106 Agreement

CHECKLIST INFORMATION

- Heads of agreement: Carbon emission offset
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice: Yes
- Site notice: Yes
- Design Review Panel consulted: Yes
- Number of neighbours consulted: 414
- External consultations: Greater London Authority

1. INTRODUCTION

- 1.1 The application has been brought before the Planning Applications Committee due to its important location within Wimbledon Town Centre.

2. SITE AND SURROUNDINGS

- 2.1 Pinnacle House is a 1980's purpose built office building, with office space arranged over five floors (Gross Internal Floor Area of 3,522sq.m) plus a basement car park and plant within the roofspace. The existing building features solid brick elevations with a curved bay frontage to Hartfield Road and a pitched plant roof profile.
- 2.2 Pinnacle House is located within Wimbledon town centre, on the southwest side of the Hartfield Road one way road system, occupying the frontage between the Hartfield Crescent and Beulah Road junctions. The buildings on the opposite side of Hartfield Road and the adjacent two storey commercial parade on the other side of the Beulah Road junction lie within the secondary shopping frontage. A timber merchants sits between Pinnacle House and the residential properties in Hartfield Crescent beyond - the designated town centre boundary coincides with the boundary of these premises.
- 2.3 The buildings along Hartfield Road comprise an eclectic mix of styles and of varying height. The tallest building is Wimbledon Bridge House, which is a seven storey office building sitting on the opposite corner of Hartfield Crescent to the application site and forming part of its immediate site context. Further tall buildings are situated to the east of the site along the southern side of Hartfield Road, such as regency Court, which is 5 storeys.
- 2.4 In terms of the wider context, Victorian shop buildings can be found along the Broadway. These units are typically three units high, with a pitched roof concealed behind a parapet. Victorian two-storey residential houses are located to the south of the site along Hartfield Crescent and Graham Road, whilst industrial units line the eastern side of Beulah Road.
- 2.5 Pinnacle House is not located in a conservation area and has excellent public transport links (PTAL rating of 6a) being sited in very close proximity to both Wimbledon tube, railway and tram station and the town centre bus station.

3. CURRENT PROPOSAL

- 3.1 The applicant seeks planning permission for the refurbishment of the existing Class B1 office building including recladding and altering of elevations, reconfiguration of internal spaces, and the erection of three additional floors. The existing basement would be reconfigured to accommodate plant and cycle parking with the number of car parking spaces reduced from 22 to 4, including one blue badge holder space.

- 3.2 A total of 1,717sqm of GIA additional office space is proposed. The new office floor plates will be high quality spaces, with a centralised core. The existing building will be stripped back to the fourth floor with the removal of the solid and heavy masonry to the front of the building, including the entrance. A new steel framed extension will sit on top of the existing structure. The existing brickwork to the side walls will be repaired and painted or stained.
- 3.3 The application as originally submitted proposed a sloping rear south facing façade with integrated horizontal louvres. The scheme has been amended with the proposal now stepped at the rear upper levels so that there is more of a visual recession when viewed from further along Hartfield Crescent.
- 3.4 The façade has further been developed from the original submission with a series of curved gold coloured anodised aluminium panels. The colour of these panels is proposed to become progressively lighter as height increases.
- 3.5 The building will have a maximum height of approx. 34.2m and will step in at levels 5 to 7 on its side and rear walls. Level 7 will also be stepped back on the front elevation. A reconfigured entrance is also proposed with access from the east and west sides. A wheelchair platform lift is proposed to replace the existing provision.
- 3.6 The proposal also includes the provision of 60 new cycle racks within the basement area with associated shower, changing and locker facilities. Of the four retained car parking spaces, one will be wheelchair accessible.

4. PLANNING HISTORY

The following planning history is relevant:

- 4.1 88/P0537 - Erection of five-storey office building with basement car park providing 22 spaces. Granted - 08/09/1988.
- 4.2 90/P0553 - Display of non-illuminated advertisements on Hartfield Road frontage of business premises. Granted - 16/07/1990.
- 4.3 96/P0721 - Display of two double-sided banners and one estate agents board on front of building. Granted - 13/09/1996.

5. POLICY CONTEXT

- 5.1 The following policies from the Adopted Sites and Policies Plan and Policies Maps (July 2014):
DM D1 (Urban design and public realm), DM D2 (Design considerations in all developments), DM D3 (Alterations and extensions to existing buildings), DM E1 (Employment areas in Merton), DM E2 (Offices in town centres), DM R1 (Location and scale of development in Merton's town centres and neighbourhood parades), DM T1 (Support for sustainable transport and active travel)

- 5.2 The relevant policies in the Adopted Core Strategy (July 2011) are: CS.6 (Wimbledon Town Centre), CS.7 (Centres), CS.12 (Economic development), CS.14 (Design), CS.15 (Climate Change), CS.18 (Active Transport), CS.19 (Public Transport), CS.20 (Parking, Servicing and Delivery)
- 5.3 The relevant policies in the London Plan (July 2011) are: 4.2 (Offices), 5.2 (Minimising carbon dioxide emissions), 5.6 (Decentralised energy in development proposals), 5.3 (Sustainable Design and Construction), 5.9 (Overheating and cooling), 6.3 (Assessing effects of development on transport capacity), 6.9 (Cycling), 6.13 (Parking), 7.2 (An inclusive environment), 7.4 (Local character), 7.6 (Architecture), 7.7 (Location and design of tall and large buildings), 7.8 (Heritage Assets and Archaeology)
- 5.4 National Planning Policy Framework (NPPF)
- 5.5 Merton's Tall Buildings Background Paper 2010

6. CONSULTATION

- 6.1 The application was publicised by means of a site notice and individual letters to occupiers of neighbouring properties. In response, three letters of objection were received. The letters of objection are on the following grounds:
- Overshadowing of properties on Hartfield Crescent;
 - Overlooking;
 - Would be visually intrusive and cause a 'canyon effect';
 - Impact on traffic.
- 6.2 Following amendments to the proposal a further 10-day re-consultation was undertaken. One further objection has been received on the following grounds:
- Insufficient number of parking spaces;
 - New loading/unloading area on Beulah Road will result in the loss of two on-street parking spaces located opposite application site. This will have an unacceptable impact on the timber merchants located behind the site as customers will no longer be able to collect bulky materials and products;
 - Loss of the two on-street parking spaces will put further pressure on available parking spaces in the area;
 - Access to the timber merchants could be blocked if more than one delivery vehicle arrives at one time;
 - Does not comply with policies DM E1 and DM E2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) as it would have significant impact on neighbouring businesses.
- 6.3 Greater London Authority (GLA)

6.31 The application is referable under Category 1D of the Town and Country Planning (Mayor of London) Order 2008, i.e. it is an existing building which, when altered, would fall within Category 1C (c) 'the building is more than 30m in height and is outside the City of London'. The GLA Stage 1 referral report states that the key strategic policies relevant to this application are: – principle of land use, extension of office spaces, urban design, access, sustainable development and transport.

6.32 The report concludes as follows:

- Principle of development – office use in a town centre – The proposed redevelopment of the building for continued office use is strongly supported.
- Urban design – There are no strategic design concerns. The Council is encouraged to secure key details of curtain walling and in particular, the sloped arrangement of the rear upper levels to secure the highest possible quality of architecture.
- Access – The applicant should demonstrate how the proposed redevelopment of the office complies with policy 7.2 of the London Plan.
- Sustainable development/energy – The carbon dioxide savings fall short of the target with Policy 5.2 of the London Plan. The applicant should consider the scope for additional measures aimed at achieving further carbon reductions.
- Transport – The development will not have a negative impact on the Public Transport Network, therefore no contributions are required. Transport for London (TfL) requests car parking provision to be reduced and additional information on the short stay cycle parking and route to be provided. The final travel plan should be secured through the section 106, with Delivery and Servicing Plan and Construction Logistics Plan secured by condition.

6.33 The covering letter and report states that the proposal does not comply with the London Plan but that the changes set out above in relation to access, sustainable development and transport, could remedy its deficiencies.

6.4 Transport for London

6.41 There are currently 21 car parking spaces available on site, the applicant proposes to reduce this to 3 standard spaces, with one Blue Badge parking space in accordance with the London Plan requirement. Whilst TfL welcomes the reduction in spaces, considering the excellent 6b PTAL and services available in the vicinity of the site, TfL suggests this provision is reconsidered to further promote sustainable travel.

6.42 The application proposes 60 cycle parking spaces, which is welcomed by TfL. To reduce conflicts with cars it is recommended a segregated route is provided. TfL also requests additional information on the short stay/visitor parking provision and how this can be accessed.

- 6.43 Considering the services available in the area it is not considered that the development will have a negative impact on the Public Transport Network.
- 6.44 The submission of a draft Travel Plan, which aims to promote sustainable travel to and from the site, is welcomed. TfL requests the final version, including all agreed measures therein should be secured, enforced, monitored and reviewed as part of a S106 agreement. Considering the current car trips to the site, the Travel Plan should strongly look to reduce car dependency.
- 6.45 TfL also recommends a Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP) are secured by condition. Both should be finalised in accordance with TfL guidance to ensure cycle safety measures are identified.
- 6.5 Design and Review Panel – (21st May 2015)
- 6.51 The Design and Review Panel (DRP) commented on the originally submitted scheme. They were advised that the design was still evolving and the applicant expected to submit updated drawings during the application process.
- 6.52 The panel welcomed the improvements to the ground floor entrance, which was more symmetrical, open and airy and particularly the centrally placed wheelchair lift. The panel reiterated that it did not have an issue with the building's overall height.
- 6.53 There was some concern about the sensitivity of the rear of the building to the adjacent houses and businesses. The previous stepping arrangement was more sensitive and if the change in appearance and layout at the rear was to remain, then it was advised that the southern elevation should set-back at about 45 degrees, rather than the steeper pitch currently shown.
- 6.54 The panel saw the elevations as work in progress, though an improvement on the original design, which they had reviewed prior to the formal submission. It was felt that the retained brickwork was in danger of looking like an 'add-on' to a new building and this needed to be addressed. . It was also felt that the building would benefit from a more clearly articulated base, body and extension, with some horizontal stratification in the elevation to express this. The building should look a bit more like what it was – an extended building, rather than a new one. This overall composition of the elevation was important to the success of the building and needed to be got right.
- 6.55 The entrance area might benefit from some form of structural element that avoided the impression of 'floating brickwork' but retained the open feel. The skyline of the building also needed to be improved from the prominent maintenance infrastructure. In response to the images of evolving designs, the Panel warned against making the building too dark and grey. It was suggested that the proposed vertical fins could incorporate some colour to increase the richness of the experience of passing the building. It was also important to consider the appearance of the building at night, given that it consisted of a significant amount of glazing.

- 6.56 Overall the Panel were very positive about the proposals and the direction in which they were evolving.

VERDICT: **AMBER**

- 6.57 Design Review Panel – further review by e-mail late June/early July 2015
In response to the comments received at DRP in May 2015, further revisions were made which were then circulated for e-mail feedback from individual DRP members. Remaining concerns were that the building still seemed somewhat out of proportion and top heavy and needed more ‘joy’ in the elevations. These views were relayed to the architects at a meeting with Council planners and the urban design officer, leading to a further set of design revisions.

6.6 Future Merton - Urban Design

- 6.61 Following 2 sets of revisions to the original submission, the council’s urban designer is supportive of the latest amendments to the scheme, and considers that the major issues raised by himself and by DRP members have now been adequately addressed and states as follows:.

- 6.62 *‘The predominantly glazed finish that wraps slightly at the edges, and has small fins on the front, does work well to make the building lighter and not ‘top heavy’, which was a concern raised during the building’s design evolution post submission. The view of the proportions of the building from the Northwest (Hartfield Crescent) side is particularly improved, and steps in well-proportioned sections. ‘*

- 6.63 *The response to the idea of using colour has been to use gold, which may not be really perceived as a ‘colour’, but is nevertheless a qualitative improvement and retains a degree of stylishness to the building.*

6.7 Transport Planning

- 6.71 Transport planning does not object to the proposal and have provided comments regarding Transport for London’s response.

- 6.72 The proposed reduction in car parking provision is in accordance with the Council’s policies. With regards to the requirement for additional information to be provided on the short stay/visitor car parking, it is noted that the width of the pavements to the front and side of the application site is relatively narrow and accommodating short stay cycle parking here could be problematic. Given the proximity of the site to the main Town centre, where there is plenty of cycle parking, it is considered that in this instance short stay parking would not be required.

- 6.73 With regards to the final travel plan it is confirmed that this can be secured by way of condition rather than through a S106 agreement.

6.8 Highways

- 6.81 The revised amended plans show that no development or obstruction will take place on the public highway and that the ground floor of the building does not include the public highway within the building area. This amended plan is acceptable.

7. PLANNING CONSIDERATIONS

7.1 Principle of Development

- 7.11 The council supports the development of major offices in Wimbledon town centre, which is defined in Policy DM R1 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) as having more than 1,000sq.m. Policy CS.7 of the Core Planning Strategy states that in Wimbledon Town centre the council will support high quality offices, especially major development. Policy DM E1 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals relating to employment sites will only be supported that subject to Policy DM E2 and DM E3, retain existing employment land and floorspace. The council will support proposals for the redevelopment of vacant and underused existing employment land and floorspace for employment use and proposals for large and major offices (B1(a) use class) in town centres. Policy DM E1 notes that as Wimbledon town centre is tightly bound by residential areas, the possibilities for growth include increasing density on existing sites. This policy states that the council will work with landowners to meet market demand for high quality, well designed large floorplate offices commensurate with Wimbledon's status as a major centre and to take advantage of the internationally recognised Wimbledon 'brand'.
- 7.12 At a regional and national level it should be noted that Policy 4.2 of the London Plan states that the Mayor will encourage renewal and modernisation of the existing office stock in viable locations to improve its quality and flexibility. Paragraph 19 of the NPPF states that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system. The GLA Stage 1 response strongly supports the uplift in commercial floorspace from a strategic planning perspective and state as follows: 'The development will significantly rejuvenate the site and office accommodation that no longer meet modern demands with inefficient layouts. The proposals will deliver high quality well designed flexible workspace that will support London's function as one of the world's most attractive and competitive business locations.
- 7.13 The proposal is not a speculative venture and has been designed for a specific tenant, Unibet, who have signed an Agreement For Lease with Aviva Investors for Pinnacle House. Unibet currently occupy the fourth floor of Wimbledon Bridge House and have over 280 employees. Unibet have confirmed that they will be required to move out of Wimbledon Bridge House

by June 2017 when their lease expires. Furthermore, in line with the company's growth strategy, they will also require a larger quantum of floorspace compared to current occupation. The company will require approximately 4,000 sq.m of NIA floorspace to accommodate Unibet's proposed growth plans to employ circa. 385 people in the location by 2019. The applicant has submitted with the application a market summary which demonstrates that there is a significant shortage of Grade A office space in Wimbledon town centre, and no available space of the scale required by Unibet either in the market or development pipeline.

- 7.13 Pinnacle House is located in Wimbledon Town centre and has excellent transport links (PTAL rating of 6a), which means it is a highly suitable location for a major office development. A total amount of 5,239sq.m GIA of Grade A office space will be accommodated in the building once it has been extended and refurbished, and will provide Unibet with a modern and sustainable office. The proposal will also keep a well-established local employer in the borough, safeguarding existing jobs. It is considered that the proposal would comply with local, regional and national planning policies by providing a modernised and sustainable office building with well-designed large floorplates commensurate with Wimbledon's status as a major centre.

7.2 Design, Impact on Streetscene and Wider Context

- 7.21 The proposed extension would result in the height of Pinnacle House increasing from a height of 20.8 -24.5m (central roof feature rising 28m) to 31.8m at 7th floor level, with the recessed plant room at a maximum of 34m.
- 7.22 The London Plan states that tall buildings are those buildings that are substantially taller than their surroundings, cause a significant change to the skyline or are larger than the threshold sizes set for the referral of applications to the Mayor. Policy 7.7 states that tall buildings should generally be limited to sites in town centres that have good access to public transport. The GLA Stage 1 response advises that the proposed form and massing of the building is broadly supported and improves on that of the existing building. It further states that:

'The proposed scale of the building sits comfortably with its immediate context and it is noted that the applicant has worked to form an appropriate roofline treatment in response to DRP comments to address longer range views.'

- 7.22 In terms of local planning policy, Policy CS.14 of the Core Planning strategy promotes high quality sustainable design that improves Merton's overall design standard. Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be expected to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings. Policy DM D3 states that proposals for alterations or extensions to buildings will be expected to respect and complement the design and detailing of the

original building. More specific guidance is outlined in the Tall Buildings Background Paper (2010) which forms part of Merton's Local Development Framework, as an evidence base in support of the Design Policy outlined in the Core Strategy. This states that in Wimbledon Town Centre, tall buildings should contribute to creating a consistent scale of development based on a range of similar but not uniform building heights. These should be determined by reference to surrounding building heights and townscape characteristics.

- 7.23 Wimbledon is the borough's largest town centre, identified as a major centre in the London Plan. The centre has the highest level of public transport accessibility in the borough and this makes the centre a sustainable location for a tall building. It should be noted that although the application site is not located in a conservation area, given its height it would be visible from the Merton (The Broadway and South Park Gardens) conservation areas along Queen's Road to the north of the site because the top of the building would be visible above the roofs of the four-storey terrace buildings along The Broadway.
- 7.24 It is considered that the proposed extension to Pinnacle House will respect its context in terms of its height, scale and massing. Whilst the proposed scheme will be considered a tall building in the context of the Borough of Merton, it will be a similar height to the adjacent building, Wimbledon Bridge House, which means it will contribute to creating a consistent scale of development along Hartfield Road. The upper floors will also be stepped to reflect the design of Wimbledon Bridge House. This will also help reduce its scale and massing when viewed from Queen's Road. The GLA, the Design Review Panel and the Future Merton urban design officer and the planning case office were all comfortable with the height relationship of the proposed extended building to its setting, subject to a suitable setting down in heights, which is considered to be achieved.
- 7.25 The existing building is a late 1980s brick built office building, which is in need of repair and refurbishment. The building currently does not make a positive contribution to the Hartfield Road streetscene or the wider context. Although the proposed scheme would result in Pinnacle House appearing as a completely new building it will in fact be an extended building and as such the existing building fabric has heavily influenced the design approach. It is considered that the extended and refurbished building would be very high quality and a significant improvement in design terms compared to the tired and dated existing building with the use of curved gold coloured anodised aluminium panels lightening and adding visual interest to the form of the building. A high quality example of the use of gold coloured anodised aluminium in a similar manner on the façade of a building can be seen on the award winning Nottingham Contemporary Arts Centre.
- 7.26 It is considered that the building will contribute positively to the setting of the conservation areas through an imaginative, contemporary design. It has benefited from the Council's design review process and overall, it is considered that the proposal will accord with the development plan design

policies and as such is considered to be acceptable in terms of design and its impact on the Hartfield Road streetscene and the wider setting.

7.4 Residential Amenity

- 7.41 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be required to ensure provision of appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy, to both proposed and adjoining buildings and gardens. Development should also protect new and existing development from visual intrusion.
- 7.42 The existing building is five storeys high and features a 2 storey pitched plant roof profile. The buildings northwest and southeast facing flank walls have a height of approx. 20.8m, with the roof rising to a maximum height of 28m. The rear elevation is partially stepped at level 5. Victorian two-storey residential houses are located to the south of the site along Hartfield Crescent and Graham Road, with commercial properties located to the north, east and west.
- 7.43 The proposed 3-storey extension has been designed to step back at each level to reduce its massing when viewed from properties along Hartfield Crescent and Graham Road. It should be noted that the extended building would be a similar height to Wimbledon Bridge House, which is located northwest on the other side of Hartfield Crescent, which also features a similar stepping arrangement on its upper floors. There has also been careful consideration of materials with the colour of the curved gold coloured anodised aluminium panels getting lighter as the buildings gets higher. This will provide a much lighter contrast to the existing brick façade, which will be painted or stained from the ground floor up to floor 5 as well as providing some visual interest, when viewed by occupiers of properties along these properties.
- 7.44 The applicant has provided a daylight and sunlight study, to assess the likely impact of the proposed extension on residential properties located along Hartfield Crescent and Graham Road. The neighbouring daylight analysis illustrates that the quality, quantity and distribution of light will remain fully and comfortably BRE compliant in daylight terms, whilst the neighbouring sunlight analysis also illustrates that the neighbouring residential accommodation will remain fully and comfortably BRE compliant in sunlight terms. Due to the location of private amenity areas adjacent to the development site, the proposed scheme will not impact the direct sunlight these spaces receive, and therefore will remain full and comfortable compliant in shadow terms.
- 7.45 There will be roof terraces located at levels 6 and 7. At level 6 the roof terrace will be solely located to the rear of the building, whilst at level 7 the roof terrace would enclose all sides of the building. To prevent overlooking and protect the level of privacy currently enjoyed by occupiers of properties along Hartfield Crescent, a condition will be attached requiring details of a 1.8m high screen to be fitted on the southeast facing elevation of the terraces are submitted and approved by the Local Planning Authority.

7.46 It is considered that given the above considerations that the proposal would not be visually intrusive or overbearing when viewed from surrounding residual properties, or result in an unacceptable level of daylight/sunlight or privacy loss. The proposal would therefore accord with policies DM D2 and DM D3 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) and is acceptable in terms of residential amenity.

7.5 Parking and Traffic

7.51 Policy 6.1 of the London Plan (2015) states that the Mayor will support developments, which generates high levels of trips at locations with high levels of public transport accessibility and improves the capacity and accessibility of public transport, walking and cycling. At a local level Policy CS.19 of the Core Planning Strategy states that the council will ensure that all major development demonstrates the public transport impact through transport assessments. Travel plans will also be required to accompany all major developments. Policy CS.18 promotes active transport and encourages design that provides attractive, safe, covered cycle storage, cycle parking and other facilities (such as showers, bike cages and lockers).

7.52 The applicant has submitted a transport statement and draft Travel Plan with the application demonstrating that the transport impacts associated with the proposals can be accommodated within the surrounding transport network. A condition will be attached requiring the submission of a final Travel Plan. The proposal includes reducing the number of car parking spaces from 21 to 3 standard spaces, with one Blue Badge parking space. The GLA Stage 1 response states that whilst TfL welcomes the reduction in spaces, considering the excellent 6b PTAL and services available in the vicinity of the site, TfL suggests this provision is reconsidered to further promote sustainable travel. The Transport planning section has, however assessed the proposal and is satisfied that the reduction in car parking spaces, which promotes sustainable travel, complies with the council's policies and has no objection. Pinnacle House is well connected and has excellent public transport links (PTAL rating of 6a). The site is served by rail services from Wimbledon station and a number of bus services run along Hartfield Road.

7.53 The proposal for 60 cycle parking spaces, shower and changing facilities, is all in accordance with London plan policies and is welcomed by TfL. In response to TfL's request for a plan identifying a segregated cycle route to the basement parking, the applicant has submitted details showing a separate access point from Beulah Road for cyclists. TfL have also requested that further additional information on the short stay/visitor parking provision and how this can be accessed. In response, the council's transport planning section state that given the proximity of the application site to the main town centre, where there is plenty of cycle parking, it is considered that in this instance short stay parking will not be required.

7.54 Policy CS.20 of the Core Planning Strategy states that the Council will require developers to demonstrate that their development will not adversely affect

pedestrian and cycle movements, safety, the convenience of local residents or the quality of bus movement and/or facilities; on-street parking and traffic management. Developments should also incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway. The applicants originally submitted Delivery and Servicing Management Plan proposed loading and unloading deliveries from Beulah Road. However, this would require two on-street parking bays on the opposite side of Beulah Road to be suspended because the road would otherwise become blocked. This would be subject to a consultation process and may well receive objections which cannot be overturned. The applicant has since submitted a revised Delivery and Servicing Management Plan, which proposes loading and unloading deliveries from Hartfield Crescent. The council's Highways section has objected to this proposal because it will block the road. The Highways section are currently looking at a solution to the problem with one potential solution being the creation of an in-set Loading bay by cutting into the footway in front of Pinnacle House. Given the length of time this would take to be drawn up and the traffic order amended the Highways section has advised that this is secured by condition. The council are not therefore currently in a position to approve the Delivery Servicing Management Plan, which means a condition will therefore be attached requiring this is approved prior to the occupation of the development. This is also in accordance with the TfL response which recommended that the Delivery and Servicing Management Plan and Construction Logistics Plan are secured by condition.

7.6 Sustainability and Energy

- 7.61 The energy strategy for Pinnacle house has indicated that there will be a shortfall in the emissions reduction achievable in this scheme compared to the targets set out in the London plan policy 52. Following discussions with the developer several measures have been suggested in order to improve the energy efficiency of the scheme (such as replacing the existing windows). The emissions reduction target from the London Plan (35% against 2013 Part L) should be applied to both the refurbished element of the development (assessed under PartL2B) and the extension (assessed under PartL2A). Any shortfall in emissions will be calculated across the whole development and any additional carbon savings from the refurbished element beyond the 35% target can be discounted from any carbon shortfall from the extension, thus ensuring that all viable carbon savings across the development are captured. Once all viable carbon savings onsite have been identified any shortfall against the 35% target can be accounted for via a cash in lieu contribution for off-site emissions reductions, according to London Plan Policy 5.2 E. The methodology for calculating the emissions shortfall will be taken from the Mayor's "Sustainable Design and Construction SPG". The applicant, council and GLA have been in discussions following the GLA stage 1 response and all parties are satisfied that the correct methodology has been used to calculate the baseline and carbon savings from this development.

8. ENVIRONMENTAL IMPACT ASSESSMENT

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

9. LOCAL FINANCIAL CONSIDERATIONS

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

10. CONCLUSION

10.1 Pinnacle House is located in Wimbledon Town centre and has excellent transport links (PTAL rating of 6a), which means it is a highly suitable location for a major office development. The proposal would provide an enlarged, modernised and sustainable office building with well designed large floorplates commensurate with Wimbledon's status as a major centre. Wimbledon is also the borough's largest town centre, identified as a major centre in the London Plan, which also makes it a sustainable location for a tall building. It is considered that the proposal will respect its context, in terms of its height, scale and massing being a similar height to the adjacent building, Wimbledon Bridge House, which means it will contribute to creating a consistent scale of development along Hartfield Road. The extended and refurbished building would be very high quality and a significant improvement in design terms compared to the tired and dated existing building with the use of curved gold coloured anodised aluminium panels lightening and adding visual interest to the form of the building. The impact on residential amenity and transport and highways is considered to be acceptable subject to the imposition of suitable conditions. The GLA's outstanding concerns in relation to access, energy and transport have also been addressed during the application process. It is therefore recommended that planning permission be granted subject to the conditions and heads of terms set out below.

RECOMMENDATION

GRANT PLANNING PERMISSION subject to the completion of a S106 agreement covering the following heads of terms:

- 1) Carbon emissions offset contribution (£13, 1566.66).
- 2) Paying the Council's legal and professional costs in drafting, completing and monitoring the legal agreement.

And subject to the following conditions:

1. A.1 (Commencement of Development)
2. A.7 (Approved plans)

3. B.1 (External Materials to be Approved)
4. C.7 (Refuse and Recycling (Implementation))
5. C.10 (Balcony or External Staircase (Screening details to be provided))
6. D.10 (No external lighting)
7. D.11 (Construction Times)
8. H.4 The disabled parking space shown on the approved plan 042-A-11-09(E) shall be provided and demarcated as disabled parking spaces before first occupation of the extended office building and shall be retained for disabled parking purposes for occupiers and users of the development and for no other purpose.

Reason: In order to comply with the requirements of Section 76 of the Town and Country Planning Act 1990 which relates to the provision of satisfactory access to buildings for people with disabilities and to ensure compliance with policy CS20 of the Adopted Merton Core Planning Strategy 2011.

9. H.7 The development hereby permitted shall not be occupied until the cycle parking, washing and locker facilities shown on the approved plan 042-A-11-09(E) have been provided and made available for use. These facilities shall be retained for the occupants of and visitors to the development at all times.

Reason: To ensure the provision of satisfactory facilities to promote sustainable modes of transport and to comply with Policy CS18 (Active Transport) of the Adopted Merton's Core Planning Strategy 2011

10. H.8 (Travel Plan),
11. H.12 (Delivery and Services Plan to be submitted)
12. H.13 (Construction Logistics Plan to be submitted)
13. L.6 (BREEAM – Pre-Commencement non-residential)
14. L.7 (BREEAM – Pre-Occupation (New building non-residential))
15. Before the commencement of the development, details of the proposed green/brown roofs (including: species, planting density, substrate, a section drawing at scale 1:20 demonstrating the adequate depth availability for a viable green/brown; and a maintenance plan) shall be submitted to an approved in writing by the Local Planning Authority. The measures shall be implemented in accordance with the approved details and be permanently retained as such.

Reason: In order to conserve and enhance biodiversity and wildlife habitats in accordance with the provisions of policy CS.13 of Merton's Core Planning Strategy 2011.