

Merton Council

Planning Applications Committee

8 March 2018

Supplementary agenda

Item 4 Eastfields Estate Modifications	1 - 6
Item 5 High Path Estate Modifications	7 - 24
Item 6 Ravensbury Estate Modifications	25 - 38

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Modifications sheet – Eastfields 17/P1717

Additional comments received from
Tree Warden Group, Merton

I object to the proposals and ask that the application be refused for the following reasons:

The MD2050 Mayor's Tree Programme 2016/17, states that its objective is to increase “London’s tree cover as a contribution towards the target to increase tree cover by 5% (from 20% to 25%) by 2025”.

However, the proposals of this application indicate that 40% of the existing trees are to be removed. If the proposed landscaping ‘fully compensates for loss of trees to facilitate the scheme’, as claimed by the applicant, how and where will trees be positioned?

The density of parking within and without the proposed courtyards would indicate that the only opportunity for tree planting, apart from the central open space, will be the on-street parking areas.

A new tree has to establish and grow before it can be said to replace an existing one, therefore more trees than the number felled should be planted.

Officers’ response

In addition to the information set out on pages 36 and 57 of the Committee report, the council’s Arboriculture Officer has been consulted throughout the outline application stage and following ongoing discussion has confirmed the following;

The arboriculture data shows that some 65 trees will need to be removed. Of these 9 are given a ‘U’ category which relates to trees needing removal for reasons of sound arboriculture management such as trees with serious defects; dead trees; trees in a state of irreversible decline; trees with fungi that have a significance to the long term health of that tree and may be transferable to other trees; and trees of low quality.

Although landscaping is for determination at a later stage (as part of Reserved Matters) The Illustrative Masterplan gives an indication of the approach to be taken, such as new street trees and new trees in gardens and open spaces. The indicative proposal shows approx. 188 new trees planned to be planted. That’s well over 100% increase in the numbers of trees in the same area of land.

The council’s Arboriculture Officer has made some recommendations of what needs to be achieved in order to increase the survival rates for the new trees, and has stated that a long term landscape management plan which would be required in the reserved matters stage would help to ensure that any trees that are lost are replaced [planning condition 20].

Page number	Paragraph Number	Topic	Comments
3	-	Recommendation	Grant outline planning permission subject to any direction from the Mayor of London, any direction from the Secretary of State, the completion of a S106 agreement and conditions
3		Documents submitted	Townscape, heritage and visual impact study November 2017 and Addendum 2018

3 and 5	Checklist (no para number) and para 2.7 and para 14.4	PTAL	Level 2 (moderate)/2 (poor) <i>for majority of the site, with small parts as PTAL1 (poor) and PTAL 3 (moderate)</i>															
3 and 51	n/a	General	Page 3 checklist – incorrectly identified as EIA development. Page 51 – 22.9 – An EIA Screening Opinion was issued by the Council. This confirmed an EIA is not required.															
6	5.1	Consultation	No conservation area consultation – site is not within or near a conservation area															
6 - 7	5.2	External Bodies	<u>External bodies</u> - London boroughs of Croydon, Lambeth, Sutton, Wandsworth and Royal Borough of Kingston upon Thames - London fire and emergency planning authority - Network Rail The responses from these external bodies are addressed under Section 6.1 of the report (pages 7-9) but were not included on the list under paragraph 5.2 on page 6.															
10	6.2.7	Children's Play Space	<i>Table referenced but missing from report</i> <i>Play space age group yields – in line with Mayor's "Play and informal recreation SPG using GLA intelligence Unit population data</i> <table border="1"> <thead> <tr> <th>Age</th> <th>Number of children</th> <th>Playspace area in sqm</th> </tr> </thead> <tbody> <tr> <td>< 5</td> <td>157.5</td> <td>1575sqm</td> </tr> <tr> <td>5 - 11</td> <td>114.5</td> <td>1145sqm</td> </tr> <tr> <td>12 - 18</td> <td>78.0</td> <td>780sqm</td> </tr> <tr> <td></td> <td>350</td> <td>3500sqm</td> </tr> </tbody> </table> <i>Should read 'ball court' not basketball court.</i> <i>Also typo in first bullet point. Should read 2,456sq.m</i>	Age	Number of children	Playspace area in sqm	< 5	157.5	1575sqm	5 - 11	114.5	1145sqm	12 - 18	78.0	780sqm		350	3500sqm
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13	6.6	Table 1: officer response	As set out in Drawing 005 Rev E and Map 2 <i>Eastfields Parameter plans and building heights</i> ” the height of properties facing the cemetery would be 3-4 storeys, not 4-5															
13	6.7	Table 1: office	The <i>indicative</i> proposal would provide vehicle parking for all the reproved <i>reprovided</i> homes <i>that have a</i>															

		response	dedicated parking space or garage at present. Whilst some New residents would not have parking permits ; the proposal is considered to be policy compliant in the provision for parking while not increasing pressure on surrounding streets . Furthermore, car clubs are being considered as part of development and furthermore the site is located within close proximity to local bus routes including Mitcham Eastfields which is likely to have improved rail services in the future. TfL have also been consulted and are satisfied with the level of parking proposed for this scheme. The exact number of parking spaces would be considered at Reserved Matters.
14	6.7	Table 1: officer response	... Whilst currently it is isn't not viable for the applicant to provide more on-site affordable housing, GLA have recommended the LPA to include a robust and comprehensive-comprehend- s106 heads of terms..."
Page 15 and page 22	6.1.1 and 9.1	"Policy context" and "principle of development and land use"	The Development Plan for the London Borough of Merton comprises- includes: <ul style="list-style-type: none"> - The London Plan 2016 - Merton's Estates Local Plan 2018 - Merton's LDF Core Planning Strategy (2011) - Merton Sites and Policies Plan (2014) - Any other supporting and relevant guidance <p><i>(guidance and other supporting evidence can be material considerations but are not part of the statutory development plan)</i></p>
16	6.4	Policies	Policies not listed from London Plan which are considered to be relevant include: <p>2.18 Green infrastructure; 3.2 Improving health and addressing health inequalities; 3.14 Existing housing 3.17 Health and social care facilities; 3.19 Sports facilities; 5.6 Decentralised energy in development proposals; 5.9 Overheating and cooling; 5.10 urban greening; 5.11 Green roofs and development site environs; 5.12 flood risk management; 5.13 sustainable drainage; 5.14 water quality and wastewater infrastructure; 5.15 water use and supplies; 5.18 construction, excavation and demolition waste; 5.21 contaminated land; 7.1 Lifetime neighbourhoods; 7.7 Location and design of tall and large buildings; 7.13 Safety, security and resilience to emergency; 7.18 Protecting open space and addressing deficiency 7.19 Biodiversity and access to nature; 7.21 Trees and woodland</p>
17	6.5	Draft London Plan	GG6 increasing efficiency and resilience
19	6.17	LBM Core Planning Strategy 2011	Policies considered but not listed under 6.17: <p>CS17 Waste management</p>

19	6.19	London Borough of Merton sites and policies plan 2014	<p>Policies considered but not listed under 6.19</p> <p>R2: Development of town centre type uses outside town centres; C1 Community facilities; C2 Education for children and young people; O1: Open space; O2: nature conservation, trees, hedges and landscape features; EP1 Opportunities for decentralised energy networks; EP2 Reducing and mitigating noise; EP4 Pollutants; T1 Support for sustainable transport and active travel; D4 Managing heritage assets</p> <p>D3 alternations and extensions to existing buildings E2 Offices in town centres</p>
			<p>Additional paragraph 7.4a under paragraph 7.4</p> <p>On 5th March 2018, the draft revised text of the National Planning Policy Framework was published for consultation and is a material consideration for this planning application. Consultation draft NPPF paragraph 207 and 208 clarifies that the policies in the draft Framework should be taken account of from the day of publication but that these new draft policies do not automatically materially outweigh existing adopted policy. Having considered the consultation draft NPPF in full, it is officers' views the consultation draft NPPF 2018 does not materially outweigh other adopted policy and other material considerations for the purposes of determining this planning application. The social and economic benefits of estate regeneration are considered throughout the report in line with draft NPPF 2018 Paragraph 94 which states</p> <p><i>Planning policies and decisions should consider the social and economic benefits of estate regeneration. Local planning authorities should use their planning powers to help deliver estate regeneration to a high standard.</i></p>
20	Under 7.4	NPPF / National Planning practice guidance	<p>Additional paragraph 7.4b under paragraph 7.4</p> <p>Planning practice guidance (National Planning Practice Guidance; NPPG) is also a material consideration for the purposes of this planning application. It is available online and is updated regularly, on a topic by topic or a paragraph by paragraph basis.</p>
	13.24	Scale	<p>Add new paragraph below 13.24</p> <p>13.24a A Townscape, heritage and visual Impact Study was submitted as part of the planning application (dated November 2017) and amended following comments received (addendum dated January 2018). The assessment sets out several views, including from Hammond Avenue, from the footpath adjacent Lonesome Primary School, Acacia Road (just beside the junction with Tamworth Lane), Clay Avenue (just</p>

			beside the junction with Woodstock Way, adjacent the Y-cube development) and looking east across Streatham Cemetary across the metropolitan open land. This assessment helps to illustrate that the proposed development will be visible from the streetscene as a variety of building heights acting as a focal point for the area and will no longer represent a single continuous block. The views demonstrate that the proposal will be able to integrate well into the townscape and the wider context and will not be unduly overbearing. The proposal will be most visible from Hammond Avenue. The study demonstrates how Hammond Avenue will view a series of building heights from 3-4 storeys of the nearest buildings which will set back the taller 7-storey building set at intervals within the site.
34	13.27	Scale	The three long sections shown in Drawing number 016 Rev A provide longitudinal...
37	14.4		The <i>indicative</i> proposal includes the provision of 360 car parking spaces, which equates to a car parking ratio of 1 space per 0.47 units. This is within the London Plan maximum standards set out London Plan 2016, policy 6.3 <i>Parking</i> for an area with majority PTAL 2. The <i>indicative number of car parking space proposed by the</i> development would also accord with the Draft London Plan 2017 parking standards, which states that for outer London sites with a PTAL 2 (<i>majority of Eastfields</i>) the maximum standard is up to 1 space per unit.
45	18.3	Nature conservation	The 'Heritage Assessment' carried out by Peter Stewart Consultancy <i>ecological report phase 1 habitat and protected species survey carried out by Greengage consultancy</i>
51	22.8	Sustainability / EIA	No screening opinion is required to be carried out. A EIA Screening Opinion is required and has been issued by the council confirming no EIA is required.
62	28	S106 Heads of terms – add Overarching	To be added above existing head of terms: Overarching 3 estates; High Path, Ravensbury and Eastfields The relevant S106 legal agreement between LBM and Clarion, shall include the following heads of terms 1. Linkage across the three schemes: to provide a linkage across the three sites to ensure collectively the development is financially viable. 2. Affordable housing: The provision of a minimum of 726 affordable housing units with replacement units to be offered to tenants on the basis of their existing tenancy rights Such units to be available in-perpetuity to persons or households who meet Merton's affordable housing eligibility criteria with a first priority for this affordable housing to be given to existing tenants of each estate who will require rehousing on their current estate as a result of the Estates redevelopment. 3. Affordable housing viability review mechanism: the developer to undertake a viability review at specified timescales during the delivery of the three developments. This will identify whether the developments generate any financial surplus, including through unspent section 106 contributions

			<p>returned to the developer, that could be used to provide additional affordable housing (details to be provided in full in the s106)</p> <p>4. The financial viability model for viability review must be agreed in advance and consistent for all phases. The baseline model to be used will be Clarion's model and the inputs and assumptions are to be agreed in advance for all phases.</p> <p>5. Delivery: Provisions to ensure that all three estates are connected for viability and built out in reasonable time, and to secure the delivery of works in kind and the payment of contributions set out in the Section 106 Agreement.</p> <p>6. Legal costs: The developer agreeing to meet the Council's reasonable legal costs associated with drafting the Section106 Agreement.</p> <p>7. Monitoring fee: The developer agreeing to meet the Council's costs of monitoring the S106 obligations</p>
66	Bottom of page (e.) car club	Car club	Delete prior to [] (as date will be agreed in S106)
70	29.1	Conclusion	Delete the site is currently
73-82	Conditions 6, 21 and 26	Conditions	Remove planning conditions 6 (delivery of non residential floorspace (not a planning policy requirement)) and Condition 21 part (d) (refers to applications relating to primary schools, not relevant here) and Condition 26 non-residential floorspace carbon reductions (only applies above 500sqm non-resi floorspace so not relevant here) and
	Informative	Fire Safety	Add informative on fire safety from GLA

Modifications Sheet - High Path ref: 17/P1721

Decision/Recommendation:

Grant outline planning permission subject to any direction from the Mayor of London, any direction from the Secretary of State, the completion of a S106 agreement and conditions.

Neighbour Consultation responses:

A further 3 responses have been received on the outline applications since the Committee Report was finalised:

x2 responses have been received from x2 local land owners and their comments are summarised as follows:

Height & massing – Addressed in section 8.3 of the report

Character and appearance – Addressed in section 8.3 of the report

Design – Addressed in section 8.3 of the report

Sustainability – Addressed in section 6.9 of the report

Affordable housing – Addressed in section 8.5 of the report

Outdoor play space – Addressed in section 8.4 of the report

Infrastructure – Addressed in section 8.5 of the report

The proposed Harris Academy School – Not taken into consideration as part of the planning application: officers recommending this should be taken into account in Reserved Matters.

Architecture – Addressed in section 8.3 of the report

Procedural – Addressed in section 8.3 of the report. In addition it the following paragraph from the draft NPPF 2018 is relevant:

51. Refusal of planning permission on grounds of prematurity will seldom be justified where a draft plan has yet to be submitted for examination; or – in the case of a neighbourhood plan – before the end of the local planning authority publicity period on the draft plan. Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how the grant of permission for the development concerned would prejudice the outcome of the plan-making process.

Daylight, Sunlight and Overshadowing – Addressed in section 8.2 of the report. 1 resident raised concern over the accuracy of the DSO report and the impact on their particular property and inconsistencies/errors in the illustrations 2.2 and 2.3 of the DSO report. The applicant's response is uploaded to the application file.

1 response was received from Tree Warden Group Merton whose comments are summarised below:

Tree removal - of 204 trees, 72% trees and tree groups will be lost.

- Landscaping should be dealt with at this stage not as a condition
- new replacement trees do not compensate for the loss of existing trees
- the 'semi-private communal/amenity spaces' will be treated as 'kick about' areas and therefore trees are likely to be unwelcome by residents and the Council should provide a greater land area to improve air quality
- London planes on Merton High St, contribute to the street scene and improve air quality. Concern over root protection areas and potential excessive pruning.

Addressed in section 8.4 of the report. A specific response has been provided by LBM tree Officer and uploaded to the application file.

Page No	Paragraph Number	Topic	Applicant Comments
95	Omission	Recommendation	Grant outline planning permission subject to any direction from the Mayor of London, any direction from the Secretary of State, the completion of a S106 agreement and conditions
95		Address/Site	High Path Estate South Wimbledon SW19 2TG
96		Plan No's	Omit 2011, 2017 and 2017 from report Omit 2017 Rev. C, and 2018 Rev. C from Supplementary Agenda Include: 2011 Rev. D, 2017 Rev. E, 2018 Rev. E
99		Number of neighbours consulted	3176
99		External consultees	Historic England, Sports England, Natural England, LB Croydon, LB Wandsworth, LB Lambeth Royal Borough of Kingston, The Wimbledon Society, Battles Residents' Association, High Path Community Association, Design Council, London Fire and Civil Defence Authority, Network Rail, UK Power Networks, National Grid Plan Protection, Sutton & East Surrey Water Company, British Telecom, Canal River Trust
100		PTAL	PTAL 4 to 6a.
100	2.2	Site and Surrounds	The site comprises affordable homes in the social rent and affordable rent tenure.
104	5.3	Design	Paragraph should read as follows, "There were a number of residents who opposed the 'New London Vernacular Style and find it to be 'disliked, unpopular and does not stand the test of time'. Furthermore objectors stated that the height and massing across the whole estate would be 'overbearing, will dominate the skyline and change the character of the area'.
128	5.18	Battles Resident's Association	Trees – Welcomes the preservation of the trees along Merton High Street Building heights – do not fit in with the existing Victorian Architecture and 6 storeys would create a 'lop-sided' feel to the street Children's play area – inadequate provision for primary school children Affordable housing - 18% affordable homes is inadequate
155	7.2.3	NPPF	The specific policy areas considered directly relevant to this application should also include the following: <ul style="list-style-type: none"> • Meeting the challenge of climate change, flooding and coastal change • Conserving and enhancing the natural environment • Conserving and enhancing the historic environment
155	7.2	PPG	Planning Practice Guidance supports the NPPF and is a material consideration in planning decision making. In particular, the following PPG are relevant to this application: <ul style="list-style-type: none"> - Air quality - Consultation and pre-decision matters - Climate change - Community Infrastructure Levy - Housing: optional technical standards - Natural environment - Noise - Open space, sports and recreation facilities, public rights of way and local green space

			<ul style="list-style-type: none"> - Conserving and enhancing the historic environment - Design - Determining a planning application - Flood risk and coastal change - Health and wellbeing - Housing and economic development needs assessments - Housing and economic land availability assessment - Renewable and low carbon energy - Transport evidence bases in plan making and decision taking - Travel Plans, Transport Assessments and Statements - Use of planning conditions - Viability - Waste - Water supply, wastewater and water quality
155	7.3	London Plan	Additional Policies: 2.14, 2.18, 3.2, 3.14, 3.17, 3.19, 4.2, 4.7, 4.8, 5.6, 5.9, 5.10, 5.11, 5.12, 5.13, 5.14, 5.17, 5.18, 5.21, 7.1, 7.7, 7.13, 7.19, 7.21
157-160	7.3.3	Draft London Plan policies	Omit: D9, H2, H13, H14-18, S7, E10, HC5, G3, G8/G9, SI8 Add: GG6, SD8, E1, E8, E9, T6.2 and T6.3
155-156	7.2a		<u>Additional paragraph 7.2a</u> On 5 th March 2018, the draft revised text of the National Planning Policy Framework was published for consultation and is a material consideration for this planning application. Consultation draft NPPF paragraph 207 and 208 clarifies that the policies in the draft Framework should be taken account of from the day of publication but that these new draft policies do not automatically materially outweigh existing adopted policy. Having considered the consultation draft NPPF in full, it is officers' views the consultation draft NPPF 2018 does not materially outweigh other adopted policy and other material considerations for the purposes of determining this planning application.
160	7.4.1	Core Planning Strategy	Replace CS2 with CS1 Colliers Wood and South Wimbledon. CS17 Waste Management
161	7.5.1	Sites and Policies Plan	Omit DM E2 and DM D3. Others which are relevant include: R2, R5, D4, C2, EP1, EP4, T1. Include the following: R2: Development of town centre type uses outside town centres R5 Food and drink / leisure and entertainment uses C2 Education for children and young people EP1 Opportunities for decentralised energy networks EP2 Reducing and mitigating noise EP4 Pollutants T1 Support for sustainable transport and active travel D4 Managing heritage assets
162	7.7	Other Documents and Guidance	Include: Mayor's Social Infrastructure SPG, Accessible London SPG, Character and Context SPG, All London Green Grid SPG, Planning for Equality and Diversity in London SPG
165	8.3.1	Principle of non-residential uses	Up to 9,900 sqm of floorspace is proposed.

168	8.3.14	Retail Impact Assessment	5,350 sq.m of B1 office and flexible work unit floorspace																																																		
168	8.2.30	Employment floorspace	1,250 sq.m of flexible work units are proposed, which will be located along																																																		
171	8.5.9	Affordable housing	Replace 790 with 1039 affordable habitable rooms Replace additional 76 habitable rooms with 71																																																		
173	8.6.7	Housing Mix	Last sentence should read “The existing estate comprises 1, 2, 3 and 4 bed properties as houses, flats and maisonettes”.																																																		
174	8.6.8	Housing Mix	<p>Paragraph redrafted as follows:</p> <p>The applicant has demonstrated that the indicative scheme for the maximum number of units will comprise a sustainable mix of tenure and dwelling types and sizes. The illustrated scheme comprises a high proportion of two bedroom and single person units to comply with the objectives of the policies noted above. The mix of unit sizes to cater for the socially mixed community within the borough; 163 studio units (10%); 552 x 1 bed units (35%), 686 x 2 bed units (44%), and 160 x 3 bed units (10%) and 9 x 3 bed units (1%).</p> <p>It should be noted that while the applicant has presented an indicative housing mix as part of this Outline Planning Application, this precise housing mix is not for final approval as part of this Outline Planning Application. Over the 10-15 year lifetime of this project there is likely to be changes to many of the elements that influence housing mix, including statutory planning policies, the needs of existing residents, housing need and demographic trends in Merton, development viability, guidance and other material considerations. At each Reserved Matters stage the applicant will be required to specify the housing mix proposed for that phase, and that will be considered by the Local Planning Authority against the statutory development plan and other material considerations in place at the time of the application. This Outline Planning Application is accompanied by Heads of Terms that require the applicant to address this.</p> <table border="1"> <thead> <tr> <th></th> <th>Studio</th> <th>1 Bed</th> <th>2 Bed</th> <th>3 Bed</th> <th>4 Bed</th> <th>Total Units</th> <th>Total Habitable Rooms</th> <th>% Affordable and Private Homes on a Unit Basis</th> <th>% Affordable and Private Homes on a Habitable Room Basis</th> </tr> </thead> <tbody> <tr> <td>Affordable (Rent)</td> <td>0</td> <td>100</td> <td>123</td> <td>49</td> <td>5</td> <td>277</td> <td>790</td> <td>18</td> <td>20</td> </tr> <tr> <td>Private</td> <td>163</td> <td>452</td> <td>563</td> <td>111</td> <td>4</td> <td>1293</td> <td>3220</td> <td>82</td> <td>80</td> </tr> <tr> <td>Total</td> <td>163</td> <td>552</td> <td>686</td> <td>160</td> <td>9</td> <td>1570</td> <td>4010</td> <td></td> <td></td> </tr> <tr> <td>% Unit Size</td> <td>10</td> <td>35</td> <td>44</td> <td>10</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		Studio	1 Bed	2 Bed	3 Bed	4 Bed	Total Units	Total Habitable Rooms	% Affordable and Private Homes on a Unit Basis	% Affordable and Private Homes on a Habitable Room Basis	Affordable (Rent)	0	100	123	49	5	277	790	18	20	Private	163	452	563	111	4	1293	3220	82	80	Total	163	552	686	160	9	1570	4010			% Unit Size	10	35	44	10	1				
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176	8.2.7	Unit sizes and layout	Correction, indicative layouts are included in the ‘Design Code’, <u>not</u> the ‘Design and Access Statement’.																																																		

177-180	8.2.15	Daylight, Sunlight and Overshadowing	<p>8.2.15 – 8.2.28 replace with 8.8.15 – 8.8.28</p> <p>8.2.16 It should be noted that the BRE guide is not intended to be applied rigidly as it applies across rural and urban settings.</p> <p>8.2.27 The daylight distribution testing relates to the testing of the surrounding area. The testing of the surrounding area on the maximum parameters is found to be acceptable and has the potential to be improved upon in areas of the development where the maximum parameters would not be built out. Therefore, further testing is not expected at reserved matters stage. Testing of internal light within the development will be undertaken at Reserved Matters stage.</p> <p>8.2.28 The applicant has reduced the heights of a number of the buildings in the areas to the west of the site which will improve results of the daylight, sunlight and overshadowing results therefore, impacts on neighbours will have reduced further in these areas.</p> <p>A number of objections were received with regard to overshadowing of properties at Merton High Street. Properties numbered 2, 3, 5, 6, 7, and 8 were identified as being affected by the indicative masterplan in the 25-degree line analysis. Of the 244 properties assessed (by the VSC) at Merton High Street, 139 would experience negligible affects from the development, 24 were found to experience minor impacts, and 81 would be impacted on a moderate level. None were revealed to have a significant impact from the development. Furthermore, the NSL analysis for Merton High Street revealed results for 111 units were negligible, 25 minor and 18 moderate. No properties at Merton High Street would experience significant impacts from overshadowing according to the results of the VSL or NSL analysis.</p> <p>Replace 61% with 63%. Note that whilst some courtyards do not meet the test, these residents would have access to the Neighbourhood Park which is not affected by overshadowing.</p>
180-181	8.3	Heritage & Design / Archaeology	[See Appendix 1 below]
	8.4.9	Children's Play Space	<p>Insert:</p> <p>8.10.10 The Design and Access Statement has identified that there will be a shortfall of 1,054sq.m in the amount of formal child's play space to be provided on site. Although, the 3450sq.m of formal child's play space will adequately accommodate doorstep play space for 5's and under, which is in line with the Mayor's Play and Informal Recreation' SPG. However, both Abbey Recreational Ground and Haydon's Road Recreational Ground, are both considered accessible for children over the age of 5 years, access to the Abbey Recreational Ground includes crossing the A24 road, which requires improvements for pedestrian and cycle access. Officers have therefore recommended the developer to pay for pedestrian crossing improvements for access to this facility.</p>
186	8.4.10 - 13	Ecology, Biodiversity and Trees	<p>Insert:</p> <p>8.10.14 The applicant has reported that a field survey which could identify protected species was carried out in October 2016. However, the Council's Policy Officer has noted that there has been some significant time lapse since the survey and the submission of the outline planning application. The 2015 findings reported a bat roost on site, the details of which have not been concluded from the report submitted</p>

			with the subject application. As such the application will be conditioned to conduct the survey and carry out and necessary work/mitigation in line with Natural England's Standing Advice.
187	8.6		<p>8.12 Parking Paragraph 8.6 becomes 8.12.2</p> <p>8.12.1 The outline status of this planning application does not provide for consideration of specific scheme details such as parking locations and their interaction with the street scene or even the total number of parking spaces. As the overall scheme would progress on a phased basis, these important aspects of detail would be appraised within future Reserved Matters applications, as all matters are reserved.</p> <p>8.12.3 273 car parking spaces are included as part of the illustrated scheme, which will be a mix of on-street, within podium parking areas or on-plot spaces. This is a reduction in the 422 on-street parking spaces existing, and considering the high PTAL location and the National drive to encourage more sustainable modes of transport, this is supported.</p> <p>8.12.4 The London Plan 2016 requires 10% of new housing to be wheelchair accessible with each wheelchair accessible dwelling having an associated accessible parking space. This would equate to 157 Spaces based on the maximum illustrative scheme of 1,570 units. Although, the applicant proposed 10% of proposed parking spaces to be wheelchair accessible, this does not meet policy requirement and the assessment of parking spaces for the future reserved matters applications will be based on current development plan policy requirements.</p> <p>8.12.5 The applicant has proposed 20% of these spaces will be provided with electric vehicle charging points (EVCP), and 20% will have passive provision so that charging points can be provided in the future, which is in accordance with the London Plan 2016 requirements. However, in addition, the Draft London Plan 2017 requires that all applicants now aspire to meet 20% active EVCP parking and all remaining spaces are passive. The applicant will be expected to aspire to the Draft London Plan target for ELCPs in subsequent reserved matters applications and a condition will be applied in this respect.</p>
189	8.10	Response to Neighbour Consultation Comments	<p><u>Transport/Highways</u> Addressed in section 8.5</p> <p><u>Environmental Health</u> Addressed in section 6.13</p> <p><u>Design (building heights)</u> Addressed in section 8.3</p> <p><u>Conservation & Heritage</u> Addressed in section 8.3</p> <p><u>Light (Daylight Sunlight Overshadowing)</u> Addressed in section 8.2</p> <p><u>Public/Residential Amenity</u> Addressed in section 8.2</p> <p><u>Land Uses (Community)</u> Addressed in section 3</p>

			<p><u>Sustainability</u> Addressed in section 6.9</p> <p><u>Drainage & Flooding</u> Addressed in section 6.11</p> <p><u>Biodiversity/Ecology</u> Addressed in section 8.4</p> <p><u>Economy</u> Addressed in section 8.3</p> <p><u>Procedural</u> 51. Refusal of planning permission on grounds of prematurity will seldom be justified where a draft plan has yet to be submitted for examination; or – in the case of a neighbourhood plan – before the end of the local planning authority publicity period on the draft plan. Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how the grant of permission for the development concerned would prejudice the outcome of the plan-making process.</p> <p><u>Other</u> Non-material planning considerations cannot be assessed as part of this application. Procedural matters (see above), the principle of the development is addressed in section 8.1</p>
195	8.13	S106 HoT	<p>HofT 1 ‘Affordable housing’, amend to state “...who will require rehousing on the basis of their existing tenancy rights a “like for like” basis...”</p> <p>HofT 6.b, Bus capacity Improvements, amend as follows: The developer to pay to the Council at a specified trigger to be set out in the section 106 agreement the sum of £75,000 (as Indexed) for bus capacity improvements for the bus route from North Cheam to Putney; The developer to pay for bus capacity improvements that are directly and reasonably related in scale and kind to the development for the bus route from North Cheam to Putney. The sum to be paid is £75,000 (as Indexed) unless otherwise agreed in writing between Transport for London, the Developer and the council. Payment to be made at a specified trigger to be set out in the section 106 agreement.</p>
205 onwards		Conditions	<p>Where conditions for the Estates Local Plan in the format EP E(no.) replace with EP H(no.) ‘H’ being policies specific to High Path in the Estates Local Plan</p>
205 - 206	Condition 1 and 3	Time limit for submission of RM's / commencement of development	<p>Replace Condition 1 with the following: Commencement: The development hereby permitted shall be commenced before the expiration of 3 years from the date of this permission or 2 years from the approval of the last of the reserved matters as defined in the condition below, whichever is the later.</p> <p>Replace Condition 2 with the following: Approval of Reserved Matters:</p>

			<p>a. Detail of the reserved matters set out below ('the reserved matters') for each phase of the development shall be submitted to the Local Planning Authority for approval within 3 years from the date of this permission or within 3 years from the date of the last reserved matters for the previous phase of development: (i) layout; (ii) scale; (iii) appearance; (iv) access and (v) landscaping</p> <p>b. The reserved matters shall be carried out as approved.</p> <p>c. Approval of all reserved matters shall be obtained for the relevant phase of development from the Local Planning Authority in writing before any development is commenced.</p> <p>Omit Condition 3.</p>
209	Condition 12, 20	Daylight and Sunlight Assessment	<p>Condt 12 - Delete Part a) Condt 20 Part d) to be deleted Delete Condition 30 d), 33, 34, 39,</p>
	Informative	Fire Safety	<p>INFORMATIVE: In accordance with Policy D11 (Fire Safety) of the draft London Plan, the applicant must submit to the Council a fire statement, produced by a third party suitable qualified assessor, to be submitted to and agreed with the London Fire Brigade</p>
	61	Archeology	<p>Remove Condition 40.</p>
		New planning condition – TfL Tram	<p><u>TRAM</u></p> <p><u>Condition</u> The applicant must enter into discussions with TfL concerning future-proofing the tram link extension terminus at South Wimbledon, Morden road.</p> <p>The applicant must ensure a sufficient height from the rail level (6.5 metres minimum) and satisfy the following:</p> <ul style="list-style-type: none"> • Provide a clearance from the underside of the structure to the rail level, which complies with ORR Guidance on Tramways of not less than 5.2m above the ground, or above a place where a person may reasonably stand, with a further requirement for electrical clearance above the wire. • The clearance between the overhead wire and the building / overhead structure should be 400mm and a further allowance needs to be made for fixings / brackets to fix the overhead wire equipment to the building. <p>Reason: To ensure that adequate space to accommodate a tram, and that sustainable means of transport are encouraged and to ensure that no unacceptable increase in traffic movements result, in line with the recommendations of the Transport Assessment and in accordance with Policies 6.3, 6.9 and 6.13 of the London Plan, Policies DM T1, DM T2 & DM D3 of the SPP Local Plan 2014, Policy CS18, CS19 & CS20 of the Core Planning Strategy 2011 and Policies EP E2 & EP E3 of the Adopted Estates Local Plan 2018.</p>

			<p>ELV charging points</p> <p>No development, hereby approved, shall commence in relation to any Phase/No Reserved Matters Application for any Phase relating to Residential Units or Commercial Units (if any) shall be approved until a site wide/phased electric vehicle charging infrastructure strategy and implementation plan has been submitted to and approved in writing by the local planning authority, which shall accord with the London Plan in place at the time and shall include details of the number, location, installation and management of the electric vehicle charging points.</p> <p>The electric vehicle charging points shall be implemented prior to first occupation of each Phase and maintained in accordance with the approved strategy / plan and details.”</p> <p>Reason: To ensure that sustainable means of transport are encouraged and to ensure that no unacceptable increase in traffic movements result, in line with the recommendations of the Transport Assessment and in accordance with Policies 6.3, 6.9 and 6.13 of the London Plan, Policies DM T1, DM T2 & DM D3 of the SPP Local Plan 2014, Policy CS18, CS19 & CS20 of the Core Planning Strategy 2011 and Policies EP E2 & EP E3 of the Adopted Estates Local Plan 2018.</p>
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High Path 17/P1721 heritage

1. Introduction

2. **Section 66(1)** of the Planning (Listed Buildings and Conservation Areas) Act 1990, requires that, when considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses.

3. **Section 72(1)** of the Planning (Listed Buildings and Conservation Areas) Act 1990, requires that, with respect to any buildings or other land in a conservation area, when considering whether planning permission should be granted, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

4. The site does not lie within or immediately adjacent to a Conservation Area or a Historic Park or Garden , although Wandle Valley conservation area and Pelham Road conservation areas are both within 750m of the site.. A Scheduled Ancient Monument is located circa 150m east of the site boundary (The Augustinian Priory of St Mary at Merton) lying under part of Merantun Way, partly visible from the road underpass. Grade II listed buildings are present at Merton Abbey Mills in Colliers Wood. These are significant heritage assets, however development on site will not be easily visible from either location due to the distance, topography and other buildings, structures and trees in the urban environment obscuring the setting. In case of any archaeological findings, Condition 40 “archaeology” has been attached to this planning permission to ensure that any archaeological remains that may exist are fully investigated in line with the response from the Greater London Archaeology Advice Service.

5. Historic England were consulted on this planning application and raised no objection to the proposals. Historic England’s Greater London Archaeology Advice Service (GLASS) were also consulted (as set out elsewhere in the report) and sought planning condition 40 to ensure any archaeological remains would be identified and investigated.

6. Officers consider that the proposed development has a bearing on the setting of the following heritage assets:
 - South Wimbledon Underground Station adjacent to the north western corner of the site is Grade II listed,
 - approximately 75 m east of the site boundary is a Grade II listed Merton Priory Wall that runs along the south side of Station Road. Additionally, outside no. 12 and 34 Station Road are two Grade II listed street lamps that are approximately 120 m east of the site boundary.
 - St John the Divine Church – locally listed, lies approximately 20 metres to the south of the site, at the opposite side of High Path road.

High Path 17/P1721 heritage

Introduction

1. Officers have had regard to the statutory duties set out in section 66(1) and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and in determining this application have given considerable weight and importance to the desirability of preserving the listed buildings listed in section 8.3.4 below or its setting; and preserving or enhancing the character or appearance of the Wandle Valley Conservation Area and the Pelham Road Conservation Area.
2. This application has been considered giving considerable importance and weight to the desirability of preserving the heritage assets as required and regard to statutory tests set out in the Planning (Listed Buildings and Conservation Areas) Act 1990 and the policy guidance in the NPPF as set out above.
3. The site does not lie within or immediately adjacent to a Conservation Area or a Historic Park or Garden. However, Wandle Valley Conservation Area is to the south-east, and Pelham Road Conservation Area is to the north-west of the of High Path Estate development boundary. Both conservation areas are a reasonable distance away from the site however they do have views of the development from the conservation area and into the conservation area, and therefore it can be said that the development impacts on the setting of the conservation area.
4. With regard to Wandle Valley Conservation Area, there are four streets of residential terraces, east of Abbey Road which separate the majority of the conservation area from the development site, which follows along the path of the River Wandle from the Station Road area. A very small section of this conservation area will have views of the development along the 'Old Works Court' where phase 1 has already been granted full planning permission. It is considered that as this conservation area has been assessed with regard to this part of the development and is further away from the current scheme, which is in an urban setting with urban elements separating it from High Path redevelopment. As such it is considered that the proposed development would cause no unreasonable harm to the character and appearance or setting of the conservation area, and is therefore acceptable with this regard.
5. The Pellam Road Conservation Area is further away from the development site (over 250m), however will experience obscured views into and from the development along Merton Road looking south. The conservation area is in an urban setting. The Conservation Area is over 250m away from the development site, and set within an urban environment. Furthermore, views are obscured by the curve in Merton Road and by other urban features such as the trees along the street. Therefore, it is considered that there will be no unreasonable harm caused to the character and appearance or setting of the conservation area, and is therefore acceptable with this regard.
6. A Scheduled Ancient Monument is located circa 150m east of the site boundary (The Augustinian Priory of St Mary at Merton) lying under part of Merantun Way, partly visible from

the road underpass. Grade II listed buildings are present at Merton Abbey Mills in Colliers Wood. These are significant heritage assets, however development on site will not be easily visible from either location due to the distance, topography and other buildings, structures and trees in the urban environment obscuring the setting. In case of any archaeological findings, Historic England were consulted on this planning application and raised no objection to the proposals. Historic England's Greater London Archaeology Advice Service (GLASS) were also consulted (as set out elsewhere in the report) and sought planning condition 40 to ensure any archaeological remains would be identified and investigated.

7. Officers consider that the proposed development has a bearing on the setting of the following heritage assets:
 - Wandle Valley and Pellam Road Conservation Areas (addressed above)
 - South Wimbledon Underground Station adjacent to the north western corner of the site is Grade II listed;
 - Approximately 75 m east of the site boundary is a Grade II listed Merton Priory Wall that runs along the south side of Station Road.
 - Outside no. 12 and 34 Station Road are two Grade II listed street lamps that are approximately 120 m east of the site boundary.
 - St John the Divine Church – locally listed, lies approximately 20 metres to the south of the site, at the opposite side of High Path road.

Step 1: The heritage asset and its setting

South Wimbledon station including the shops to the left and right – Grade II listed

8. South Wimbledon station was designed by Charles Holden and constructed in 1926 as one of a series of similar underground stations for the Underground Electric Railways Company of London's City & South London Railway extension through Colliers Wood and South Wimbledon to Morden in 1926.
9. It is built with a curved façade of Portland Stone, like other listed stations along the line i.e. Tooting Broadway. Stations at Tooting Bec, Balham and Clapham South are also curved but more angular. The Listed Building on Historic England's website describes it as:
10. *"LRT Station. 1926. Designed by Charles Holden. Portland stone. Roof not visible. Symmetrical composition on corner site. Vertical stripped classical manner. Tall ticket hall to corner with triple entrance below, flanked by lower single storeyed ranges of shops. Curved facade. 3 square headed entrances with stepped jambs and cantilevered canopy. Tall clerestory above, divided into 3 parts by pair of pilasters with globular capitals, the LT motif in the round. Vertical metal glazing bars with inset LT motif in stained glass. One of stations on extension of 1926 to City and South London Underground Railway."*
11. The setting of South Wimbledon underground station is on the south east corner of South Wimbledon junction with Merton High Street and Kingston Road running east-west and Morden Road running north-south. The terraces of shops / restaurants, some with flats above, on the north side of Merton High Street, date from between 1918-1930s. High Path estate lies due south and east of the station. The existing 12-storey tower blocks are clearly visible behind the station when viewed from the junction of Kingston Road. When viewed looking south from Merton Road, brick built buildings to the rear, including on High Path estate at Morden Road

are clearly visible. The setting of South Wimbledon underground station is marred by the busy traffic crossing the junction.

Merton Priory Wall, Station Road, Colliers Wood – Grade II listed

12. Merton Priory, founded in 1114 and dissolved in 1538 in the Dissolution of the Monasteries, was an Augustinian Priory. From the 19th Century the remains of the Priory lay under Merton Abbey station and the railway tracks. These were removed in 1907 to allow excavations to take place.
13. Another section of Merton Priory Outer Court Wall survives along the south side of Station Road. The wall included a gateway which has been attributed to the medieval period but was replaced by a replica in the 1980s.
14. The conservation and management plan for Merton Priory and Merton Abbey Mills (2006) states that there are doubts about the precise age of the section of wall which runs along the south side of Station Road and includes the replica gateway near its east end. The original gateway has been described as medieval and if this is the case then it was presumably set in a medieval wall. There is very little about the original gate to suggest a date as it had clearly been much altered by the time it was demolished and replaced in the 1980s. The assumption is that either that the wall contains some medieval fabric or that it is on the same alignment as a medieval wall, although its appearance suggests that it may have been built or rebuilt in the seventeenth or eighteenth centuries.”
15. The section of wall on Station Road Grade II Listed building and the Listing description, written in May 1954, reads as follows :
16. *Wall running along south side of road. C17 and later. Built of flint with random ashlar stone from the ruins of Merton Priory. Corbelled course below gable top. At east end the jamb is of rebuilt doorway with some probably C20 fragments.*
17. The gateway is a modern replacement, which does not closely resemble the original nor does it contain any re-used material, is of little interest. To the immediate east of the gate, and forming a return on the outer court wall, is what appears to be part of an older stone-built buttress.
18. The conservation and management plan for Merton Priory and Merton Abbey Mills (2006) gives this Assessment of significance for the Grade II listed Priory Outer Wall and for the gateway part of the Grade II listed wall at Station Road at station road as being a significant element of the medieval Priory (especially in the case of the wall); of being in sound condition and with no management issues identified.

St John the Divine Church - locally listed

19. St. John the Divine Church was built in 1913 to commemorate Lord Nelson's death (in 1805). Despite its medieval appearance the church of St John the Divine was built in 1913/14 to mark the centenary of the death of Admiral Lord Nelson, whose country house, Merton Place, formerly stood nearby.
20. The church is built in the Gothic style made popular by the Arts and Crafts movement. The stained glass in the Lady Chapel includes a design by Edward Burne-Jones, a

leading member of the Pre Raphaelite Brotherhood, and lifelong friend of William Morris, whose stained glass works and fabrics factory operated at Merton Abbey Mills, south east of the church. The south aisle off the church was restored in 1956 following Second World War bomb damage.

21. The church was designed in a light decorated Gothic style with cusped bar tracery to the windows. The main windows are set under segmental arches. The accommodation comprises nave, north and south aisles, chancel, Lady Chapel and vestries. There is a tower at the west end of the church on the north side, the ground floor of which serves as the main entrance porch from the north door. There is another entrance on the north side towards the east end of the building. The external walls are constructed in rock hammered Darley Dale gritstone facing blocks on a brick core. Copings, window dressings and weathering stones are of Darley Dale gritstone ashlar. The pitched roofs are generally covered with green Westmoreland slates laid in diminishing courses
22. The church is fronted onto High Path by mature trees. The most notable aspect of the setting of this church is Nelson Gardens, the pocket of tree lined space to the west of the church building, which separates the church from the busy Morden Road. Nelson Gardens was created on a parcel of land donated by the great nephew of Rear Admiral Isaac Smith, to mark the centenary of Nelson's death.
23. To the east of St John the Divine Church is Merton Abbey Primary School building and chainlink fencing. Its setting to the south is dominated by The Vicarage, and an L-shaped block of flats, both built in the 2000s.

Step 2: The contribution of setting to the significance of the heritage

Asset

South Wimbledon underground station

24. The Borough Character Study describes the South Wimbledon underground station as a notable building in the area for its cubic form, symmetrical composition and its setting on the corner site acting as a focal point for the junction between Morden Road and Merton High Street. The main body of the station is enhanced by the wings of Portland Stone with three large square glazed shopfronts on the Merton High Road side; these are also part of the listing. The Listed Building enhances its setting but its location along a busy road junction with a variety of types, styles of architecture within its immediate and wider setting does little to enhance the building itself.
25. The Borough Character Assessment at South Wimbledon describes the area as comprising linear strip of predominantly commercial premises facing onto Merton High Street, Kingston Road and Morden Road. The core of the area is focused around the intersection of these 3 roads at a busy junction, which is also the location of the Grade II listed tube station. There is a gradual decrease in both the scale of building and road width from Merton High Street onto Kingston Road. Overall this area suffers from the adverse effects of heavy traffic and is car dominated by heavy traffic flow.
26. At the junction, the Grade II listed tube station, which has a grey cubic form, holds a prominent corner position that is mirrored by the red bank building with classical embellishments. Buildings around the junction have corner entrances and features such as the oriel window on the former Grove Tavern building.
27. Overall, the borough character study generally identifies the character of the area that include the setting of the listed building as a mainly pedestrian environment adversely affected by

heavy traffic and pollution, which is impeded by a complicated junction arrangement and poorly defined crossing points. The area also includes infill development in materials unsympathetic to original properties and contains a variety in shopfront signage finishes and condition creates disjointed streetscene.

Merton Priory Wall, station road

28. The setting of the Grade II listed along Station Road to the north, is surrounded by a variety of urban activities including warehousing (children's play area), retail superstores, terraced housing and backs onto the busy Merantun Road to the south. Large format retail sheds, pylons and other unattractive urban structures are easily visible and the immediate setting of the Grade II listed wall. As set out in detail in the conservation and management plan for Merton Priory and Merton Abbey Mills (2006), the existing setting makes no positive contribution to the Grade II listed heritage asset. The Chapter House and other remains of Merton Priory are not visible or easy to get to from the Priory Wall so the setting is not enhanced by its proximity to the Scheduled Ancient Monument of Merton Priory.

St John the Divine Church

29. Aside from Nelson Gardens, which was laid out within the same period and separates the church building from the busy, heavily trafficked Morden Road, the setting of the church is not thought to be of great significance. The trees to the front also provide a break in the urban fabric and separate the church from the High Path estate, but they also obscure the church from views from the estate. The church is embedded in an urban setting, clearly visible from the existing High Path estate, and less so from Morden Road. Merton Abbey Primary School is separated from the adjacent church by a chain link fence and the presence of the school and the High Path estate are both fundamental characteristics of the church's setting.

Step 3: The effect of the proposed development on the significance of the asset

30. Paragraph 132 of the NPPF states that when considering the impact of a proposal on the significance of a designated heritage asset, "great weight" should be given to the asset's conservation.

Merton Priory Wall, Station Road

31. It is officer's view that the proposed development bears no significant harm to the Priory Wall (Grade II listed) at Station Road, Colliers Wood. While aspects of the Proposed Development will be clearly visible by anyone standing adjacent to the north of the Priory Wall and looking northwards, the existing immediate setting of the structure is compromised by its immediate setting (surrounding warehouses, car washes, houses and busy roads, and the other urban buildings and structures clearly visible (retail warehouses, pylons and traffic). Policy DM.D2 of the Sites and Policies Plan, the statutory duties in the Listed Buildings and Conservation area Act 1990 and, as a material consideration, the NPPF (2012 and 2018 draft), when coming to this conclusion.

South Wimbledon underground station

32. The proposed development would define the setting of the Grade II listed building at South Wimbledon tube station. At officer's request the applicant has prepared a South Wimbledon Station Design study which demonstrates how the Grade II listed building would appear when set against the maximum parameters from various views, as does the Townscape and Heritage Assessment accompanying this application. The maximum parameters allowed by this proposal would support building scale and massing (at reserved matters) that would dominate the streetscene and frame South Wimbledon underground listed building. Appearance, scale and massing are all reserved for consideration at a later date so this proposal does not consider whether particular materials, architectural characteristics or other aspects of building design could go further to reflect the symmetry, materials or other characteristics of the Grade II listing.
33. It is officers' views that, while the proposed development has a harmful impact on the significance of the setting of the heritage asset at the Grade II listed building at South Wimbledon tube, this harm is less than significant.
34. By bringing forward the building lines along Merton High Road and creating a commercial offer on the ground floor reflecting the shopfronts opposite this will re-create and reinforce the symmetry of the east-west street pattern and reinforce the South Wimbledon junction as the core of the area. These underground stations were designed and built less than 100 years ago and were designed to be built over, as has happened at Clapham South. The significance of the setting to the listed building may be considered to be harmed by the bulk and massing of the buildings behind it. The building itself will not be physically altered and its function as an underground station will remain constant. Should the outline planning application be approved, there are also opportunities at Reserved Matters stages, particularly in relation to appearance, to mitigate harm that may be caused by use of sympathetic and complimentary materials and by design features that compliment the symmetry that characterises this listed building.
35. The proposed development addresses many of the negative issues identified for the setting of the listed building in the Borough Character Study. The proposed development will bring forward the building line on the south side of Merton High Street, strengthening the streetscene, creating complimentary commercial uses on the ground floor similar to those in the Grade II listed building. The Townscape and Heritage Assessment and the South Wimbledon Design Study both demonstrate how the current 12 storey towers on High Path are visible from the setting of this listed building. Nevertheless, the proposed development will be more dominant on the landscape; the building is Grade II listed and officers are giving great weight to this in its decision-making. In addition to this, although Historic England raised no objection, residents' response to this application, which are material considerations, demonstrate that there are views that the proposed development will cause harm to the setting of the listed building.
36. Paragraph 134 of the NPPF states that where a proposal will lead to *less than substantial harm* to the significance of a designated heritage asset, such harm should be weighed against the public benefits of the proposal, including its optimum viable use. When weighed against the public benefits of the proposed development, it is officers' views that the public benefits outweigh the harm to the setting of the listed building in this particular case. The public

benefits of the estate regeneration programme have been widely stated in the Estates Local Plan and in committee reports to councillors, most recently to their meeting on 7th February 2018. These include a substantial number of new homes, the more legible, better designed estates with new play spaces and public realm, homes built to modern design and insulation standards benefitting over 1,500 households.

37. High Path is the most viable of all three estates proposed for regeneration; the other estates (Eastfields – 17/P1717 and Ravensbury (17/P1718)) are not viable for investment in their proposals and regeneration of all three estates will only take place if High Path’s viability is optimised. High Path is in an area of excellent public transport with surrounding infrastructure that is either in place or can be made as part of this development proposal to provide more than 800 additional homes, as well as rehousing existing residents. As set out in the Estates Local Plan and also to be provided in the overarching element of the proposed Section 106 agreement, as set out in this report, the three estates are linked. Therefore a reduction in viability of High Path (for example by reducing height) will endanger the delivery of the regeneration of Ravensbury and Eastfields. Although great weight has been given to the conservation value of the setting of the listed building at South Wimbledon underground station and it is recognised that the proposed development will cause harm to the significance of its setting, this harm is less than substantial. It is officer’s view, supported by the Estates Local Plan 2018 and material considerations in this planning application, that the proposed development represents the optimum viable use and this outweighs the harm to the setting of the listed building at South Wimbledon underground station.

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Ravensbury Estate Regeneration

Modifications Sheet

Page No.	Paragraph Number	Topic	Comments
2		Planning Decision	RECOMMENDATION Grant Outline Planning Permission subject to any direction from the Mayor of London, any direction from the Secretary of State , the completion of a S106 agreement and conditions.
6-15	Section 5 & 6	Consultations	<p>1. Further comments received from the <u>Tree Warden Group Merton</u></p> <p><i>To be added</i></p> <p>I wish to comment on rather than object to the planning application:</p> <ul style="list-style-type: none"> A. In order for the proposed trees along Morden Rd to establish, it will be essential that casual parking be prevented along the private drive fronting Morden Rd. This is a matter to be resolved prior to the full application being presented. B. It would appear to be an error but I can find no mention that Greenspaces were consulted although the site abuts the park. <p><u>Officers Response</u></p> <ul style="list-style-type: none"> A. This objection is referring to the western part of the site adjacent to Morden Road; the objector is concerned that any casual parking along the private drive does not harm the new trees that are to be planted on the western boundary of the site. Although any future parking arrangement on site would be assessed at the reserved matters stage, however officers have considered the illustrative parking provision for this scheme and it is expected that any casual parking that may occur on site would be dealt with by the provision of yellow lines in areas where parking is restricted. Furthermore the submission of a detailed car parking management plan which is required as s106 Heads of Terms (as listed in heads of terms 8), which would address parking management throughout the site. B. It is confirmed that Green Space have been consulted during the course of this Outline Planning Application for all 3 x Merton's Estate Regeneration Applications.

			<p>2. Ravensbury Grove Residents Association.</p> <p>The objections raised by the Ravensbury Grove Residents Association had not been listed in the consultation section of the committee report, however to clarify objections have been received from Ravensbury Grove Residents Association on 19th December 2017 which are viewable on the Councils planning applications website. The objections have been taken into consideration and summarised in, 'Table 1: Objections Received' and responded to where appropriate; otherwise assessed under the 'Assessment' section of the committee in section 12 which assesses the acceptability of the scheme in terms of the access, layout and scale; and section 13 which outlines what is to be assessed under Reserved Matters (Appearance and Landscaping) these assessments have been carried out on pages 31 – 37 of the committee report. Other concerns that were raised have also been assessed in section 25 of the committee report which relates to trees and can be found on pages 65 – 67.</p>
71-91	Section 30	Planning Conditions	<p><i>To be added</i></p> <p>Condition 2: The development hereby permitted shall be commenced before the expiration of 3 years from the date of this permission or 2 years from the approval of the last of the reserved matters as defined in the condition below, whichever is the later.</p> <p>Condition 3: a. Detail of the reserved matters set out below ('the reserved matters') shall be submitted to the Local Planning Authority for approval within 3 years from the date of this permission: (i) layout; (ii) scale; (iii) appearance; (iv) access and (v) landscaping</p> <p>b. The reserved matters shall be carried out as approved.</p> <p>c. Approval of all reserved matters shall be obtained from the Local Planning Authority in writing before any development is commenced.</p>
279	1.33	The heritage asset and its setting	Added: Merton's Cabinet resolved to approve amendments to the Wandle Valley Conservation Area Character Assessment, including boundary alterations, at their meeting on 25 June 2007.
279	1.34	The heritage asset and its setting	Added: The site is surrounded on three sides by the Parks sub-area of the Wandle Valley Conservation Area and the 2007 alteration to the boundary incorporated the full width of Morden Hall Road and Morden Road including grass verges and footways; this element lies within the site boundary.
283	1.62	New	Added: The proposal is therefore considered to achieve the objectives of policy EP R1

		paragraph	c) of the Estates Local Plan and DM D4 Managing Heritage Assets of the Sites and Policies Plan 2014. Officers have had regard to the statutory duties set out in section 66(1) and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and in determining this application have given considerable weight and importance to the desirability of preserving the setting of the Grade II Listed Ravensbury Mill, Grade II Listed White Cottage and Grade II Listed Morden Lodge, Grade II Registered Park and Garden at Morden Hall; and preserving or enhancing the character or appearance of the Wandle Valley Conservation Area. Officers have taken into account, as a material consideration, the policy guidance in paragraphs 132-134 of the National Planning Policy Framework.
232	N/A	Checklist Information	To add: Is a screening opinion required: Should say YES . This was issued by the Council in December 2016 as confirmed in sections 1.9-1.11 of the Town Planning Statement. Is an Environmental Statement required? Should say NO Has an Environment Statement been submitted? Should say NO
235	3.1	Reserved Matters Current Proposal	To add: Outline planning application (with layout, scale and access for approval, expect in relation to parameter plans for height) '.....indicative unit layouts are included within the <u>Design and Access Statement</u>.'
238	6.1.3	Consultation	Transport for London removed reference to Woodstock Way – TFL comment to now read: In summary, TfL welcome further discussions with the applicant and Merton Council on a range of issues including the TRICS assessment and outputs, bus stop assessment, Draft London Plan cycle parking standards and cycle infrastructure improvements.
243	Table 1 (second row)	Neighbour Consultees	Proposed open space should be 5614.2sqm as confirmed in updated table issued on 23 rd February 2018. Revised: Should read 'Currently the existing open space on Ravensbury comprises of 3880.4sq.m and the proposal would exceed this existing quantity of open space to provide a total of 5614.2sqm of public open space on the estate'.
243	Table 1 (second row)	Neighbour Consultees	Revised: The proposal would provide upgraded modern re-provision of the existing community centre which is currently in good use by residents of the estate. As such the need for infrastructure has been recognised and is being improved and retained as a necessary facility.
245	7.1	London Plan	Policies added: 2.18 Green infrastructure; 3.2 Improving health and addressing health inequalities; 3.14 Existing housing 3.17 Health and social care facilities; 3.19 Sports facilities; 5.6 Decentralised energy in development proposals;

			<p>5.9 Overheating and cooling; 5.10 urban greening; 5.11 Green roofs and development site environs; 5.12 flood risk management; 5.13 sustainable drainage; 5.14 water quality and wastewater infrastructure; 5.15 water use and supplies</p> <p>5.18 construction, excavation and demolition waste; 5.21 contaminated land; 7.1 Lifetime neighbourhoods; 7.7 Location and design of tall and large buildings; 7.13 Safety, security and resilience to emergency; 7.18 Protecting open space and addressing deficiency; 7.19 Biodiversity and access to nature; 7.21 Trees and woodland</p>
247	7.2	Draft London Plan	<p>Added: Policy GG6 Increasing efficiency and resilience</p> <p>Removed:</p> <p>Policy D8 Tall buildings 126; Policy D9 Basement development 131; Policy H13 Build to Rent 180 Policy H14 Supported and specialised accommodation 185; Policy H15 Specialist older persons housing 186 Policy H16 Gypsy and Traveller accommodation 190; Policy H17 Purpose-built student accommodation 193; Policy H18 Large-scale purpose-built shared living; Policy S7 Burial space; Policy E2 Low-cost business space 227 Policy E11 Skills and opportunities for all; Policy HC1 Heritage conservation and growth 268; Policy HC5 Supporting London's culture and creative industries 287; Policy HC6 Supporting the night-time economy 292 Policy G3 Metropolitan Open Land 304; Policy G8 Food growing 315; Policy T7 Freight and servicing 430</p>
248	7.4	Core Planning Strategy	<p>Further reference added:</p> <p>Policy CS17 Waste Management</p>
249	7.5	Sites and Policies Plan	<p>Added: DMO1, DMC2, DMO2, DMD4, DMEP2, DMEP4, T1,</p>
249	8.4	NPPF	<p>Added: Achieving Sustainable Development, Climate Change and Flooding, Natural Environment and Historic Environment.</p> <p><u>Additional paragraph 7.4a under paragraph 7.4</u></p> <p>On 5th March 2018, the draft revised text of the National Planning Policy Framework was published for consultation and is a material consideration for this planning application. Consultation draft NPPF paragraph 207 and 208 clarifies that the policies in the draft Framework should be taken account of from the day of publication but that these new draft policies do not automatically materially outweigh existing adopted policy. Having considered the consultation draft NPPF in full, it is officers' views the consultation draft NPPF 2018 does not materially outweigh other adopted policy and other material considerations for the purposes of determining this planning application.</p> <p><i>Planning policies and decisions should consider the social and economic benefits of estate regeneration. Local planning authorities should use their planning powers to help deliver estate regeneration to a high standard.</i></p>

8.5-8.20	Section 8	Other documents and guidance	Added: Planning Practice Guidance Mayors Affordable Housing & Viability SPG Adopted GLA Supplementary Planning Guidance Social Infrastructure SPG (May 2015); Accessible London: Achieving and Inclusive Environment SPG (2014); Character and Context SPG (June 2014); London Planning Statement SPG (May 2014); Shaping Neighbourhoods: Play and Informal Recreation SPG (September 2012);
258	9.39	Affordable Housing	To add the following: Based on the illustrative maximum quantum of development the proposed development would provide 180 units, the scheme would deliver 92 units as affordable housing; 89 social rented units, and 3 affordable rented units
261	12.13	Pedestrian Access	Reference to under-croft for parking bays has been omitted
271	15.6	Community use	Amended Para 15.6 'The proposal meets Policy EPR4(a) of the Estates Local Plan 2018'
301	Condition 9	Energy	Removed part of Condition 9: How the buildings relate to any side-wide strategy for district heating incorporating co- or tri-generation from distributed combined heat and power – (as no site wide CHP is proposed).
271	16.1	Residential Amenity	Removed para 16.1 – (as scale, layout and access is being assessed in this outline planning application).
303	Condition 13	Daylight and sunlight	Removed part 13 a) The impact of the proposed development on daylight and sunlight to neighbouring properties – (as this has already been assessed) Amended part 13 b) Removing 'and' from the text, which now reads as follows; b) The impact of the proposed development on daylight and sunlight to properties within the development itself.
304		Flood Risk	Remove repeated conditions 43, 44 and 45 - (as this is a repetitive condition).
308	Condition 25	Refuse	Removed Part e) – (as this is blank)
309	Condition 27	Transport Strategy	Condition 27 Transport Removed Part d) & e) – (as no schools or motorcycle and scooter parking are being proposed).
310	Condition 29	Land contamination	Removed Condition 29 relating to land contamination – (as this duplicated with conditions 46, 47 & 48).

		n	
311	Condition 30	Demolition and CMS	Removed Condition 11 'Construction Environmental Management Plan' - (as this overlaps with Condition 30).
307	Condition 23	Accessibility	Added: 'minimum' c) That minimum of 10% of the overall residential dwellings hereby permitted would meet Building Regulation M 4(3).
		ELV charging points	<p>Condition added:</p> <p>No development, hereby approved, shall commence in relation to any Phase/No Reserved Matters Application for any Phase relating to Residential Units or community use shall be approved until a site wide/phased electric vehicle charging infrastructure strategy and implementation plan has been submitted to and approved in writing by the local planning authority, which shall accord with the London Plan in place at the time and shall include details of the number, location, installation and management of the electric vehicle charging points.</p> <p>The electric vehicle charging points shall be implemented prior to first occupation of each Phase and maintained in accordance with the approved strategy / plan and details.”</p> <p>Reason:</p> <p>To ensure that sustainable means of transport are encouraged and to ensure that no unacceptable increase in traffic movements result, in line with the recommendations of the Transport Assessment and in accordance with Policies 6.3, 6.9 and 6.13 of the London Plan, Policies DM T1, DM T2 & DM D3 of the SPP Local Plan 2014, Policy CS18, CS19 & CS20 of the Core Planning Strategy 2011 and Policies EP E2 & EP E3 of the Adopted Estates Local Plan 2018.</p>
		Draft s106 Heads of Terms: Overarching	<p><u>Draft s106 Heads of Terms: Overarching 3 estates; High Path, Ravensbury and Eastfields</u></p> <p>Note:</p> <p>The previous Overarching s106 Heads of Terms and the Ravensbury s106 Heads of Terms are to be replaced with the heads of terms listed below.</p> <p>The relevant S106 legal agreement between LBM and Clarion, shall include the following heads of terms</p> <ol style="list-style-type: none"> Linkage across the three schemes: to provide a linkage across the three sites to ensure collectively the development is financially viable. Affordable housing: The provision of a minimum of 726 affordable housing units with replacement units to be offered to tenants on the basis of their existing tenancy rights Such units to be available in-perpetuity to persons or households who meet Merton's affordable housing eligibility criteria with a first priority for this

			<p>affordable housing to be given to existing tenants of each estate who will require rehousing on their current estate as a result of the Estates redevelopment.</p> <ol style="list-style-type: none"> 3. Affordable housing viability review mechanism: the developer to undertake a viability review at specified timescales during the delivery of the three developments. This will identify whether the developments generate any financial surplus, including through unspent section 106 contributions returned to the developer, that could be used to provide additional affordable housing (details to be provided in full in the s106) 4. The financial viability model for viability review must be agreed in advance and consistent for all phases. The baseline model to be used will be Clarion’s model and the inputs and assumptions are to be agreed in advance for all phases. 5. Delivery: Provisions to ensure that all three estates are connected for viability and built out in reasonable time, and to secure the delivery of works in kind and the payment of contributions set out in the Section 106 Agreement. 6. Legal costs: The developer agreeing to meet the Council’s reasonable legal costs associated with drafting the Section106 Agreement. 7. Monitoring fee: The developer agreeing to meet the Council’s costs of monitoring the Section 106 Obligations set out herein.
		<p>Ravensbury - S106 Heads of Terms</p>	<p style="text-align: center;"><u>Ravensbury - S106 Heads of Terms</u></p> <p>The relevant S106 legal agreement for Ravensbury Estate between LBM and Clarion, shall include the following heads of terms, in addition to the Overarching Head of Terms</p> <p>All sums payable by the developer pursuant to the s106 agreement will be index linked</p> <ol style="list-style-type: none"> 1. Affordable housing: the developer to provide a minimum of <ol style="list-style-type: none"> i. 89 social rented units, and ii. 3 affordable rented units <p>all units to be available in-perpetuity to persons or households who meet LB Merton’s affordable housing eligibility criteria with first priority for that affordable housing to be given to existing tenants on the Ravensbury Estate in line with Clarion’s Residents Offer who will require rehousing on the basis of their existing tenancy rights as a result of the Ravensbury Estate development.</p> 2. Affordable housing viability review mechanism: the developer to undertake a viability review at specified timescales during the delivery of the development. This will identify whether the development generates any financial surplus, including through unspent section 106 contributions returned to the

developer, that could be used to provide additional affordable housing (details to be provided in full in the s106) to achieve policy compliance.

- 3. The agreed financial viability model:** shall be consistently applied in the viability review for all phases of the development as agreed as part of the overarching s106.
- 4. The baseline affordable housing specification and tenure mix schedule:** to be agreed, in line with the Statutory Development Plan.
- 5. Highways works within London Borough of Merton:** the developer shall prior to first occupation of each “relevant work phase” either
 - a. complete the highway works as set out below at its own cost; or
 - b. pay to the Council a specified reasonable contribution to be calculated by the Council such off-site highway works which may include but not be limited to:
 - i. Renewal/addition of any footpath or carriageway;
 - ii. Removal/addition of any crossover;
 - iii. Reinstatement/Provision of any dropped kerbs;
 - iv. Removal/addition of single/double yellow lines and other road markings and signs and related traffic management orders;
 - v. Carriageway resurfacing to the site entrances;
 - vi. Revisions to street lighting;
 - vii. Relocation of any services if and where necessary;
 - viii. Drainage;
 - ix. Any works required as a result of the Highways Impact Assessment; and
 - x. Repair of damage caused to the highway as a result of any works related to the development.
- 6. Traffic Calming Measures:** the developer to introduce traffic calming to keep vehicle speeds low along the junction of Morden Road and Ravensbury Grove.

7. Bus Stops: the developer shall:

- 1) undertake at its own cost and submit to the Council for its written approval a bus stop assessment for the bus stops nearest to Ravensbury Estate, and in compliance with the GLA report dated 8 January 2018 at a specified trigger to be set out in the section 106 agreement; and,
- 2) in the event that the bus stop assessment demonstrates additional demand as a result of the development, to pay to the Council at a specified trigger to be set out in the section 106 agreement, such sums as are required to address this demand which may include, but not be limited to, payments for the relocation of bus stops and infrastructure improvements.

8. Pedestrian Crossing Improvements: the developer to

- a. undertake at its own cost and submit to the Council for its written approval a detailed investigation of the safety and accessibility of pedestrian and cycle routes within the vicinity of Ravensbury Estate, in particular of the existing pedestrian crossings between the entrances to Morden Hall Park and Ravensbury Park and links between and into the Ravensbury Estate at a specified trigger to be set out in the section 106 agreement;; and
- b. in the event that the investigation demonstrates that improvements are required to the pedestrian and cycle routes as referred to in (1) above to pay to the Council prior to []/at a specified trigger to be set out in the section 106 agreement, such sums as are required to provide these improvements which may include, but not be limited to, signalling, lighting, carriageway and footway works, drainage and other matters.

9. Parking management plan: the developer to

- a) undertake and submit an overarching parking management plan at a specified trigger to be set out in the section 106 agreement for written approval by the Council; and
- b) thereafter to submit at specified triggers to be set out in the section 106 agreement detailed parking management plans for written approval by the Council;
- c) consult on and implement the approved overarching and detailed parking management plans in accordance with each phase.

10. Highway standards: the layout and completion of all public highways and internal estate roads must be designed and built to meet or exceed the Council's adoptable standards.

11. Transport

- a) **LB Merton on-street parking controls (CPZs):** the developer to:
- i. pay to the Council at a specified trigger to be set out in the section 106 agreement the cost of undertaking a public consultation into the need for CPZs within the vicinity of Ravensbury Estate; and
 - ii. in the event that such consultation reveals a need for CPZs, pay to the Council at a specified trigger to be set out in the section 106 agreement, the cost required to carry out physical works on changes to identified and/or implementation of new CPZ's to enable specific controls and the imposition of these controls
- b) **Exclusion of residents from existing CPZs:** No residents on the redeveloped Ravensbury Estate, other than disabled blue badge holders, shall be entitled to apply for parking permits in existing CPZs. Permit free provisions are to be complied with, including giving advance notice to occupants of permit free provisions prior to occupation of residential units; notifications of the permit free provisions are to be included within any sale or letting agreement of the residential units.
- c) **Delivery and Servicing Plan:** the developer shall:
- a. undertake and submit an overarching delivery and servicing plan at a specified trigger to be set out in the section 106 agreement for written approval by the Council; and
 - b. thereafter to submit at specified triggers to be set out in the section 106 agreement detailed delivery and servicing plans for written approval by the Council;
 - c. all plans to cover delivery and servicing for the residential and non-residential aspects of the development to include site waste management plans in respect of the storage and removal of refuse and recycling for all elements of the approved development and the access and egress for delivery and collection vehicles accessing the site for both residential and non-residential servicing; and
 - d. consult on and implement the overarching and detailed delivery and servicing plans in accordance with each phase.
- d) **Car Club:** the developer shall
- a. Undertake and submit to the Council for its written approval an assessment of the existing car club provisions on and within the vicinity of the Ravensbury Estate at a specified trigger to be set out in the section 106 agreement, and
 - b. In the event that the assessment referred to at a. above demonstrates the need for a car club to be operated on or within the vicinity of the Ravensbury Estate at the Council's discretion either
 1. provide suitably positioned parking bays on or within the vicinity of Ravensbury Estate at its own cost (such

location to be determined by the Council); and

2. to offer to each new resident of the High Path Estate a minimum of 2 years car club membership to be provided at the cost of the developer; or
3. pay to the Council the sum associated with the provision of such parking bays at a specified trigger to be set out in the section 106 agreement;

12. Works associated with utilities diversion: any works to divert utilities onsite or to the boundary of the Ravensbury Estate, including Thames Water sewer/s, shall include associated works to LB Merton and adjoining borough highway assets including highway drainage connections.

13. Energy

(a) Energy Strategy: the developer to bear the mitigation and management costs of compliance with the energy demands of the development, in accordance with the outcomes from the developer's energy strategy, such strategy to be submitted in advance and approved in writing by the Council.

(b) Zero Carbon Contribution: the developer to achieve a 35% reduction on Building Regulation 2013 target emission rates and

- i) to undertake further on-site reductions beyond the minimum 35% required on-site;
- ii) in the event that further on-site reductions are not achievable to undertake carbon reduction projects within the borough (including opportunities to undertake improvements in the Applicants existing affordable housing stock); or
- iii) pay a financial contribution to the Council.

14. Noise and air quality monitoring and mitigating: the developer to:

- i. monitor at its own costs the air quality and noise levels before, during and after construction of each phase of the development on and within the vicinity of the Ravensbury Estate and to submit the results of such monitoring to the Council (within a timescale specified within the section 106 agreement) if the air quality and noise levels are exceeded at any stage to pay to the Council
 1. a financial contribution towards air quality monitoring and mitigation during the construction of each phase of the proposed development and towards future air quality improvement within the borough; and

2. a financial contribution towards any noise level monitoring that may be required during the construction of each phase of the proposed development

15. Re-provision of the existing community centre:

- (a) The developer shall submit to the Council for its written approval
 - ii. prior to commencement of development of the relevant phase of the development the community centre specification for delivery of the new community centre and
 - iii. prior to first occupation of the community centre, the management and maintenance plan for the operation and future management and maintenance of the community centre;
- (b) The existing Community Centre to be lost as a result of the development shall be
 - i) re-provided on-site, in accordance with the approved community centre specification, to an equal or greater floor area to that existing to the satisfaction of the Council prior to the current community centre being closed or otherwise rendered unusable as a result of the development; and
 - ii) made available for the use of residents on Ravensbury Estate;
 - iii) managed and maintained at its own cost and in accordance with the approved management and maintenance plan referred to hereof.
- (c) in the event the permanent Community Centre is not completed or ready for Occupation at the time the use of the existing Community Centre comes to an end the developer shall provide a temporary community centre or pay to the Council a sum (to be specified) to make improvements to an existing community facility within the vicinity of Ravensbury Estate (within three months) of the current community centre being closed or otherwise rendered unusable as a result of the development;

16. Open Spaces:

- (a) The developer shall submit to the Council for its written approval
 - i) prior to [the Commencement of Development of each phase] the Open Space specification for the delivery of the Open Spaces, and
 - ii) prior to first Occupation of any of the Residential Units the management and maintenance plan for the

operation and future management and maintenance of the Open Spaces

(b) such Open Spaces to include:

- i) public realm areas on the Ravensbury Estate; and
- ii) the private courtyards

both of which may include children's play spaces and the developer shall

(c) provide the Open Spaces in accordance with the approved Open Space specifications at relevant work phases;

(d) manage and maintain the Open Spaces at its own cost and in accordance with the approved management and maintenance plan;

(e) make available to the public and keep publicly accessible the public realm areas.

17. Access to Ravensbury Park: the developer shall at its own cost and at a specified trigger to be set out in the section 106 agreement;

- i. widen and improve access to the site via 'Ravensbury Park' Entrance; and
- ii. improve all other existing access points from the estate leading into Ravensbury Park.

18. River Wandle footbridge: the developer shall

- c. At its own cost, undertake with the Council a joint assessment of the need for a new public footbridge over the River Wandle to create a new direct north-south pedestrian link from Wandle Road to the Ravensbury Estate at a specified trigger to be set out in the section 106 agreement; and
- d. In the event that the joint assessment referred to at (a) above demonstrates the need for a new public footbridge, to pay to the Council such contribution as reasonably required by the Council at a specified trigger to be set out in the section 106 agreement.

19. Lifts: the developer to

- e. work in co-operation with the Council and the GLA to identify the GLA's requirements in relation to

			<p>the provision of lifts in flatted blocks of four storeys or less as initially set in the GLA report dated 8 January 2018 (paragraph 54); and,</p> <p>f. in the event that there is an identified need for flexibility in respect of the provision of lifts in flatted blocks as set out at a) above, to undertake works to meet that need.</p> <p>20. Delivery: provisions to secure the completion of the redevelopment of the Ravensbury Estate, delivery of works in kind and the payment of contributions as set out in the Section 106 Agreement.</p> <p>21. Legal Fees: the developer to meet the Council's reasonable costs associated drafting the Section 106 Agreement</p> <p>22. Monitoring Fees: the developer to meet the Council's costs of monitoring the Section 106 Obligations.</p>
	Informative	Fire Safety	<p>Add informative on fire safety from GLA:</p> <p>INFORMATIVE: In accordance with Policy D11 (Fire Safety) of the draft London Plan, the applicant must submit to the Council a fire statement, produced by a third party suitable qualified assessor, to be submitted to and agreed with the London Fire Brigade</p>