

Merton Council

Planning Applications Committee

(Agenda Pack 2 – Other Applications – Not Wimbledon Stadium)

Membership

Councillors

Linda Kirby (Chair)

John Bowcott (Vice-Chair)

Tobin Byers

David Dean

Ross Garrod

Daniel Holden

Abigail Jones

Philip Jones

Peter Southgate

Geraldine Stanford

Substitute Members:

Janice Howard

Najeeb Latif

Ian Munn BSc, MRTPI(Rtd)

John Sargeant

Imran Uddin

A meeting of the Planning Applications Committee will be held on:

Date: 10 December 2015

Time: The remaining applications will commence at 9.30pm or at the conclusion of the Wimbledon Stadium Application, whichever is the latter.

Venue: Council chamber - Merton Civic Centre, London Road, Morden SM4 5DX

Please be aware that this agenda pack does not contain any information with regards to the Wimbledon Stadium Application. This can be found *Planning Applications Committee - (Agenda Pack 1 Wimbledon Stadium Application)*

This is a public meeting and attendance by the public is encouraged and welcomed. If you wish to speak please see notes after the list of agenda items. For more information about the agenda and the decision making process contact democratic.services@merton.gov.uk or telephone 020 8545 3357

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Planning Applications Committee

10 December 2015

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| 6 | Land formerly occupied by the Nelson Hospital, 220 Kingston Road, Wimbledon Chase, SW20 8DB (Phase 2, McCarthy & Stone site) (13/P2192) (Merton Park Ward)

Officer Recommendation:
Approve discharge of condition 24 (Parking Management strategy) for Phase 2, attached to planning permission ref.12/P0418. | 1 - 68 |
| 7 | The Old Library, 150 Lower Morden Lane, Morden, SM4 4SJ (Ref. 15/P2982) (Lower Morden Ward)

Officer Recommendation:
Grant Permission subject to conditions. | 69 - 126 |
| 8 | 80 Melbourne Road, South Wimbledon, SW19 3BA (Ref. 15/P3587) (Abbey Ward)

Officer Recommendation:
Refuse Planning Permission. | 127 - 140 |
| 9 | Planning Appeal Decisions

Officer Recommendation:
That Members note the contents of the report. | 141 - 144 |
| 10 | Planning Enforcement - Summary of Current Cases

Officer Recommendation:
That Members note the contents of the report. | 145 - 152 |

Declarations of Pecuniary Interests

Members are reminded of the need to have regard to the items published with this agenda and, where necessary to declare at this meeting any Disclosable Pecuniary Interest (as defined in the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012) in any matter to be considered at the meeting. If a pecuniary interest is declared they should withdraw from the meeting room during the whole of the consideration of that matter and must not participate in any vote on that matter. If members consider they should not participate because of a non pecuniary interest which may give rise to a perception of bias, they should declare this, withdraw and not participate in consideration of the item. For further advice please speak with the Council's Assistant Director of Corporate Governance.

Declarations of Pecuniary Interests – Members of the Design and Review Panel (DRP)

Members of the Planning Applications Committee (PAC), who are also members of the DRP, are advised that they should not participate in an item which has previously been to DRP where they have voted or associated themselves with a conclusion reached or recommendation made. Any member of the PAC who has also sat on DRP in relation to items on this PAC agenda must indicate whether or not they voted in such a matter. If the member has so voted they should withdraw from the meeting.

NOTES

- 1) **Order of items:** Please note that items may well be not considered in the order in which they are shown on the agenda since the items for which there are many observers or speakers are likely to be prioritised and their consideration brought forward.
- 2) **Speakers:** Councillors and members of the public may request to speak at the Committee. Requests should be made by telephone to the Development Control Admin. Section on 020-8545-3445/3448 (or e-mail: planning@merton.gov.uk) no later than 12 Noon on the last (working) day preceding the meeting. For further details see the following procedure note.
- 3) **Procedure at Meetings:** Attached after this page is a brief note of the procedure at Planning Application Committee meetings in relation to
 - a. requests to speak at meetings; and
 - b. the submission of additional written evidence at meetings. Please note that the distribution of documentation (including photographs/ drawings etc) by the public during the course of the meeting will not be permitted.
- 4) **Copies of agenda:** The agenda for this meeting can be seen on the Council's web-site (which can be accessed at all Merton Libraries). A printed hard copy of the agenda will also be available for inspection at the meeting.

Procedure at meetings of the Planning Applications Committee

- 1 Public speaking at the Planning Applications Committee
- 2 Submission of additional written evidence at meetings

1 Public speaking at the Planning Applications Committee

- 1.1 The Council permits persons who wish to make representations on planning applications to speak at the Committee and present their views. The number of speakers for each item will be at the discretion of the Committee Chair, but subject to time constraints there will normally be a maximum of 3 objectors (or third party) speakers, each being allowed to speak for a maximum of 3 minutes.
- 1.2 Following the issue of the agenda, even if a person has previously indicated their wish to address the Committee, they should contact either
 - the Planning Officer dealing with the application (or e-mail: planning@merton.gov.uk) or
 - the Development Control Admin. Section on 020-8545-3445/3448 (9am – 5pm); or
 - the Development Control hotline 020-8545-3777 (open 1pm – 4pm only).
- 1.3 Requests to speak must be received by 12 noon on the day before the meeting, and should include the person's name, address, and daytime contact phone number (or e-mail address) and if appropriate, the organisation they represent; and also clearly indicate the application, on which it is wished to make representations.
- 1.4 More speakers may be permitted in the case of exceptional circumstances/major applications, but representatives of political parties will not be permitted to speak. (See also note 1.10 below on Ward Councillors/Other Merton Councillors.)
- 1.5 If a person is aware of other people who wish to speak and make the same points, then that person may wish to appoint a representative to present their collective views or arrange that different speakers raise different issues. Permission to speak is at the absolute discretion of the Chair, who may limit the number of speakers in order to take account the size of the agenda and to progress the business of the Committee.
- 1.6 Applicants (& agents/technical consultants): Applicants or their representatives may be allowed to speak for the same amount of time as the sum of all objectors for each application. (For example, if objectors are allowed to speak for three minutes each, then if there was only one objector, the applicant may be allowed to speak for a maximum of 3 minutes; but if there were 2 objectors, the applicant may be allowed to speak for a maximum of 6 minutes and so on.)
- 1.7 Unless applicants or their representatives notify the Council to the contrary prior to the Committee meeting, it will be assumed that they will be attending the meeting and if there are objectors speaking against their application, will take the opportunity to address the Committee in response to the objections.

- 1.8 When there are no objectors wishing to speak, but the application is recommended for refusal, then the Applicants or their representatives will also be allowed to speak up to a maximum of 3 minutes.
- 1.9 Applicants will not be allowed to speak if their application is recommended for approval and there are no objectors speaking. An exception will be made if an applicant (or their representative) wishes to object to the proposed conditions; and in this case they will be allowed to speak only in relation to the relevant conditions causing concern.
- 1.10 Speaking time for Ward Councillors/Other Merton Councillors: Councillors, who are not on the Committee, may speak for up to a maximum of 3 minutes on an application, subject to the Chair's consent, but may take no part in the subsequent debate or vote. Such Councillors, however, subject to the Chair's consent, may ask questions of fact of officers.
- 1.11 Such Councillors, who are not on the Committee, should submit their request to speak by 12 noon on the day before the meeting (so that their name can be added to the list of speaker requests provided to the Chair). Such requests may be made to the Development Control Section direct (see 1.2 above for contact details) or via the Councillor's Group office.
- 1.12 Points of clarification from applicants/objectors: If needed, the Chair is also able to ask applicants/objectors for points of clarification during the discussion of an application.

2 Submission of additional written evidence at meetings

- 2.1 The distribution of documentation (including photographs/drawings etc) during the course of the Committee meeting will not be permitted.
- 2.2 Additional evidence that objectors/applicants want to provide Committee Members (i.e. Councillors) to support their presentation (when speaking) must be submitted to Merton Council's Development Control Section before 12 Noon on the day before the relevant Committee meeting.
- 2.3 If an applicant or objector wishes to circulate additional information in hard copy form to Committee Members, they are required to provide 16 hard copies to the Planning Officer dealing with the application before 12 Noon on the day before the meeting.
- 2.4 Any queries on the above should be directed to:
 - planning@merton.gov.uk or;
 - the Development Control hotline 020-8545-3777 (open 1pm – 4pm only).
 - Contact details for Committee Members and all other Councillors can be found on the Council's web-site: <http://www.merton.gov.uk>

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PLANNING APPLICATIONS COMMITTEE 10th December 2015

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	13/P2192	10/07/13
Address/Site:	Land formerly occupied by the Nelson Hospital, 220 Kingston Road, Wimbledon Chase, SW20 8DB (Phase 2, McCarthy & Stone site)	
Ward:	Merton Park	
Proposal:	Application to discharge Condition 24 (Parking Management Strategy) attached to Planning Permission ref 12/P0418	
Documents:	'Parking Management Strategy', dated October 2015 & 'BREEAM Travel Plan Revision C' dated 2 nd December 2015 compiled by Encon Associates Ltd	
Contact Officer:	Leigh Harrington (020 8545 3836)	

RECOMMENDATION:

Approve the discharge of condition 24 (Parking Management strategy) for Phase 2, attached to planning permission ref 12/P0418.

1. INTRODUCTION

- 1.1 This application is brought before the Planning Application's Committee to seek member's views as to the acceptability of the proposed Parking Management Strategy (PMS) for Phase 2, the McCarthy & Stone Assisted Living Extra Care development. The PMS for the NHS Living Care Centre was approved by members in February 2015.
- 1.2 At the meeting of the Council's Planning Applications Committee in September 2012 members resolved to grant planning permission for the redevelopment of the Nelson Hospital site subject to the completion of a S106 agreement to ensure the delivery of public realm improvements in The Rush and Blakesly Walk and a financial contribution towards a controlled parking zone as well as various conditions (LBM 12/P0418).
- 1.3 Condition 24 required a Parking Management Strategy to ensure adequate provision of parking to be submitted and approved for each phase of the development and members resolved that this condition be discharged by the Planning Applications Committee.

2. SITE AND SURROUNDINGS

- 2.1 The Nelson Hospital site, covering a total area of 1.3 hectares and fronting Kingston Road, comprises two adjoining areas of land, separated by Blakesley Walk. To the east of the footpath are the former hospital buildings, dating from 1911 which have recently been redeveloped with some façade retention and the construction of the new medical facilities on the majority of the site which opened in April 2015. This part of the application site is located within the Merton Hall Conservation Area and is bordered to the south and east by the John Innes Merton Park Conservation Area.
- 2.2 The part of the site where the McCarthy & Stone assisted living-extra care development is nearing completion is located to the west of Blakesley Walk. The land is outside the conservation areas and no buildings on either part of the site are statutorily or locally listed.
- 2.3 The surrounding area is predominantly residential, with small scale commercial frontages on the opposite side of Kingston Road and in the adjacent Merton Park Parade that fronts The Rush.

3. CURRENT PROPOSAL

- 3.1 Given the different nature of the use of each phase of the overall redevelopment separate Parking Management Strategies (PMS) have been submitted for both phases.
- 3.2 For Phase 2, the PMS covers issues relating to parking & access for residents and visitors and the general management of the car park.
Parking and access. The main car access provided will be located opposite Richmond Avenue with dropped kerbs and tactile paving to allow pedestrian movement across the junction and will provide 22 parking spaces. The PMS states that 19 parking spaces will be provided for residents. This is managed by selling a parking permit with an apartment rather than having a first come first served system for all apartments and therefore the number of resident permits will not exceed 19. Whilst this does not equate to one for each of the 51 apartments the average age of residents is nearly 82 which, based on the company's considerable portfolio of developments, is a demographic that typically has lower levels of car ownership.

Visitor parking. Based on experience from the applicant's other developments the company envisages that all 19 resident permits may not be required in which case the 3 visitor spaces could be extended accordingly. The PMS acknowledges that an extrapolation of existing data shows that visitor space demand is likely to be for 8 spaces. It is proposed to address this through a Travel plan which will discourage the use of private vehicles for accessing the site. Additionally the applicant's consultants undertook parking surveys in October 2015 after the NHS facility opened in order to compile the PMS and the results were shown to demonstrate that there were on average 19 spaces available on surrounding roads between 15.30 and 17.30 and that the deficit

of 5 on site visitor bays is mitigated by more than 5 spaces being available within easy walking distance of the site. Whilst some bays have a 1 or 2 hour maximum stay limit the applicants own data shows that this is more than adequate for most visits to their residents and that 'relatives of the residents will learn the best approach for visiting the site and will be guided by the Travel plan'. The applicants for Phase 1 have made a section 106 contribution of £30,000 towards a CPZ consultation and implementation if required. However following a round of initial consultations it appears that the majority of residents who expressed an interest did not support the creation of a new CPZ in the area and consequently it is currently considered unlikely that one will be adopted.

Staff parking. There are to be two permanent members of staff, a chef and a site manager. Staff will not be entitled to parking permits within the CPZ and the applicants encourage staff to travel sustainably and with reference to their updated Travel Plan.

Cycle parking. Four secure covered Sheffield cycle stands to provide 8 bike parking spaces will be provided.

4. PLANNING HISTORY RELEVANT TO THIS APPLICATION.

- 4.1 12/P0418. Planning permission granted by members in respect of the proposed redevelopment of the Nelson Hospital site, including the former nurses home and associated car parking area. The development comprising the following:
- 1) Construction of a new two/ three storey (5600 sq m) Local Care Centre (LCC), (incorporating retention of three pavilion buildings) and new access route, with 68 car parking spaces to the rear.
 - 2) Construction of a new part two/ part three storey Assisted Living Extra Care Development (51 units) with associated communal facilities, dedicated vehicle access and 21 car parking spaces, involving demolition of all existing buildings on this part of the site.
 - 3) Alterations, including new landscaping to The Rush, Blakesley Walk and Kingston Road.
- 4.2 Members determined that the discharge of condition 24 attached to this consent be brought before the Planning Committee for discharge.
- 4.3 12/P0483. 2012 Conservation Area Consent granted in connection with the demolition of buildings on Site 1.
- 4.4 13/P2192 Application for discharge of conditions 4 (materials), 5 (site surfacing), 6 (boundary walls), 7 (floor levels), 8 (refuse storage), 9 (kitchen ventilation), 13 (planting scheme), 15 (arboricultural method statement), 18 (vehicle access), 22 (cycle parking), 23 (construction method statement), 24

(parking management strategy), 26 (archaeology), 30 (contamination), 34 (noise report), 42 (emissions - sub station), 44 (sustainable drainage) and 50 (Blakesley Walk footway works) attached to LBM planning application 12/P0418 dated 18/12/2012 relating to the proposed redevelopment of the Nelson Hospital site. The Nelson NHS site Parking Management Strategy was approved by Committee in February 2015.

The current application is the only condition still requiring discharge.

5. CONSULTATION

- 5.1 The parking management strategy has been considered by the Council's Transport Planning officer who considered the details acceptable.

6. POLICY CONTEXT.

The London Plan [March 2015].

- 6.1 The relevant policies in the London Plan [March 2015] are 6.13 [Parking].

Merton LDF Core Planning Strategy [July 2011]

- 6.2 The relevant policies within the Council's Adopted Core Strategy [July 2011] are CS.18 [Active Transport] and CS. 20 [Parking servicing and delivery].

Merton Sites and Policies Plan [July 2014]

- 6.3 The relevant policies within the Sites and Policies Plan are as follows: DM T1 [Support for sustainable transport and active travel], DM T2 [Transport impacts of development] and DM T3 [Car parking and servicing standards].

7. PLANNING CONSIDERATIONS

- 7.1 The planning considerations relate to an assessment of the acceptability of the parking management strategy (PMS) in terms of its ability to minimise the impact of parking from this development on the safe and efficient operation of the local road network and the convenience of local residents and business operators in the local area.
- 7.2 Core Strategy Policy CS 20 and Sites and Policies Plan policies DM.T2 and DM.T3 seek to ensure that the level of residential and non-residential parking and servicing provided is suitable for its location and managed to minimise its impact on local amenity and the road network. It is considered by officers that the proposed PMS will adequately address these policy requirements by providing a satisfactory number of designated resident and visitor parking spaces within the site with adequate on-street visitor parking available for anticipated peak visiting hours.
- 7.3 London Plan policy 6.13, Core Strategy policy CS 18 and Sites and Policies Plan policy DM T1 all promote the use of sustainable transport modes. Phase 2 will provide 8 cycle spaces which is considered sufficient for a development of this type to meet staff and potential visitor needs. The applicants have updated the previously approved Travel Plan for the site and the Council's

Transport Planning officer is now satisfied that the details therein are satisfactory.

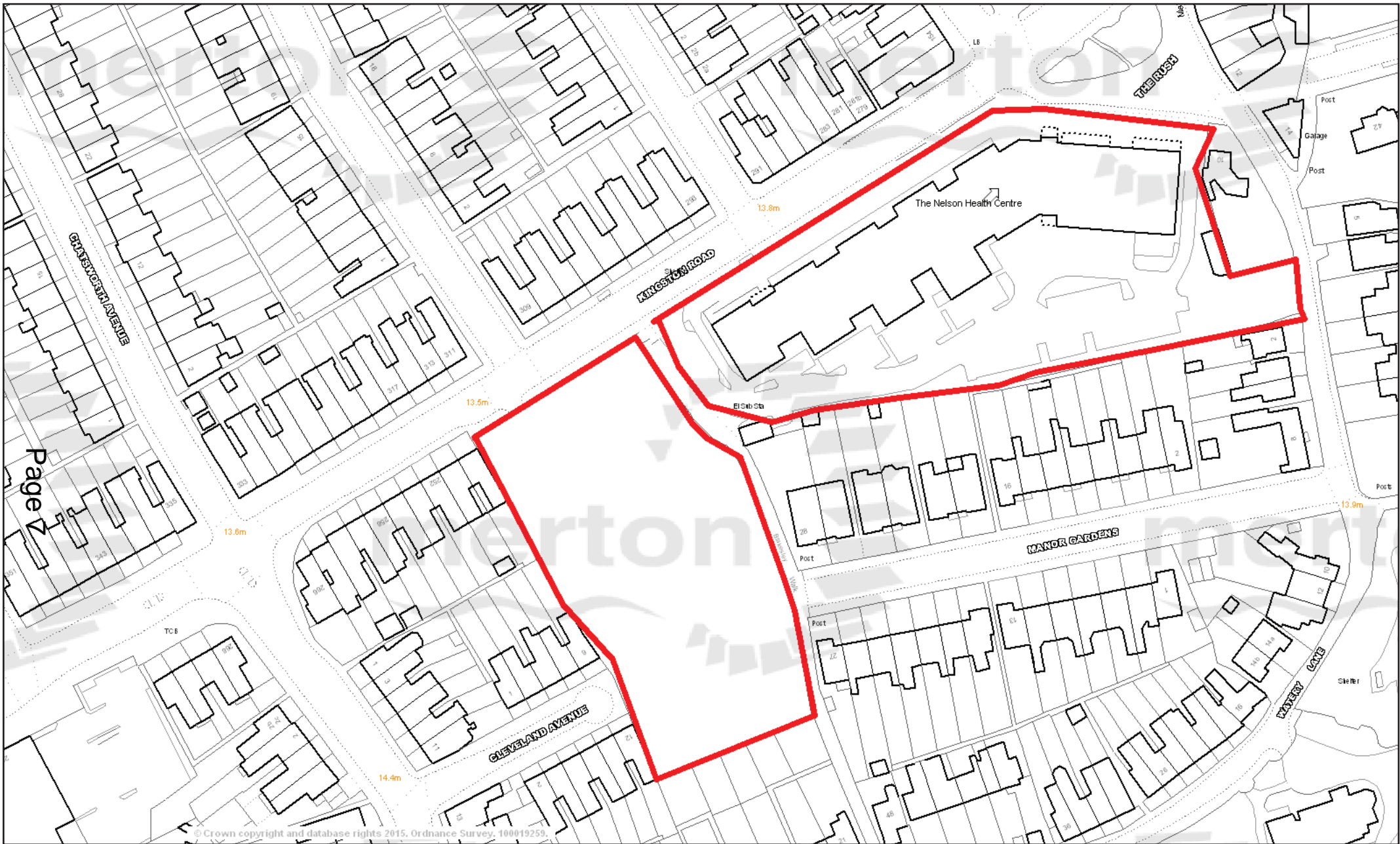
8. CONCLUSION

- 8.1 The proposed details set out in the Parking Management Strategy have been assessed by the Council's Transport Planning officer and are considered to satisfactorily address the relevant policy requirements. The parking arrangements both in terms of on-site provision and the management of that provision will result in minimal disruption to the road network and the convenience and amenity to local residents and businesses.

RECOMMENDATION

Approve the Parking Management Strategy in order to discharge Condition 24 vis a vis Phase 2.

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Nelson Hospital

Scale 1/1250

Date 23/11/2015

London Borough of Merton
 100 London Road
 Morden
 Surrey
 SM4 5DX



DEVELOPMENT CONTROL

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Parking Management Strategy



**Assisted Living Extra Care Development, Kingston Road,
Merton, London, SW20 8DB**

October 2015

Prepared by:



Encon Associates Limited
10 Chapel Lane
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1 Executive Summary

- 1.1 Encon Associates Limited has been commissioned by McCarthy & Stone Retirement Living to prepare a Parking Management Strategy in connection with the assisted living extra care development at Nelson Hospital, Kingston Road, Merton.
- 1.2 This report has been produced to discharge Condition 24 of the planning permission decision notice 12/P0418 date 18 December 2012 for the construction of a new two/three storey assisted living extra care development (site 2) with associated communal facilities, dedicated vehicle access and 21 car parking spaces.
- 1.3 Condition 24 states:
- “For the relevant phase: Prior to occupation of the relevant phase of the development hereby permitted, a **Parking Management Strategy** shall be submitted to and approved in writing by the Local Planning Authority and measures as approved shall be implemented and maintained for the duration of the use unless the prior written approval of the Local Planning Authority is obtained to any variation. Reason: To ensure the provision of an appropriate level of car parking and comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.”*
- 1.4 A total of 19 resident parking spaces and 3 visitor parking spaces are to be provided. As per company policy, Parking Permits will be issued to residents who require a parking space. Should demand for resident parking be less than 19, then the visitor spaces will be increased accordingly.
- 1.5 Calculations based on surveys undertaken at other McCarthy & Stone premises indicate that the peak demand for visitor parking is likely to be approximately 8 spaces.
- 1.6 A parking beat survey undertaken on Thursday 15 October indicates there is likely to be sufficient on street parking within walking distance of the site to accommodate the additional 5 visitors.
- 1.7 By implementing this Parking Management Strategy, the Local Authority can rest assured that the requisite balance between parking provision and constraint will be achieved. The availability of public transport in the area and the implementation of the Travel Plan will also achieve the aim of restricting car usage.

- 1.8 There are likely to be sufficient convenient parking spaces available on the surrounding streets for visitors to the site and current parking restrictions are such that indiscriminate on street parking will not prevail as a result of this development.

2 Development Proposals

The proposed redevelopment of the Nelson Hospital site includes the provision of an Assisted Living Extra Care Facility consisting of 51 apartments for approximately 59 residents.

2.1 Assisted Living Extra Care Facility

2.2 The development of Assisted Living Extra Care is aimed at the frail elderly, who require assistance to continue living a relatively independent life.

2.3 Residents have their own apartments. The communal facilities provided will include a restaurant, wellbeing suite, residents lounge, staff accommodation and laundry as well as other ancillary facilities. Your Life Management Services (YLMS) will employ a full time house manager and chef. Residents independently commission care packages to suit their needs.

2.4 The age of residents will be restricted such that they must be 70 years of age or over, except where they are a partner of someone over 70 and have themselves reached the age of at least 65.

2.5 Based on surveys undertaken by McCarthy & Stone, it has been found that the average age of entry to McCarthy & Stone developments of this description was 81 years 11 months, which reflects the fact that in the majority of cases elderly people do not want or need the facilities provided by this form of housing until they are well into their 70's or 80s.

2.6 Very few residents are likely to be in the younger age range and the majority will be over the age of 80 when surveys' have also shown a relatively low car ownership level.

2.7 The clientele of similar McCarthy & Stone sites often give up their cars when moving to the development, taking advantage of the high level of public transport the sites have to offer and mobility scooter store for independent access. There is therefore, less car parking demand than for an open market residential scheme. For those that do wish to keep their own private car, there is an opportunity to lease a car parking space on a yearly basis.

2.8 Visitors can visit residents at any time during the day. Trips may therefore be shared with other trips such as for shopping or journeys from work or school.

2.9 Pedestrian Facilities

The site frontage along Kingston Road will be improved substantially through the removal of

the existing wall and the car parking in front of the building. As a result, there will be an enhanced pedestrian environment that will increase the space for pedestrians to walk by removing existing pinch points. This will result in an increased level of safety along Kingston Road and improved interaction between the public highway and the site.

2.10 In addition, Blakesley Walk will be widened and straightened to improve visibility and some of the surrounding vegetation and built form will be removed to increase the level of light and open space.

2.11 The internal pedestrian footway network will be provided to allow for improved linkages between the site and nearby residential areas and Kingston Road. This will also provide safe pedestrian access to and through the car park.

2.12 **Site Access**

A new vehicular access will be provided opposite Richmond Avenue in the approximate location of the existing car park egress to serve the proposed Extra Care Assisted Living facility.

2.13 There will be dropped kerbs and tactile paving to allow for pedestrian movement across the junction.

2.14 **Car Parking Provision**

There will be 21 parking spaces for the Assisted Living Extra Care Facility. 3 spaces will be dedicated for visitors only, therefore 19 spaces will be available for lease to the residents. McCarthy and Stone has considered the level of car parking to be provided at its developments over a number of years and found this policy to be very effective in managing the provision of onsite car parking.

2.15 It is company policy to sell parking permits for the number of spaces allocated as resident parking spaces. This approach has been taken at a number of the company's recent developments, where the proceeds of the sales are allocated to the fund used to maintain the development, i.e. to the overall benefit of residents. The main benefit of this approach is that potential residents will know, in advance of purchasing an apartment, whether or not they will have a parking space. The policy for Car Parking Permits is provided in the appendix.

2.16 If they cannot acquire a permit, they will have three possible options. The first is to give up car ownership. Where appropriate, this is the preferred option as it is in line with

sustainability objectives by limiting the use of the car and, given that most residents give up their car in due course and there could be safety and indeed financial benefits for the residents, it will simply bring forward this decision.

2.17 The second option would be to make some other parking arrangements, such as renting a garage nearby. This is unlikely to be a realistic option in most cases. Furthermore, residents are very unlikely to be willing to park well away from the development, where they cannot see their vehicle or even hear their alarm.

2.18 The final option for potential residents who make the decision to keep the car is not to purchase the apartment.

2.19 The previous approach of the company was to operate on a “first come first served” basis for the use of the parking spaces. This had the potential for more residents to own cars than the spaces available in the development. This could potentially cause problems for residents and also potentially for the adjoining highway network. The use of permits removes any uncertainty for residents and potential problems in the area.

2.20 **Cycle Parking Provision**

2.21 It is proposed to have 4 secure covered Sheffield cycle stands to provide 8 bike parking spaces in accordance with the relevant standards.

2.22 **Allocation of Parking Spaces**

2.23 In determining the number of spaces allocated to residents, controlled by issuing resident parking permits, it is necessary to establish the demand for spaces for visitors. Surveys have been undertaken at the following existing McCarthy & Stone sites:

1. Gloddeath Street, Llandudno, Conwy
2. Holmes Court, Tonbridge, Kent
3. Roman Court, Edenbridge, Kent
4. Lewis Court, Redhill, Surrey
5. East Grinstead, Sussex

2.24 The results are as follows:-

Site	Apartments	Peak Non-Resident Demand	Peak Demand Per Apartment
1	66	3	0.045
2	53	12	0.226
3	52	8	0.154
4	57	13	0.228
5	52	10	0.192
Totals	280	46	0.164

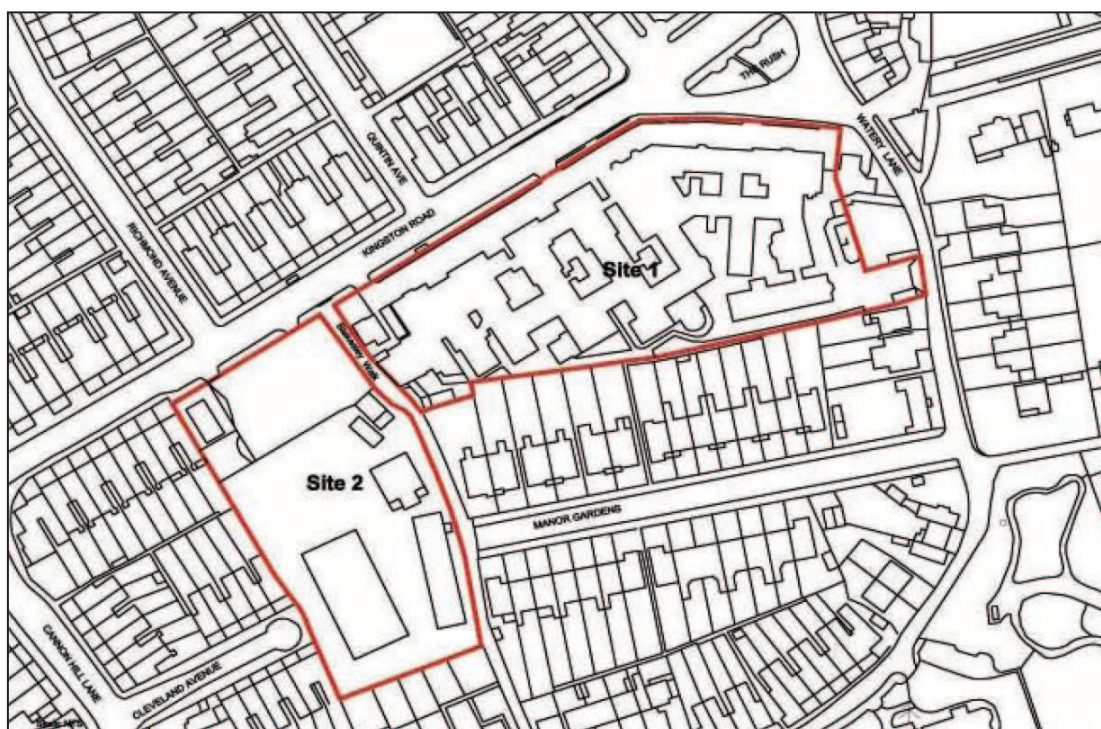
- 2.25 For the approved development of 51 apartments, using the average rate of 0.164 cars per apartment, it would indicate a provision of 8 spaces for visitors. The proposal is to provide 3 spaces for visitors, which leaves a short fall of 5 spaces.
- 2.26 A Travel Plan has been produced for this development with the aim to discourage the use of the private car by all those accessing the development. Staff, and indeed visitors, will be encouraged to use other modes of travel, such as public transport and so this plan would not be compatible with the Travel Plan if the parking provided for visitors were to fully satisfy the likely demand. It is therefore important to strike a balance between parking provision and restraint to encourage visitors to travel to site via alternative modes of transport. The Travel Plan identifies that the site is in a sustainable location with good access to public transport provision including buses and trains.
- 2.27 An appropriate balance has to be reached that does not result in residents becoming isolated from friends and relatives. It has therefore been proposed to provide 19 spaces for residents, to be allocated by means of car parking permits, and 3 for visitors. Should demand for resident parking be less than 19 when the permits are issued, then the visitor spaces will be increased accordingly.
- 2.28 There will be signs on site to indicate which spaces are allocated to residents and visitors.
- 2.29 As time goes by and residents get older, a number are likely to give up their cars. The need for resident parking spaces may then decrease. There may be an associated increase in the demand for visitor parking as these residents may be visited more frequently by their friends and relatives and possibly carers. The Estate Manager will review the demand for parking spaces and adjust the relative levels of provision, as required.

3 Existing Site & Local Environment

3.1 Site Location

The site is located at the former Nelson Hospital on Kingston Road, within the Borough of Merton, a built area of south-west London. The site is shown within the redline boundary on the map below:

Site Location Plan



3.2 Surrounding Area

The area surrounding the site is primarily residential in nature. Other land uses in close proximity of the site include Rutlish School and associated sports facilities located south of Watery Lane, John Innes Park also located south of Watery Lane and retail units situated at the northern end of Watery Lane, which include a convenience store, a bakers and a number of professional services such as hairdressers, dry cleaners and solicitors. Further west of the site along Kingston Road there is another parade of retail units and professional services adjacent to Wimbledon Chase station including a Co-operative Food store and a pharmacy.

3.3 Local Environment for Travelling to the Site

A site survey and desk top study was carried out as part of the Travel Plan prepared for the BREEAM Assessment in order to determine the availability of sustainable modes of travel to the site such as public transport, pedestrian and cycling facilities. The full results of the survey are contained in the Travel Plan document and are summarised below:

3.4 Walking

Footways are located on both sides of Kingston Road directly outside the site. There is a good frequency of street lighting, which creates a safer pedestrian environment.

3.5 The majority of the pedestrian environment surrounding the site is in a good condition with footways typically at least 2m in width, although there are pinch points such as along Watery Lane and the Kingston Road site frontage in the vicinity of the bus stop. The footways, in general, have even surfaces which do not have any cracked paving stones and have suitable levels of street lighting.

3.6 Cycling

There are no cycle routes adjacent to the site on Kingston Road, however, there are a number of other routes in close proximity of the site that provide access to the wider London Cycle Network (LCN), such as along Watery Lane, which is a route signed for use by cyclists.

3.7 Public Transport Links

There are excellent links to public transport services within the immediate vicinity of the development including buses, trains, underground and tramlink.

3.8 PTAL - Public Transport Accessibility Level

The Public Transport Accessibility Level (PTAL) is a detailed and accurate measure of the accessibility of a site to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London. A grade between 1 and 6 is given, including subdivisions 1a, 1b and 6a and 6b, where 6a and b is excellent, 5 is very good, 4 is good, 3 is moderate, 2 is poor and 1a and b is very poor. The PTAL score for this site is level 3 which is classed as "moderate".

3.9 Buses

The closest bus stops to the site are immediately adjacent on each side of Kingston Road which provide regular services to the wider region at a frequency of approximately 8-12 minutes.

3.10 Trains

The closest railway station within acceptable walking distance is Wimbledon Chase station which is approximately 300m to the west. Services operate to Sutton, St. Albans, London Victoria, London Bridge and Bedford.

3.11 There are three other stations slightly further from the site but accessible via other forms of public transport include Wimbledon, South Wimbledon and Raynes Park. From here, other accessible rail services include the Northern Line and District Line at South Wimbledon and Wimbledon respectively and National Rail services at Wimbledon and Raynes Park, offering connections to Guildford, Streatham and further afield.

3.12 Tramlink & London Underground

The closest Tramlink station to the site is Merton Park, located approximately 850m to the east, with Dundonald Road Tramlink approximately 940m from the site. Tramlink services at these stations operate from Elmers End to Wimbledon, connecting the site to further underground and National Rail services at Wimbledon, Mitcham Junction, West Croydon, East Croydon, Birbeck and Beckenham Junction.

3.13 Wimbledon tube station is on the District Line with connections Edgware Road and locations to north of the River. South Wimbledon tube station is on the Northern Line with connections to Morden in the south and the City of London to the north.

3.14 Highway Network

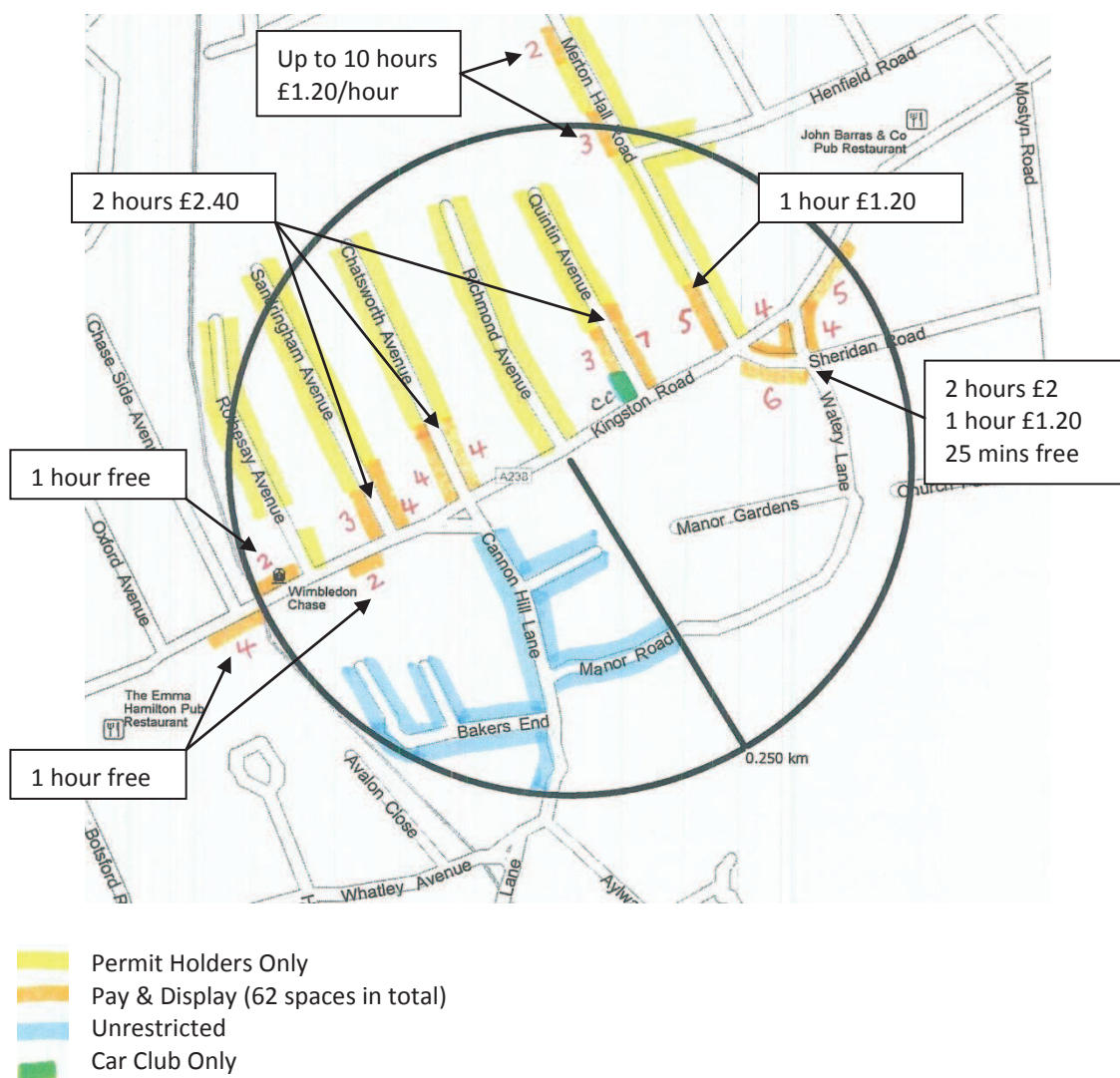
The A238 Kingston Road borders the northern edge of the site and connects to the A24 in the east and the A3 Kingston Bypass in the west. The A3 provides access to areas such as Wandsworth and Lambeth in the north, outer London and Surrey to the south and Kingston upon Thames in the west.

3.15 Kingston Road provides a single lane of traffic in each direction, with speed limits restricted to 30mph and parking restrictions.

3.16 Car Parking

3.17 In order to assess the amount of available car parking within the vicinity of the site a Parking Beat Survey was conducted on Thursday 15 October within a 250m radius of the site, ie less than 5 minute walk. The full results are appended to this report and summarised below.

3.18 The parking survey established that there are 62 on street pay and display spaces within the survey zone. The side roads to the north of Kingston Road are mainly permit holders only parking, however there are some pay and display spaces close to the junctions with Kingston Road. There is also unrestricted parking to the south of Kingston Road in the Cannon Hill Lane area and associated side roads. The following map illustrates the available parking within the survey zone:



3.19 The number of available parking spaces were surveyed during a 2 hour period in the morning and afternoon on Thursday 15 October with the following results:

08:30 to 09:00			
Location	Restrictions	Total Spaces	Spaces Available
Merton Hall Road (north)	Up to 10 hours, £1.20/hour	5	4
Merton Hall Road (south)	1 hour, £1.20	5	5
Kingston Road/Watery Lane	2 hours £2 or 1 hour £1.20 or 25 mins free	19	8
Quintin Avenue	2 hours £2.40	10	4
Chatsworth Avenue	2 hours £2.40	8	1
Sandringham Avenue	2 hours £2.40	7	3
Wimbledon Chase Station	1 hour free	6	5
Kingston Road Co-op	1 hour free	2	2
Cannon Hill Lane etc	Unrestricted	104	0
Total Spaces		166	32

09:00 to 09:30			
Location	Restrictions	Total Spaces	Spaces Available
Merton Hall Road (north)	Up to 10 hours, £1.20/hour	5	3
Merton Hall Road (south)	1 hour, £1.20	5	4
Kingston Road/Watery Lane	2 hours £2 or 1 hour £1.20 or 25 mins free	19	8
Quintin Avenue	2 hours £2.40	10	0
Chatsworth Avenue	2 hours £2.40	8	4
Sandringham Avenue	2 hours £2.40	7	3
Wimbledon Chase Station	1 hour free	6	4
Kingston Road Co-op	1 hour free	2	1
Cannon Hill Lane etc	Unrestricted	104	0
Total Spaces		166	27

09:30 to 10:00			
Location	Restrictions	Total Spaces	Spaces Available
Merton Hall Road (north)	Up to 10 hours, £1.20/hour	5	4
Merton Hall Road (south)	1 hour, £1.20	5	4
Kingston Road/Watery Lane	2 hours £2 or 1 hour £1.20 or 25 mins free	19	5
Quintin Avenue	2 hours £2.40	10	0
Chatsworth Avenue	2 hours £2.40	8	2
Sandringham Avenue	2 hours £2.40	7	2
Wimbledon Chase Station	1 hour free	6	1
Kingston Road Co-op	1 hour free	2	2
Cannon Hill Lane etc	Unrestricted	104	3
Total Spaces		166	23

10:00 to 10:30			
Location	Restrictions	Total Spaces	Spaces Available
Merton Hall Road (north)	Up to 10 hours, £1.20/hour	5	4
Merton Hall Road (south)	1 hour, £1.20	5	3
Kingston Road/Watery Lane	2 hours £2 or 1 hour £1.20 or 25 mins free	19	3
Quintin Avenue	2 hours £2.40	10	2
Chatsworth Avenue	2 hours £2.40	8	3
Sandringham Avenue	2 hours £2.40	7	2
Wimbledon Chase Station	1 hour free	6	3
Kingston Road Co-op	1 hour free	2	2
Cannon Hill Lane etc	Unrestricted	104	4
Total Spaces		166	26

3.20 The results demonstrate that there are parking spaces available during the morning for visitors to the site. An average of 27 spaces were available between 08:30 and 10:30.

15:30 to 16:00			
Location	Restrictions	Total Spaces	Spaces Available
Merton Hall Road (north)	Up to 10 hours, £1.20/hour	5	2
Merton Hall Road (south)	1 hour, £1.20	5	2
Kingston Road/Watery Lane	2 hours £2 or 1 hour £1.20 or 25 mins free	19	3
Quintin Avenue	2 hours £2.40	10	2
Chatsworth Avenue	2 hours £2.40	8	0
Sandringham Avenue	2 hours £2.40	7	1
Wimbledon Chase Station	1 hour free	6	2
Kingston Road Co-op	1 hour free	2	0
Cannon Hill Lane etc	Unrestricted	104	5
Total Spaces		166	17

16:00 to 16:30			
Location	Restrictions	Total Spaces	Spaces Available
Merton Hall Road (north)	Up to 10 hours, £1.20/hour	5	3
Merton Hall Road (south)	1 hour, £1.20	5	4
Kingston Road/Watery Lane	2 hours £2 or 1 hour £1.20 or 25 mins free	19	3
Quintin Avenue	2 hours £2.40	10	2
Chatsworth Avenue	2 hours £2.40	8	1
Sandringham Avenue	2 hours £2.40	7	2
Wimbledon Chase Station	1 hour free	6	4
Kingston Road Co-op	1 hour free	2	1
Cannon Hill Lane etc	Unrestricted	104	2
Total Spaces		166	22

16:30 to 17:00			
Location	Restrictions	Total Spaces	Spaces Available
Merton Hall Road (north)	Up to 10 hours, £1.20/hour	5	4
Merton Hall Road (south)	1 hour, £1.20	5	3
Kingston Road/Watery Lane	2 hours £2 or 1 hour £1.20 or 25 mins free	19	2
Quintin Avenue	2 hours £2.40	10	2
Chatsworth Avenue	2 hours £2.40	8	1
Sandringham Avenue	2 hours £2.40	7	2
Wimbledon Chase Station	1 hour free	6	2
Kingston Road Co-op	1 hour free	2	2
Cannon Hill Lane etc	Unrestricted	104	2
Total Spaces		166	20

17:00 to 17:30			
Location	Restrictions	Total Spaces	Spaces Available
Merton Hall Road (north)	Up to 10 hours, £1.20/hour	5	3
Merton Hall Road (south)	1 hour, £1.20	5	5
Kingston Road/Watery Lane	2 hours £2 or 1 hour £1.20 or 25 mins free	19	1
Quintin Avenue	2 hours £2.40	10	1
Chatsworth Avenue	2 hours £2.40	8	0
Sandringham Avenue	2 hours £2.40	7	2
Wimbledon Chase Station	1 hour free	6	2
Kingston Road Co-op	1 hour free	2	1
Cannon Hill Lane etc	Unrestricted	104	0
Total Spaces		166	15

- 3.21 The results demonstrate that there are parking spaces available in the afternoon for visitors to the site. An average of 19 spaces were available between 15:30 and 17:30.
- 3.22 Previous calculations (see 2.25) indicate a peak demand for visitor parking is likely to require 8 spaces. 3 spaces are to be provided on site. The Parking Beat Survey demonstrates that the extra 5 parking spaces for visitors can be found within walking distance of the site.
- 3.23 The majority of available parking has a time limit of 1 or 2 hours maximum, although there are 5 spaces with up to 10 hours available on Merton Hall Road (north). Surveys at other McCarthy & Stone sites suggest that visitors stay on site for less than 2 hours at a time, often calling in to see relatives for a short visit. It is considered that a time limit of 1 to 2 hours will be sufficient for the majority of visits to the site. However, those visitors wishing to stay longer can either utilise the on-site visitor spaces or travel to site by public transport. Relatives of the residents will learn the best approach for visiting the site and will be guided by the Travel Plan.

4 Conclusions

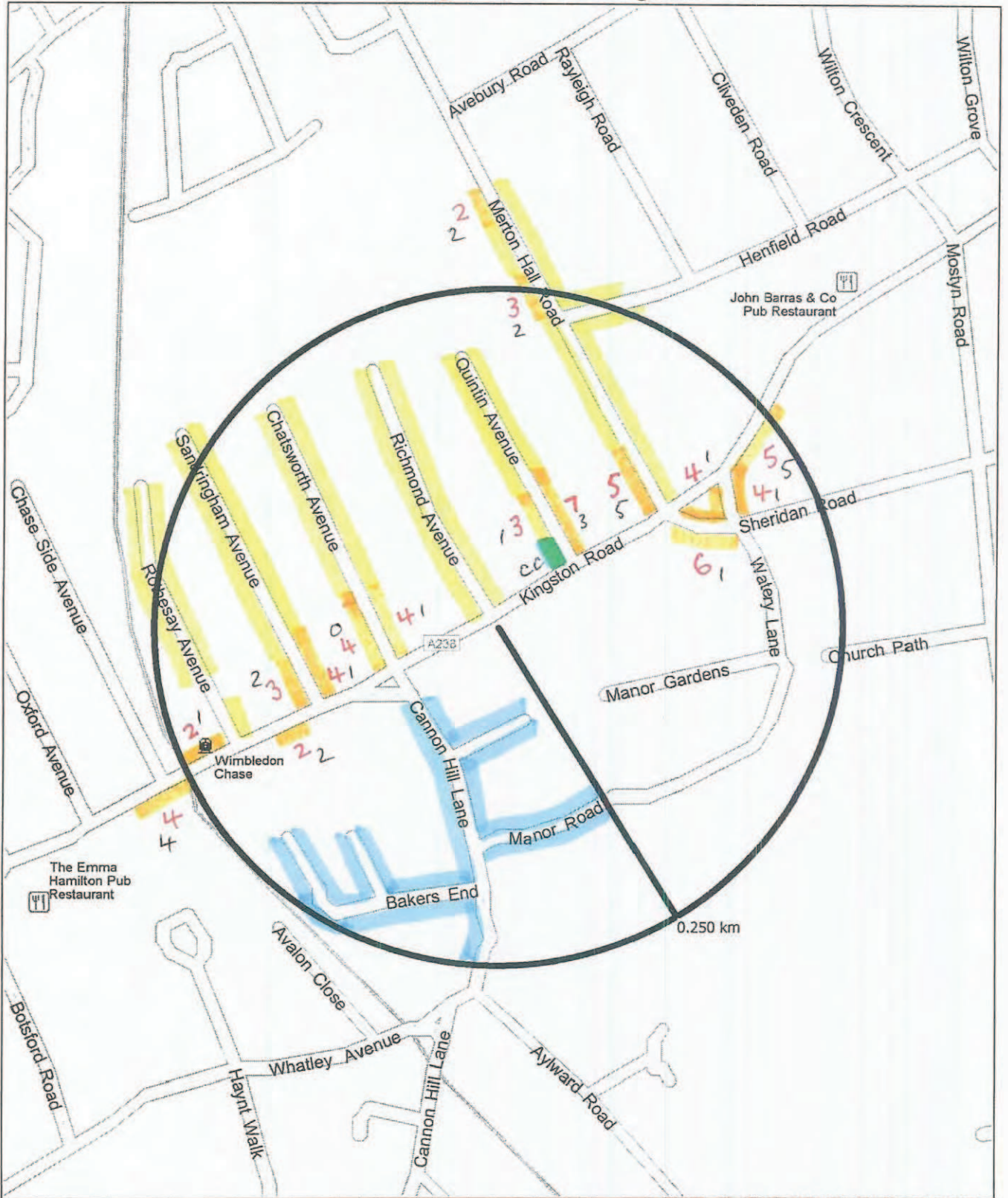
- 4.1 This report has been produced to discharge Condition 24 of the planning permission decision notice 12/P0418 date 18 December 2012 for the construction of a new two/three storey assisted living extra care development (site 2) with associated communal facilities, dedicated vehicle access and 21 car parking spaces.
- 4.2 Condition 24 states:
- “For the relevant phase: Prior to occupation of the relevant phase of the development hereby permitted, a **Parking Management Strategy** shall be submitted to and approved in writing by the Local Planning Authority and measures as approved shall be implemented and maintained for the duration of the use unless the prior written approval of the Local Planning Authority is obtained to any variation. Reason: To ensure the provision of an appropriate level of car parking and comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.”*
- 4.3 A total of 19 resident parking spaces and 3 visitor parking spaces are to be provided. As per company policy, Parking Permits will be issued to residents who require a parking space. Should demand for resident parking be less than 19, then the visitor spaces will be increased accordingly.
- 4.4 Calculations based on surveys undertaken at other McCarthy & Stone premises indicate that the peak demand for visitor parking is likely to be approximately 8 spaces.
- 4.5 A parking beat survey undertaken on Thursday 15 October indicates there is likely to be sufficient on street parking within walking distance of the site to accommodate the additional 5 visitors.
- 4.6 By implementing this Parking Management Strategy, the Local Authority can rest assured that the requisite balance between parking provision and constraint will be achieved. The availability of public transport in the area and the implementation of the Travel Plan will also achieve the aim of restricting car usage.
- 4.7 There are likely to be sufficient convenient parking spaces available on the surrounding streets for visitors to the site and current parking restrictions are such that indiscriminate on street parking will not prevail as a result of this development.

APPENDIX A - Parking Beat Survey Sheets

08:30 - 09:00

15/10/15

Merton, England, United Kingdom



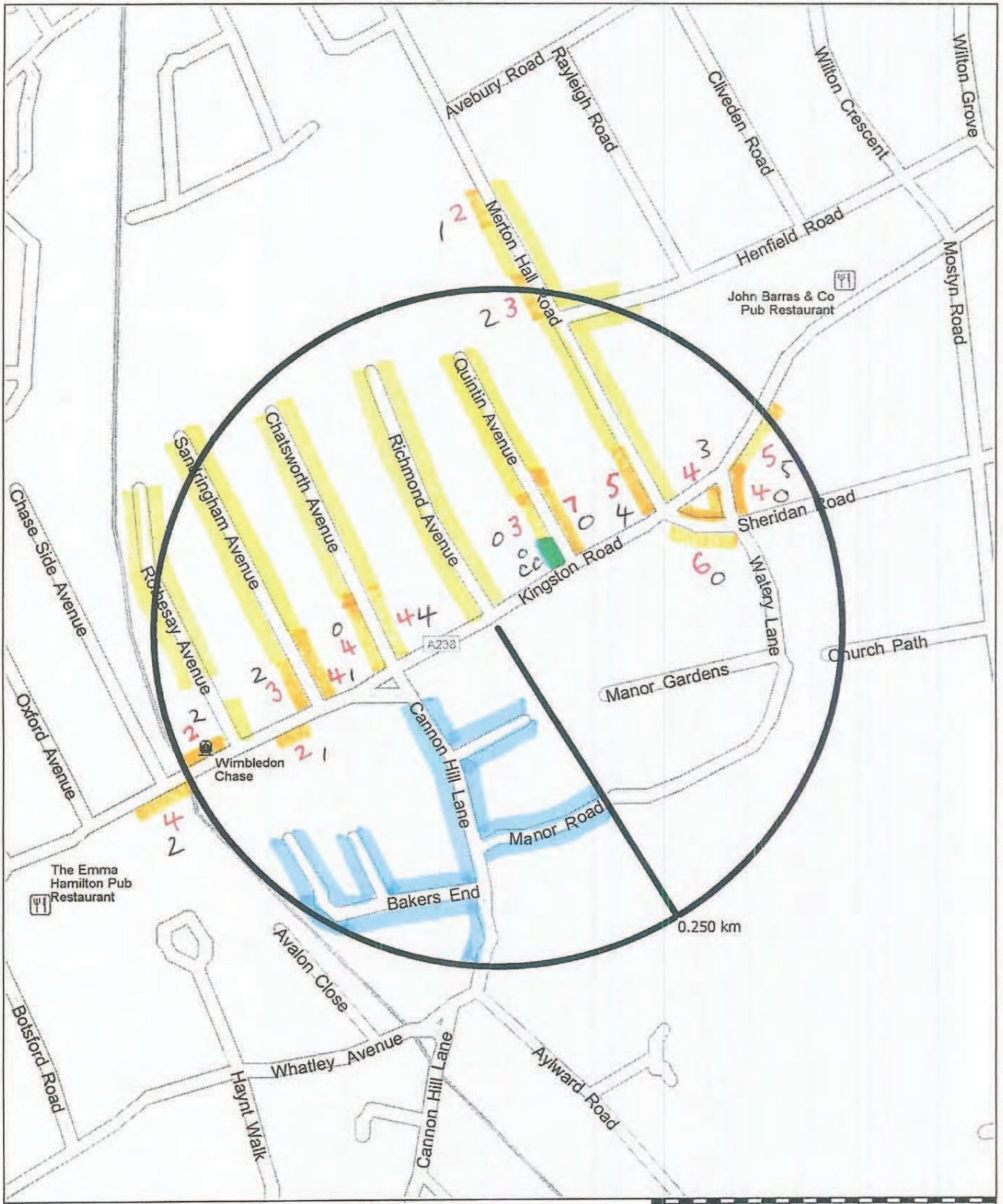
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- Permit Holders Only
- Pay and Display at Meter 62 spaces 32 available
- Unrestricted
- Car Club only

09:00 - 09:30

15/10/15

Merton, England, United Kingdom



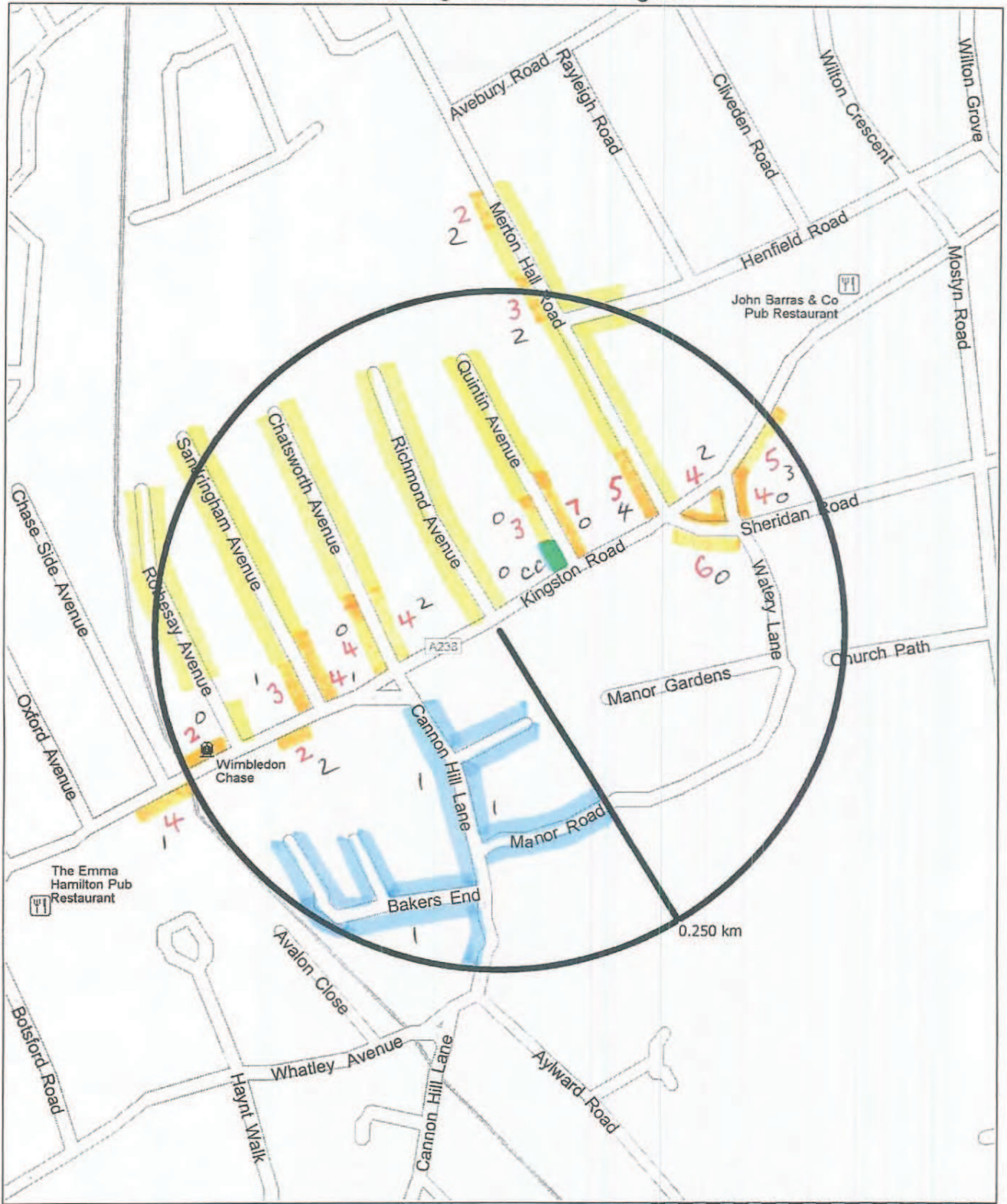
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- Permit Holders Only
- Pay and Display at Meter 62 spaces 27 available
- Unrestricted
- Car Club Only

09:30 - 10:00

15/10/15

Merton, England, United Kingdom



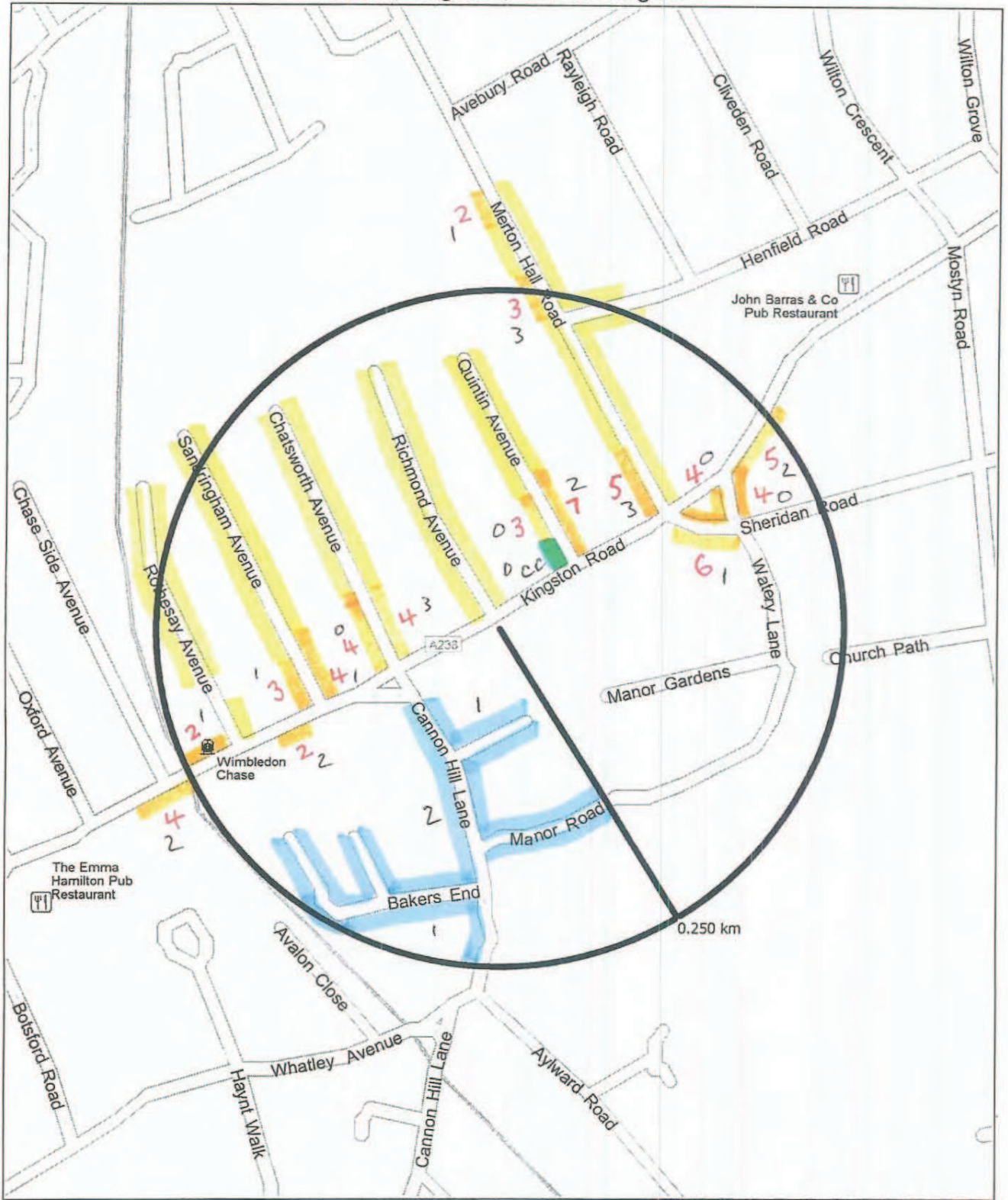
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- Permit Holders Only
- Pay and Display at Meter 62 spaces 23 available
- Unrestricted
- Car Club only

10:00 - 10:30

15/10/15

Merton, England, United Kingdom



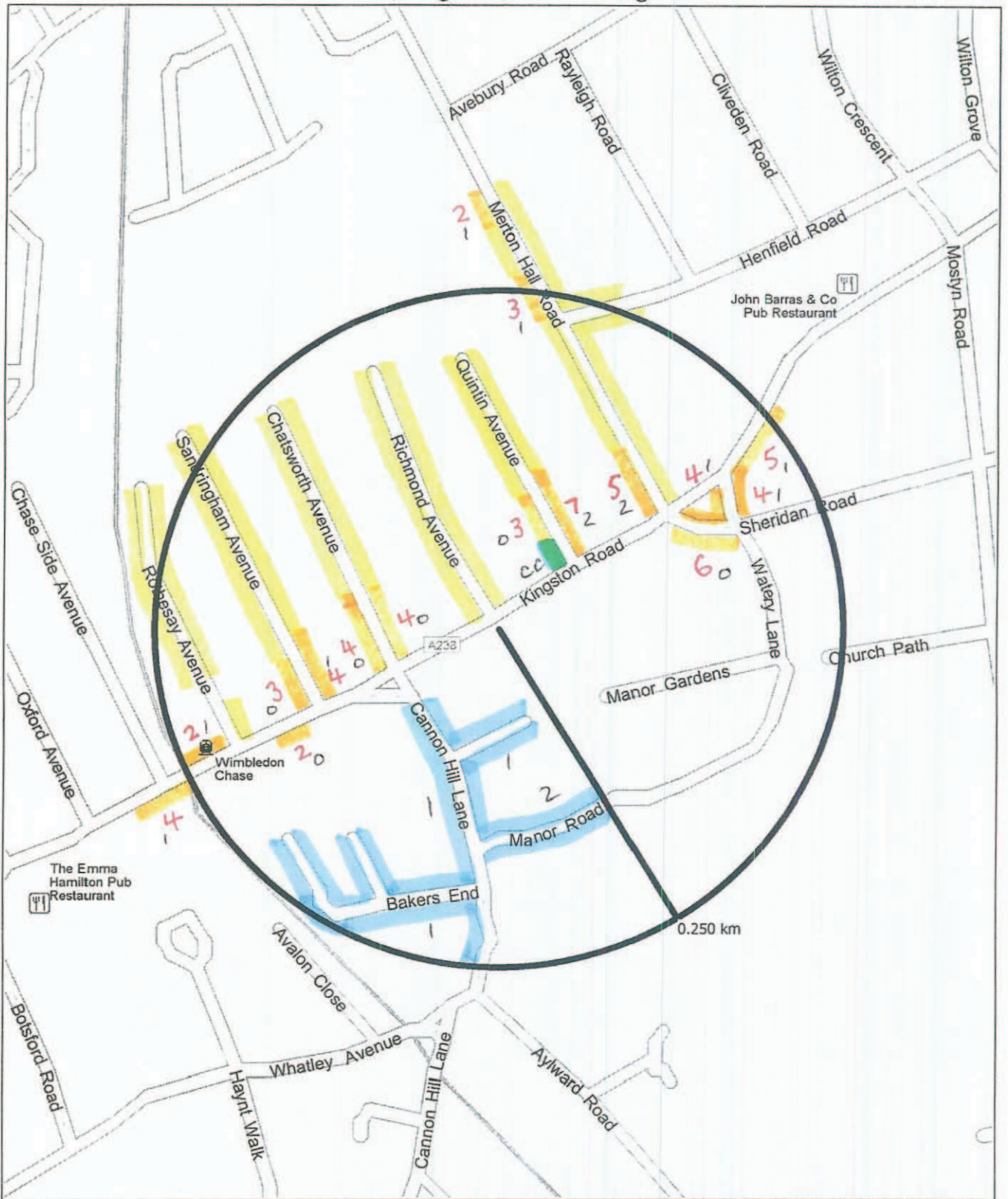
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- Permit Holders Only
- Pay and Display at Meter 62 spaces 26 available
- Unrestricted
- Car Club only

15:30 - 16:00

15/10/15

Merton, England, United Kingdom



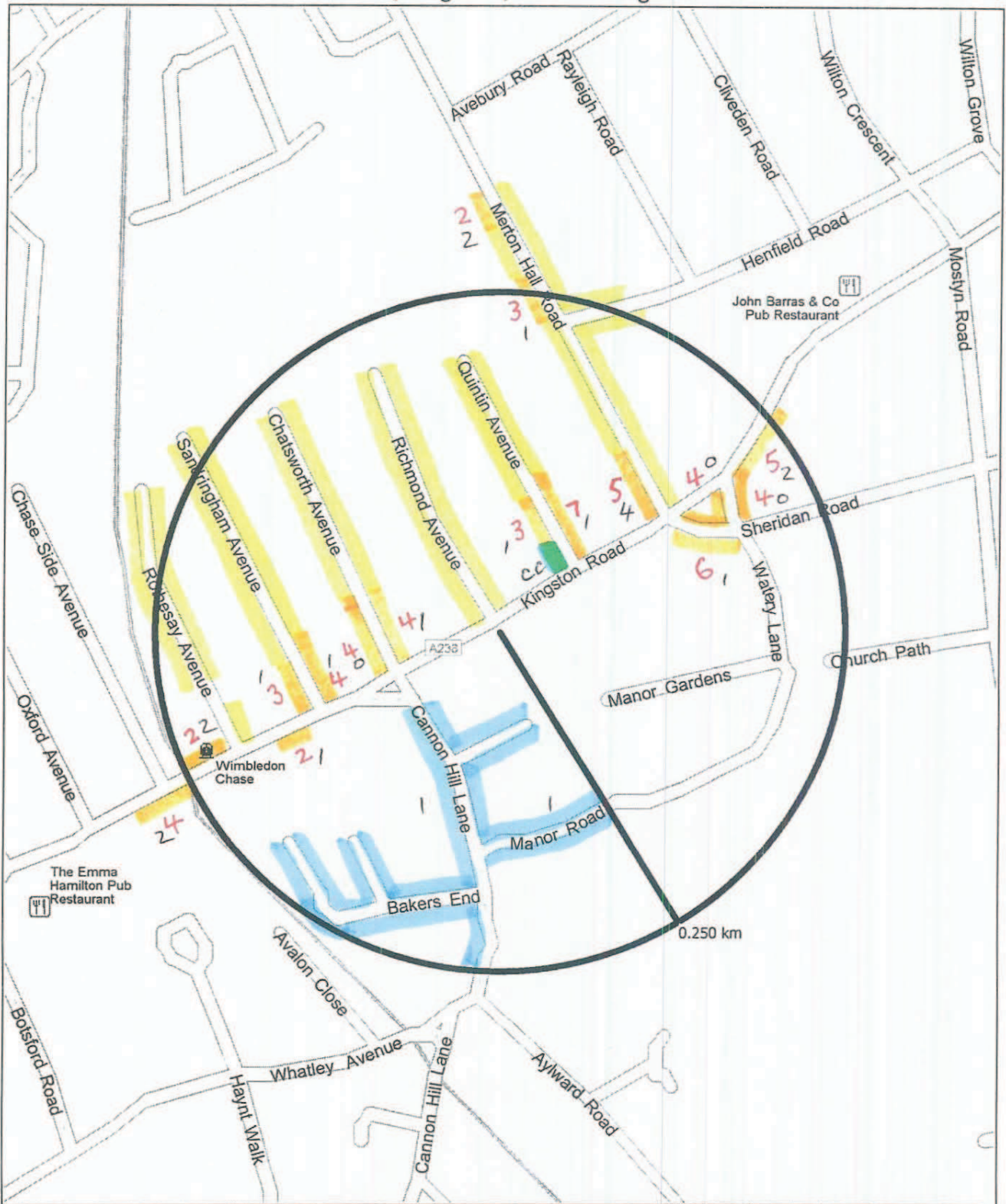
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- Permit Holders Only
- Pay and Display at Meter 62 spaces 17 available
- Unrestricted
- Car Club only

16:00 - 16:30

15/10/15

Merton, England, United Kingdom



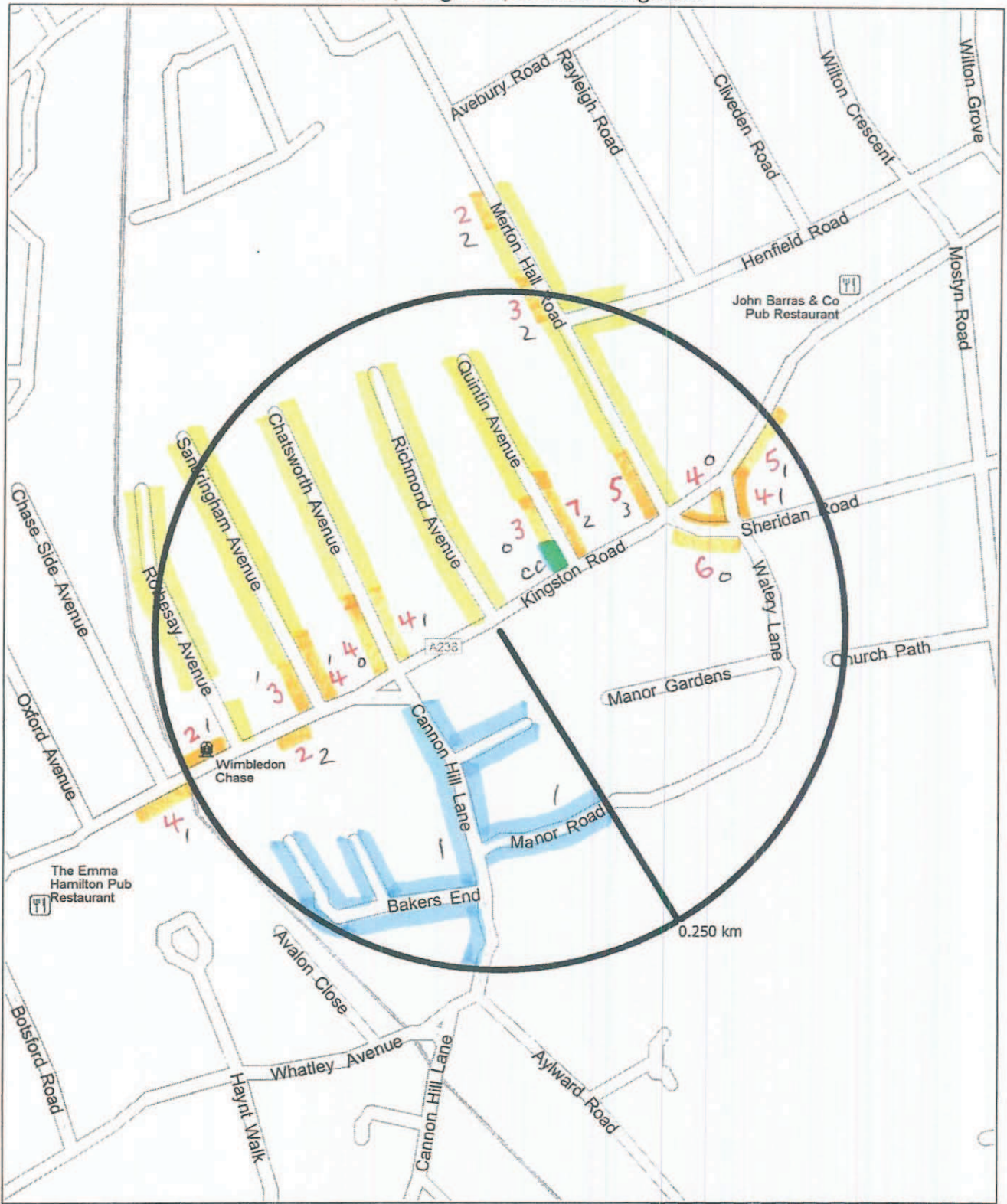
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- Permit Holders Only
- Pay and Display at Meter 62 spaces 22 available
- Unrestricted
- Car Club only

16:30 - 17:00

15/10/15

Merton, England, United Kingdom

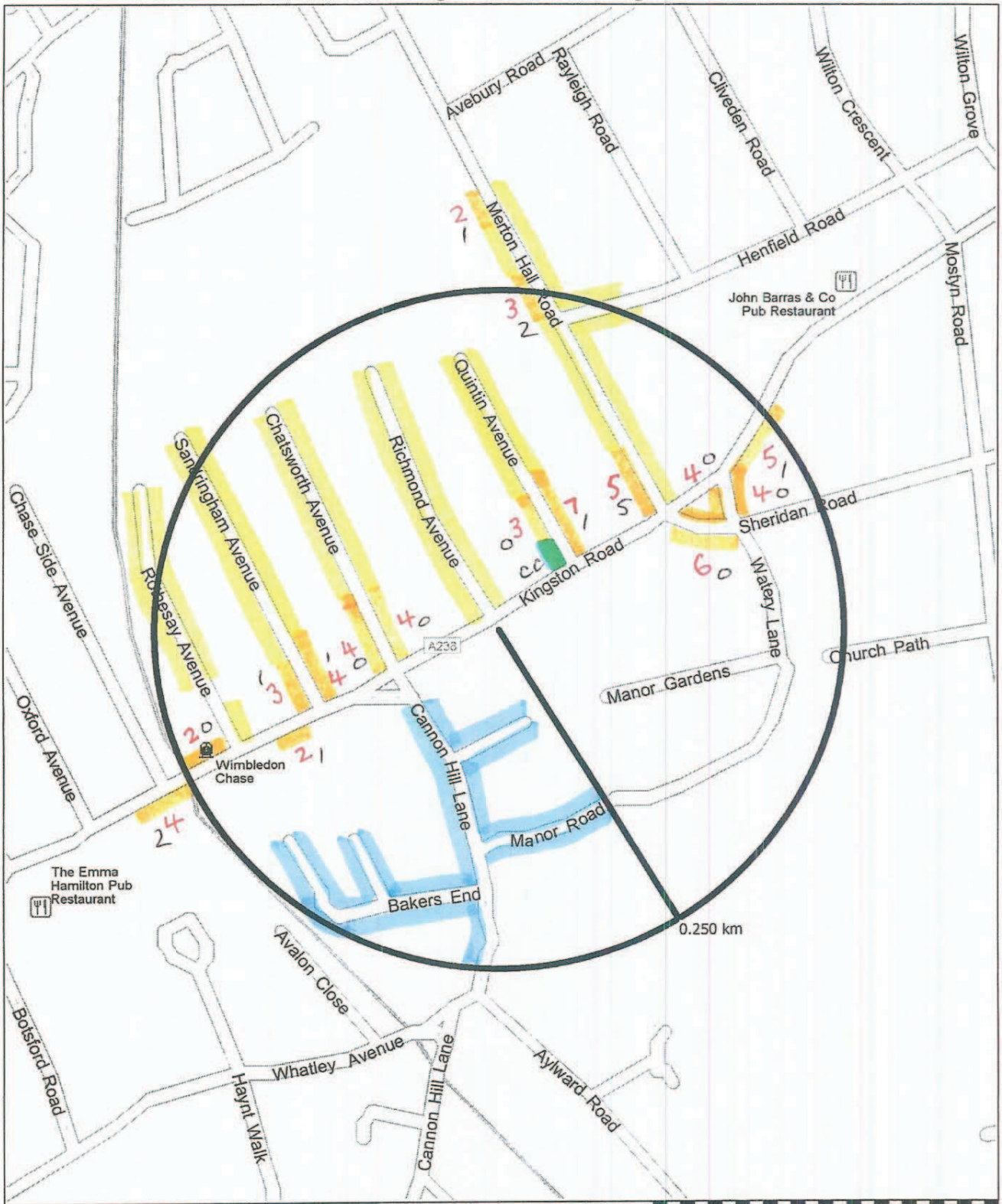


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- Permit Holders Only
- Pay and Display at Meter 62 spaces 20 available
- Unrestricted
- Car Club only

17:00 - 17:30

Merton, England, United Kingdom



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- Permit Holders Only
 - Pay and Display at Meter 62 spaces
 - Unrestricted
 - Car Club only
- 15 spaces

APPENDIX B - Car Parking Permit Policy

GUIDANCE NOTES FOR SALES CONSULTANTS

CAR PARKING PERMITS

Background

It has been McCarthy & Stone's experience over many years that, whilst there may on occasions be issues with car parking in the early life of a development, over the ensuing years car ownership levels fall steadily to a relatively low point. In order to meet the concern of residents in this early phase, and indeed to go some way towards meeting the objectives of successive governments to encourage us all to make less use of private motor vehicles, the Company has decided to introduce a system of parking permits, in respect of which an annual parking fee will be paid. This helps to prevent cars which are hardly ever used from taking up valuable space and it will also encourage residents who are considering whether to give up their cars to make a decision. Permits will be limited to the number of residents' car spaces available on the scheme.

The use of a permit scheme will also provide a clear message about the car parking arrangements at a scheme and help avoid the risk of misunderstandings at the point of sale.

The Scheme

The parking permit scheme will on an ongoing basis be administered by the House Manager and each resident successfully applying for a permit will enter into a form of Agreement under which they will pay an annual permit fee of £250. The fee will be paid half yearly as to £125 on 1st March and £125 on 1st September in each year at the same time as the service charge payments.

The car parking permit agreement will be renewable on a 12 month basis provided that the resident gives McCarthy & Stone Management Services Ltd. not less than 1 month's notice that they want to renew it before the beginning of each financial year.

Residents can terminate the permit agreement on two months' written notice, expiring at the end of a month.

All the parking permit fees received by McCarthy & Stone Management Services Ltd. will be paid into the general service charge fund, subject to the deduction of an administration fee, which will be retained by McCarthy & Stone Management Services Ltd., of £10 plus VAT. The monies received will therefore benefit all residents to some degree. The monies will not be kept as a separate fund within the service charge account solely for maintenance of the car parking area because that would be likely to lead to queries over the size of the fund at any time, the way in which any surplus should be dealt with after repairs have been carried out, etc.

The car parking permit is personal to the individual resident or couple; it is not transferable and therefore residents cannot pay for a permit to be used by a visiting relative or friend or lend it to visitors for use from time to time. However, a resident with the benefit of a permit may, by prior arrangement with the House Manager, allow another resident to use their permit whilst they are away, say on holiday or with family. The absence would need to be for at least five days or it would become unduly burdensome for the House Manager to manage.

Only one permit may be issued per apartment.

Permits will be made available to residents on a first come first served basis and therefore once permits have been issued for all spaces on a development a waiting list will be created, strictly in order of receipt of application.

Normally each car parking space on a development will be marked with a letter of the alphabet and it is in order to allocate permits to particular lettered spaces (showing the relevant letter on the permit disc). On a development with one or more wider parking bays the allocation should be to people who are disabled in the order in which they apply for a permit. If, subsequently, one of those wider bays becomes available an existing permit holder who is disabled may be given the opportunity to swap spaces for the wider bay – again adopting the order of the original applications as the basis for deciding who should be given such opportunity first. Subject to that, the space should be allocated to the next person(s) on the waiting list regardless of whether that person is disabled or whether a person who is disabled is also on the waiting list but not next in line.

The Agreement allows for the Landlord to terminate the right to use the car park under the permit scheme if the resident leaves or if the resident no longer has a car. It is not intended that a resident can simply pay the Parking Fee to secure a space without using it.

The Procedure – Application

Each purchaser who wishes to have a car parking permit must complete a car parking permit application form and pay the initial annual permit fee in full as a holding deposit unless applications have already been received (and payments made) or permits issued for all spaces on the development and a waiting list is being created, in which case the appropriate proportion of the permit fee is payable at the time a permit can be issued.

A copy of the application form is included as Appendix 1. It is necessary for you to ensure, therefore, that you have sufficient copies available of the application form, with the correct name of the scheme inserted where necessary (as identified by square brackets and italics on the standard form).

The form should normally be completed at the time of reservation. However, if a purchaser or resident decides at a later date they would like to apply, the form can still be used but, depending upon when the application is received, they may have lost the opportunity to have a permit immediately or otherwise be further down the waiting list, if there is one.

The applications must be dealt with strictly in order of receipt and this will apply therefore whether the form is completed at the time of reservation or subsequently. Add the time and date of receipt to the bottom of the form when the completed form is handed to you or otherwise returned to you. If applications are being received before the House Manager has taken up residence then you need to maintain a file in which these application forms can be kept in order of receipt. Once the House Manager has taken up residence then he/she will maintain the file and it is necessary for you therefore to pass the completed forms to him/her without delay.

In the event that a purchaser completes the Application Form and pays the initial annual permit fee in full but does not then go on to complete the purchase of an apartment at the development the Application is cancelled and the permit fee returned to the purchaser in full (without interest).

Cheques for the initial full annual permit fee should be made payable to McCarthy & Stone (Developments) Limited and sent to the Regional Finance Department to be banked. At the time of completion a calculation will be made by the Finance Department of the proportion due for the period from completion to the next half-yearly Service Charge date and the balance will be refunded to the purchaser. This process will enable McCarthy & Stone Management Services Ltd. to bill residents for the parking permit fees at the same time as they bill the Ground Rent and Service Charge. (A note on the procedure dated 16th February 2007 was sent by Alan Bulloch to Regional Finance Directors.)

The Procedure – Agreement

Appendix 2 is a copy of the standard form car parking agreement which it will be necessary for each resident or resident couple to complete.

For initial sales the car parking agreement is to be completed at the time of completion of the purchase of the apartment and the signed copy retained by the House Manager. Thereafter Agreements will be completed, through the House Manager, as and when applications are made and spaces are available.

A copy of the standard form agreement can be provided to a prospective purchaser if they wish to see it before signing the application form but, on the basis that there is no financial commitment associated with completing the application form this is not absolutely necessary. They can always decline to complete the agreement itself if they subsequently decide not to proceed with it. Indeed, although you will see that the application form is only an application to have a permit agreement offered to the prospective resident on the terms from time to time offered by the Company it might be that the terms of the agreement have changed slightly between when they complete the application form and when they come to complete the Agreement and it would be better not to risk upsetting a prospective resident over the precise terms to be offered.

Only one Agreement may be entered into and permit granted per apartment.

The Procedure – Ongoing

The permit fees will be billed direct to the resident by McCarthy & Stone Management Services Ltd. with the half-yearly Service Charge demands and McCarthy & Stone Management Services Ltd. will be responsible for collection and paying the monies into the service charge account less a 5% (plus VAT) administration fee. The House Manager will administer the scheme on an ongoing basis, receiving applications, issuing permits, etc.

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BREEAM Travel Plan



**Assisted Living Extra Care Development, Kingston Road,
Merton, London, SW20 8DB**

October 2014

Revision C - 2 December 2015

Prepared by:



Encon Associates Limited
10 Chapel Lane
Arnold
Nottingham
NG5 7JR

A1742

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1 Executive Summary

- 1.1 Encon Associates Limited has been commissioned by McCarthy & Stone Retirement Living to prepare a Travel Plan in connection with the BREEAM Assessment for the proposed redevelopment of Nelson Hospital.
- 1.2 Planning consent has been granted by the London Borough of Merton Council (LBMC) to provide a new Local Care Centre within the existing footprint of the hospital including the former nurses home and associated car parking area (site 1) and Assisted Living Extra Care Development (site 2) comprising construction of a new two/three storey (5,600m²) local care centre, incorporating the retention of three pavilion buildings and alterations to access route, 68 car parking spaces to the rear and construction of a new two/three storey assisted living extra care development with 51 residential units and associated communal facilities, dedicated vehicle access and 21 car parking spaces, involving demolition of all existing buildings on this part of the site. New landscaping to the Rush and Kingston Road and alterations, including new landscaping to Blakesley Walk
- 1.3 This Travel Plan is provided for the Assisted Living Extra Care (site 2) part of the development to be operated by McCarthy & Stone and has been produced in accordance with the requirements of BREEAM 2011 New Construction and the requirements of Tra 05 within the Transport section of the assessment, with the following aim:

To recognise the consideration given to accommodating a range of travel options for building users, thereby encouraging the reduction of user reliance on forms of travel that have the highest environmental impact.
- 1.4 This document demonstrates the commitment of McCarthy & Stone Retirement Living and its Senior Management to the implementation of a Travel Plan and promotion of sustainable travel which is of the utmost importance to the company and its corporate image and has been developed in accordance with the requirements of Tra 05 of the BREEAM Assessment.
- 1.5 The document makes reference to the Transport Assessment produced by Vectos Transport Planning dated November 2011, commissioned by McCarthy & Stone for inclusion as part of their application for planning consent.
- 1.6 This version of the report has been produced in response to the comments received 18 November 2015, from Ben Kennedy, Transport Planning - Development, Future Merton.

2 Introduction

2.1 What is a Travel Plan?

A Travel Plan is a package of measures that promotes choice of travel to employees, residents and visitors and seeks to alleviate the impact of single occupancy car travel on the local environment. Travel plans are aimed at commuter and work based travel, to encourage staff, residents and visitors to choose alternatives to single occupancy car use and to reduce the need to travel to and from their work or visitor destination. A Travel Plan can cover issues such as encouraging and promoting the use of public transport, the provision of cycling facilities, establishing car sharing databases and highlighting health issues. It encourages employees and visitors to share their car, walk, cycle or use public transport, whilst retaining a realist approach in encouraging travel change.

2.2 BREEAM Compliance

The following is required to demonstrate compliance of Tra 05 to achieve one credit towards the BREEAM 2011 New Construction Assessment of the development:

1. A travel plan has been developed as part of the feasibility and design stages which considers all types of travel relevant to the building type and users.
2. The travel plan is structured to meet the needs of the particular site and takes into consideration the findings of a site-specific transport survey and assessment that covers the following (as a minimum):
 - a. Where relevant, existing travel patterns and opinions of existing building or site users towards cycling and walking so that constraints and opportunities can be identified
 - b. Travel patterns and transport impact of future building users
 - c. Current local environment for walkers and cyclists (accounting for visitors who may be accompanied by young children)
 - d. Disabled access (accounting for varying levels of disability and visual impairment)
 - e. Public transport links serving the site
 - f. Current facilities for cyclists
3. The travel plan includes a package of measures that have been used to steer the design of the development in order to meet the travel plan objectives and minimise car-based travel patterns. This is demonstrated via specific examples such as:
 - a. Providing parking priority spaces for car sharers

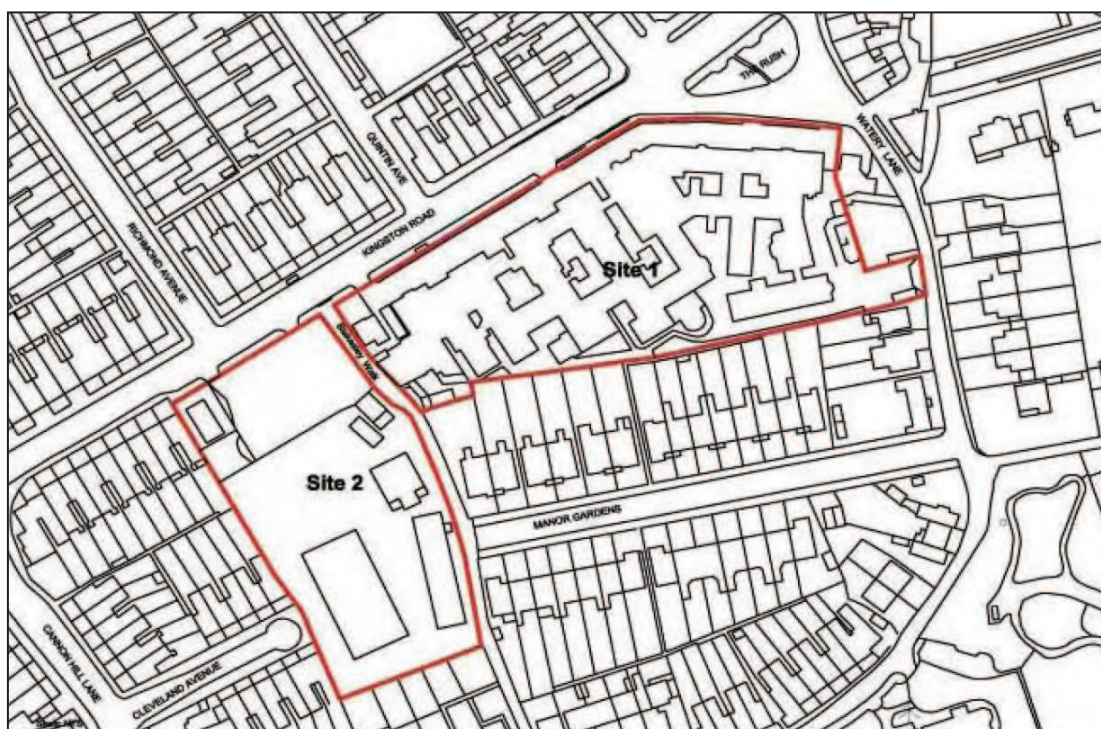
- b. Providing dedicated and convenient cycle storage and changing facilities
 - c. Lighting, landscaping and shelter to make pedestrian and public transport waiting areas pleasant
 - d. Negotiating improved bus services, i.e. altering bus routes or offering discounts
 - e. Restricting and/or charging for car parking
 - f. Criteria for lobby areas where information about public transport or car sharing can be made available
 - g. Pedestrian and cycle friendly (for all types of user regardless of the level of mobility or visual impairment) via the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, well lit and signposted to other amenities, public transport nodes and adjoining offsite pedestrian and cycle routes.
 - h. Providing suitable taxi drop-off/waiting areas.
 - i. Ensuring that rural buildings are located with appropriate transport access to ensure that they adequately serve the local community (where procured to do so e.g. community centre)
4. Where appropriate to the building type, size and intended operation, the travel plan includes measures tailored to minimise the impacts of operational-related transport e.g. deliveries of supplies, equipment and support services to and from the site.
 5. Where the building's final occupier is known, they confirm that the travel plan will be implemented post construction and supported by the building's management during building operation.

3 Background

3.1 Site Location

The site is located at the former Nelson Hospital on Kingston Road, within the Borough of Merton, a built area of south-west London. The site is shown within the redline boundary on the map below:

Site Location Plan



3.2 Surrounding Area

The area surrounding the site is primarily residential in nature. Other land uses in close proximity of the site include Rutlish School and associated sports facilities located south of Watery Lane, John Innes Park also located south of Watery Lane and retail units situated at the northern end of Watery Lane, which include a convenience store, a bakers and a number of professional services such as hairdressers, dry cleaners and solicitors. Further west of the site along Kingston Road there is another parade of retail units and professional services adjacent to Wimbledon Chase station including a Co-operative Food store and a pharmacy .

3.3 Local Environment for Travelling to the Site

A site survey and desk top study was carried out to determine the availability of sustainable modes of travel to the site such as public transport, pedestrian and cycling facilities. The full results of the survey are contained in Appendix A and summarised below:

3.4 Walking

Footways are located on both sides of Kingston Road directly outside the site. There is a good frequency of street lighting, which creates a safer pedestrian environment.

3.5 The majority of the pedestrian environment surrounding the site is in a good condition with footways typically at least 2m in width, although there are pinch points such as along Watery Lane and the Kingston Road site frontage in the vicinity of the bus stop. The footways, in general, have even surfaces which do not have any cracked paving stones and have suitable levels of street lighting.

3.6 Cycling

There are no cycle routes adjacent to the site on Kingston Road, however, there are a number of other routes in close proximity of the site that provide access to the wider London Cycle Network (LCN), such as along Watery Lane, which is a route signed for use by cyclists.

3.7 Public Transport Links

There are excellent links to public transport services within the immediate vicinity of the development including buses, trains, underground and tramlink.

3.8 PTAL - Public Transport Accessibility Level

The Public Transport Accessibility Level (PTAL) is a detailed and accurate measure of the accessibility of a site to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London. A grade between 1 and 6 is given, including subdivisions 1a, 1b and 6a and 6b, where 6a and b is excellent, 5 is very good, 4 is good, 3 is moderate, 2 is poor and 1a and b is very poor. The PTAL score for this site is level 6b which is classed as "excellent". See appendix for details of PTAL calculations.

3.9 Buses

The closest bus stops to the site are immediately adjacent on each side of Kingston Road which provide regular services to the wider region at a frequency of approximately 8-12 minutes.

3.10 Trains

The closest railway station within acceptable walking distance is Wimbledon Chase station which is approximately 300m to the west. Services operate to Sutton, St. Albans, London Victoria, London Bridge and Bedford.

3.11 There are three other stations slightly further from the site but accessible via other forms of public transport include Wimbledon, South Wimbledon and Raynes Park. From here, other accessible rail services include the Northern Line and District Line at South Wimbledon and Wimbledon respectively and National Rail services at Wimbledon and Raynes Park, offering connections to Guildford, Streatham and further afield.

3.12 Tramlink & London Underground

The closest Tramlink station to the site is Merton Park, located approximately 850m to the east, with Dundonald Road Tramlink approximately 940m from the site. Tramlink services at these stations operate from Elmers End to Wimbledon, connecting the site to further underground and National Rail services at Wimbledon, Mitcham Junction, West Croydon, East Croydon, Birbeck and Beckenham Junction.

3.13 Wimbledon tube station is on the District Line with connections Edgware Road and locations to north of the River. South Wimbledon tube station is on the Northern Line with connections to Morden in the south and the City of London to the north.

3.14 Highway Network

The A238 Kingston Road borders the northern edge of the site and connects to the A24 in the east and the A3 Kingston Bypass in the west. The A3 provides access to areas such as Wandsworth and Lambeth in the north, outer London and Surrey to the south and Kingston upon Thames in the west.

3.15 Kingston Road provides a single lane of traffic in each direction, with speed limits restricted to 30mph and parking restrictions.

3.16 A Parking Stress Survey was carried out as part of the Parking Management Strategy (see separate report by Encon Associates Limited, dated October 2015).

4 Development Proposals

The proposed redevelopment of the Nelson Hospital site includes the provision of a modern Local Care Centre and an Assisted Living Extra Care Facility.

4.1 Assisted Living Extra Care Facility

The area to the west of Blakesley Walk, (site 2) will consist of an Assisted Living Extra Care facility, developed by McCarthy and Stone and will be approximately 4,817m². It is a form of accommodation designed to meet the needs of the frail elderly, who require an element of care and support to allow them to live a relatively independent life. It consists of 51 individual apartments for the residents with a number of communal facilities.

4.2 Pedestrian Facilities

The pedestrian facilities surrounding and within the site will be upgraded and the existing road layout will be amended to incorporate an enhanced pedestrian environment. The Rush will be closed to vehicles adjacent to the existing hospital boundary, the current egress onto Kingston Road and Watery Lane will be made two-way. The junction of Watery Lane with Kingston Road will be slightly to the west of the existing position, thus providing a straighter alignment as it continues south. New parking areas will be provided on both sides of Watery Lane with a raised surface between Kingston Road and the new service access to the site.

4.3 The site frontage along Kingston Road will also be improved substantially through the removal of the existing wall and the car parking in front of the building. As a result, there will be an enhanced pedestrian environment that will increase the space for pedestrians to walk by removing existing pinch points. This will result in an increased level of safety along Kingston Road and improved interaction between the public highway and the site.

4.4 In addition, Blakesley Walk will be widened and straightened to improve visibility and some of the surrounding vegetation and built form will be removed to increase the level of light and open space.

4.5 The internal pedestrian footway network will be provided to allow for improved linkages between the site and nearby residential areas and Kingston Road. This will also provide safe pedestrian access to and through the car park.

4.6 Site Access

A new vehicular access will be provided opposite Richmond Avenue in the approximate location of the existing car park egress to serve the proposed Extra Care Assisted Living facility.

4.7 There will be dropped kerbs and tactile paving to allow for pedestrian movement across the junction.

4.8 Parking Provision

There will be 21 parking spaces for the Assisted Living Extra Care Facility. 4 spaces will be allocated for members of staff.

4.9 It is proposed to have 4 secure covered Sheffield cycle stands to provide 8 bike parking spaces in accordance with the relevant standards.

5 Objectives & Targets of the Travel Plan

5.1 Introduction

This section sets out the objectives of the Travel Plan, as well as targets for the short and medium term. Further information on monitoring and reviewing the targets of the Travel Plan can be found later in Section 6

5.2 Objectives

5.3 The objectives set out the aims of the TP and help to give direction and a clear focus to achieve success.

5.4 The general objectives the Travel Plan are firstly to increase awareness of sustainable travel modes available to employees and secondly to reduce the dependence of employees on travel by car to and from the development. More specifically, the objectives of this Travel Plan are to:

- To limit unnecessary or unsustainable use of the car for the journey to and from the site
- Increase awareness of the advantages and availability of sustainable modes of transport over the car
- Introduce a package of physical and management measures that will facilitate travel by sustainable modes

5.5 Targets

Targets are the measurable goals by which progress of the Plan will be assessed. The TP sets out targets which the site will seek to reach within the period covered by this Travel Plan. In addition, interim targets have been set.

5.6 Targets are essential for monitoring the progress and success of the travel plan. Targets should be 'SMART' - specific, measurable, achievable, realistic and time-related. The targets come in two forms - Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the Travel Plan is seeking to achieve.

5.7 Action Targets

The key action targets are set out below:

1. To ensure that on-site car parking does not exceed the agreed capacity

2. To appoint a Travel Plan Co-ordinator (TPC) as soon as the development becomes operational
3. To complete marketing material within three months of site occupation
4. To ensure that each monitoring survey will occur within one month of the anniversary of the baseline survey in each survey year i.e. Years 0, 3 and 5
5. To ensure there is minimal overspill parking and additional parking stress on uncontrolled roads around the site

5.8 Aim Targets

The aim targets for the staff at the Assisted Living Extra Care Facility are provided in the table below. In the absence of actual data for staff travelling to the site currently unavailable until the development is operational, the baseline figures are taken from the *2011 Census: Method of travel to work provided by the Office for National Statistics. A survey of staff travel patterns will be carried out within first 3 months of operation and the table updated accordingly.

Table 1: Travel Plan Percentage Aim Targets - Assisted Living Care Facility Employees

Mode of Transport	Baseline * (Merton Census)	3 Years	5 Years
Car driver	18%	17%	10%
Car passenger	1.1%	8%	6%
Pedestrian	4.6%	20%	25%
Cyclist	2.3%	4%	5%
Underground	36.4%	51%	54%
Train			
Bus			
Motorcycle	0.9%	-	-
Taxi	0.2%	-	-
Work from home	6.3%	-	-
Unemployed	29.9%	-	-
Other	0.3%	-	-
TOTAL	100%	100%	100%

- 5.9 This development is expected to be operated by 2 full time members of staff and 10-15 part time staff. On average, it is expected that 15 members of staff will travel to the site on a daily basis to carry out their duties. The percentage Aim Targets given in the previous table equates to the following numbers based on the mode share:

Table 2: Mode Share

Mode of Transport	Baseline (Merton Census)	3 Years	5 Years
Car driver	4	3	2
Car passenger	<1	>1	>1
Pedestrian	1	4	5
Cyclist	<1	1	>1
Underground	7	10	12
Train			
Bus			

- 5.10 The targets are set to measure progress towards the main objectives over five years and are to be achieved within the same timescale, while the interim targets are to be reached within three years of the launch of the TP.
- 5.11 The aspiration is to change the modal share of the staff significantly away from car use towards more sustainable travel modes. Whilst patients and visitors do not have specific targets within this Travel Plan, marketing tools aimed at reducing their reliance on the motor vehicle will still be applied.
- 5.12 The primary purpose of the Travel Plan is to limit unnecessary or unsustainable car journeys, particularly those with single occupants, to and from the development. While increasing levels of sustainable modes including public transport are important, specific targets for these modes are not entirely necessary as car use reduction is the main objective.
- 5.13 If the subsequent baseline travel surveys show that the assumed modal split is not accurate, the targets should be amended to take into account the actual modal split.

6 Measures & Actions

The package of measures within this Travel Plan have been tailored to the needs of the site and occupier with the overriding aim to promote more environmentally friendly travel choices and reducing overall reliance on the private car, particularly single occupancy journeys.

- 6.1 The TP is a dynamic process that develops over a period of time in accordance with the operation of the site and the surrounding environment. Once the measures of the Plan are implemented, regular monitoring and updating will need to take place. The TP represents a commitment to implementing the measures which are designed to provide a balance between 'carrot and stick' approach and provide flexibility over time for changes in circumstances of the development.

6.2 Public Transport

The following measures will be provided:

- a) Induction packs for new members of staff providing details of public transport including location of nearest bus stops etc, up to date timetables and route information.

6.3 Car Sharing

Car sharing represents a relatively convenient alternative form of travel and significant potential exists to reduce the number of vehicle trips by employees by implementing and publicising a formal car share scheme. Initiatives for encouraging car sharing include:

- a) It is the intention to encourage car sharing. This can be via an informal basis between people known to each other working at this site or by encouraging members of staff to register with a formal car sharing website such as www.blablacar.co.uk or www.liftshare.com. Should it prove necessary, dedicated spaces for those people who car share will be provided, however this decision will be taken after the launch of the Travel Plan and completion of the baseline travel pattern surveys
- b) Car share 'coffee clubs' are a good informal way of making matches if there is not enough demand to establish an automatic matching database. The Travel Plan Co-ordinator will investigate these options

6.4 Cycling

Secure, covered cycle parking for 8 bikes will be provided and the following initiatives will also be encouraged:

- a) Promotion of cycle training for adults and families.
- b) Promotion of Learn to Ride in connection with the above initiative but for those adults that have never cycled or haven't cycled for some time, bikes are provided (more information is provided at www.pedalready.co.uk)
- c) Encourage staff to join the 'Cycle to Work' scheme which offers savings for both employee and employer's to purchase new bikes or obtain an interest free loan.
- d) Provision of an on-site minor maintenance and repair kit
- e) Promotion of maintenance courses
- f) Provision of information on local cycling routes and organised rides
- g) Promotion of 'Bike Buddies'
- h) Provision of changing facilities/lockers for staff to use on site

6.5 Walking

The Travel Plan Co-ordinator will monitor and encourage maintenance of all pedestrian routes and will seek to identify any particular safety hazards' which require attention. Members of staff will be actively encouraged to walk to work with the following initiatives:

- a) Provision of umbrellas at lunch times if necessary
- b) Promotion of walking schemes such as '10,000 steps a day campaign'

7 Management and Promotion of the Travel Plan

This section provides details of how the TP will be managed and promoted to ensure maximum exposure of the Plan in order to achieve its aims and objectives.

7.1 Travel Plan Co-ordinator

7.2 This section provides details of the Travel Plan Coordinator (TPC), who will be appointed before the development is first occupied.

7.3 The TPC will be responsible for implementing, progressing, promoting and monitoring the Travel Plan and their appointment is critical to the success of the Travel Plan. They will be the main contact for site users.

7.4 The House Manager will act as the TPC. A person has yet to be appointed for this development. As soon as the position is filled, the contact details will be included in this section of the Travel Plan and the information passed on to the local authority.

7.5 The TPC will keep staff informed of all of the changes to services available. The data on the notice board will be changed as appropriate. They will be prepared to give specific advice to staff on their best means of travel to and from their work and will be responsible for keeping the Travel Plan under review and when any modification is necessary, will notify members of staff of changes to the plan as appropriate and make any amendments required to keep the Plan up to date.

7.6 The TPC will monitor the travel modes used by staff by the use of Travel Pattern Surveys. The monitoring will commence as soon as all of the staff have been appointed, within first 3 months of occupation of the site.

7.7 The TPC's role will be:

1. To oversee the development and implementation of the Travel Plan
2. To obtain and maintain commitment and support from senior managers, staff, union representatives and residents
3. To design and implement effective marketing and awareness raising campaigns to promote the Travel Plan
4. To set up and co-ordinate steering groups, working groups, etc amongst interested parties

5. To co-ordinate the necessary data collection exercise required to develop the Travel Plan
6. To act as a point of contact for all staff requiring information
7. To liaise with different departments, e.g. personnel, estates, facilities, etc. and external organisations, e.g. local authorities, transport operators, etc
8. To co-ordinate the monitoring programme for the Travel Plan

7.8 On average, the TPC will be allocated 2-3 hours per week dedicated to the role. This will increase at time prior/during survey periods or when new members of staff join the company when inductions will be carried out.

7.9 Notice Boards

Public transport times and directions to bus stops will be posted on notice boards both in the reception and staff rest areas. Information regarding the promotion of car sharing and any national/local walking/cycling events or incentives will also be promoted on the notice boards, including the contact details for the Travel Plan Co-ordinator.

7.10 Website

Information for staff and visitors will be posted on McCarthy & Stone's website to promote usage of sustainable modes of travel with links to the attached maps for ease of use.

8 Monitoring and Review

The TP will be monitored and reviewed as follows:

8.1 Annual Surveys

8.2 The Travel Plan will be monitored in accordance with the BREEAM requirements and a detailed action plan will be implemented by the Travel Plan Co-ordinator who will undertake a minimum of annual surveys of staff and visitors to ensure the measures taken are effective and targets are being met.

8.3 The baseline surveys will be used to tailor the measures and targets to ensure the objectives of the TP are being met.

8.4 The Survey should seek to find out the following information from staff members:

1. Normal time in and out of the building/site
2. Origin and destination postcodes
3. Main mode to work - form of travel used for the greatest amount of time
4. Final mode into work - the last form of travel used before arriving at the site
5. Time to walk to the building (if applicable)
6. First mode out - the first form of travel used when leaving work
7. Main mode out - form of travel used for the greatest amount of time
8. If the employee has a disability affecting their travel to work
9. Car parking location (if applicable)

8.5 Information gathered from the monitoring process will be recorded for input to the annual review, as detailed below.

8.6 Review

8.7 A Review Report will be compiled at the end of years 1, 3 and 5 outlining the results of the surveys and annual review of the Travel Plan.

8.8 The Action Plan will be updated annually as part of the review process.

This Travel Plan has been prepared by:

Encon Associates Limited

10 Chapel Lane

Arnold

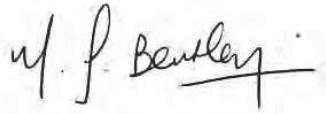
Nottingham

NG5 7DR

Tel: 0115 987 55 99

Email: mark@enconassociates.com

Signed for and on behalf of Encon Associates Limited

A handwritten signature in black ink, appearing to read 'M. J. Bentley', with a horizontal line underneath the name.

Mark Bentley MCIHT

Date: 16 October 2014

Revision C: 2 December 2015

APPENDIX A - Site Specific Survey for Walking, Cycling & Public Transport

Existing Transport Data & Opportunities for Sustainable Travel

This section of the Travel Plan assesses the site in terms of transport choice for staff and visitors. It details the existing opportunities for travel to and from the site by walking, cycling, bus and rail.

1 Walking

- 1.1 A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.
- 1.2 PPG13: Transport states that "walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2.0 km. Walking also forms an often forgotten part of all longer journeys by public transport".
- 1.3 The Institution of Highways and Transportation (IHT) publication "Guidelines for Providing for Journeys on Foot" note that walking accounts for over a quarter of all journeys and four-fifths of journeys up to 2km
- 1.4 The "Walking Isochrones Map" overleaf shows that residential areas and the employment, leisure and retail facilities within and around the local area are within walking distance of the site ie within 2km.
- 1.5 Areas within walking distance of the site include: Merton, Wimbledon and Raynes Park. There are also substantial residential areas within 2km, meaning that there is a realistic potential for those who live in these areas to make trips by foot to the site. Footways are located on both sides of Kingston Road directly outside the site. There is a good frequency of street lighting, which creates a safer pedestrian environment. On Watery Lane, there is a footway along the eastern side of the road as far as Manor Gardens.
- 1.6 In addition, there is a pedestrian footpath east of the existing main car park called Blakesley Walk, which provides a pedestrian only route through the site to the residential properties on Manor Gardens and Manor Road and to the school and residential properties at the southern end of Watery Lane. In addition, there are a number of further linkages that provide access to the surrounding area, such as the footpath link known as Church Path between Watery Lane (adjacent to the eastern end of Manor Gardens) and Mostyn Road.

Walking Isochrones - 2km Radius



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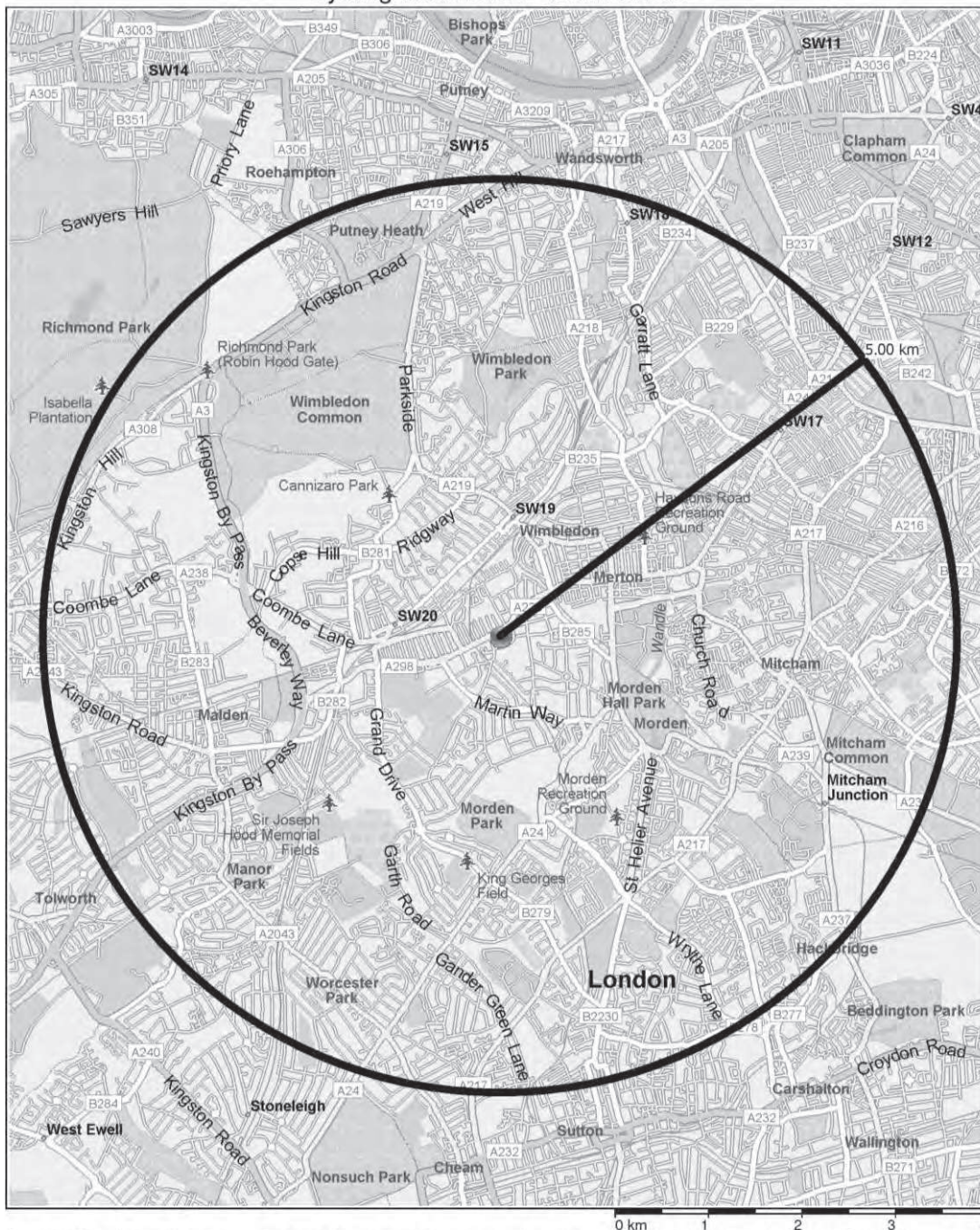
1.7 The majority of the pedestrian environment surrounding the site is in a good condition with footways typically at least 2m in width, although there are pinch points such as along Watery Lane and the Kingston Road site frontage in the vicinity of the bus stop. The footways, in general, have even surfaces which do not have any cracked paving stones and have suitable levels of street lighting.

- 1.8 There is a pelican crossing directly adjacent to the site on Kingston Road and immediately to the west of the junction with Merton Hall Road. This facility has dropped kerbs that are flush with the road surface, and tactile paving to aid the mobility impaired.
- 1.9 In addition to pedestrian journeys associated with staff walking to work from the nearby residential areas, the site is located to enable pedestrian journeys to and from the local shops, for example in lunch breaks.
- 1.10 The site is well located to potentially employ a proportion of the workforce from within the local area, allowing the potential for the workforce to walk to work from home. 3 months after occupation of the development, full travel surveys will be undertaken to determine the actual number of employees who live within the pedestrian catchment area and could therefore walk to and from work.
- 1.11 Given the existing pedestrian infrastructure and the areas contained within the pedestrian catchment area, there are excellent opportunities with no real barriers for pedestrian travel to and from the site.

2 Cycling

- 2.1 PPG13: Transport states within paragraph 78 that “cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport”
- 2.2 The location of the site provides a wide catchment area, including residential, retail and leisure facilities in the local area and offers an opportunity for areas within an acceptable cycling distance from the site, including Wimbeldon, Merton, Raynes Park, Tooting, Colliers Wood and Morden.
- 2.3 The "Cycling Isochrones Map" overleaf shows that a 5 km cycle catchment area, centred on the site, includes the residential, retail and leisure facilities in the local area and demonstrates that a large area is within an acceptable cycle distance from the site.

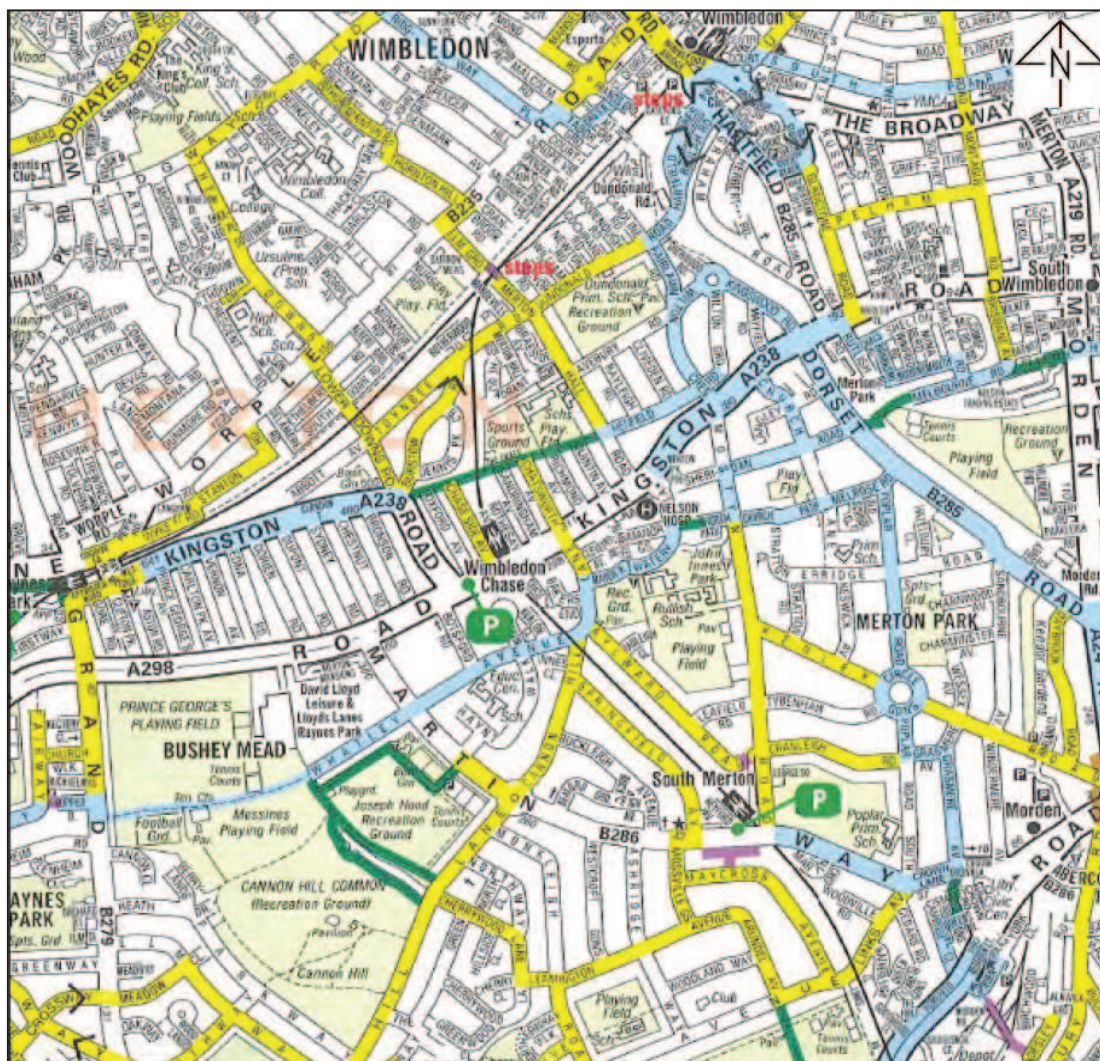
Cycling Isochrones - 5km Radius







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2.4 On Kingston Road there are no cycle routes adjacent to the site. However, there are a number of other routes in close proximity of the site that provide access to the wider London Cycle Network (LCN), which can be seen on the map overleaf, such as along Watney Lane, which is a route signed for use by cyclists.

Cycle Network



-  Routes signed for use by cyclists on a mixture of quieter and busier roads; some have cycle lanes marked on the road surface
-  Quieter roads that have been recommended by other cyclists, may connect blue route sections
-  Greenways: Shared use through parks
-  Pedestrian only route which connects cycling sections – you must not dismount as cycling is not permitted at any time

- 2.5 Designated cycle lanes coupled with the existing road network which is of sufficient width to encourage cyclist offers links to areas that are within an acceptable cycling distance. Consequently, there are excellent opportunities with no real barriers, for cycle travel to and from the development.

3 Public Transport Links

- 3.1 There are excellent links to public transport services within the immediate vicinity of the development including buses, trains, underground and tramlink.

3.2 PTAL - Public Transport Accessibility Level

The Public Transport Accessibility Level (PTAL) is a detailed and accurate measure of the accessibility of a site to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London. A grade between 1 and 6 is given, including subdivisions 1a, 1b and 6a and 6b, where 6a and b is excellent, 5 is very good, 4 is good, 3 is moderate, 2 is poor and 1a and b is very poor. The PTAL score for this site is level 6b which is classed as "excellent". See Appendix B for details of PTAL calculations.

4 Bus

- 4.1 The IHT Guidelines for "Planning for Public Transport in New Developments" state that the maximum walking distance to a bus stop should not exceed 400m whilst PTAL calculations state the maximum walking time is 8 minutes or a distance of 640m.
- 4.2 The closest bus stops to the site are immediately adjacent on each side of Kingston Road which provide regular services to the wider region at a frequency of approximately 8-12 minutes.
- 4.3 The following table summarises the bus service from the closest bus stops to the site:

Table 3: Bus Services

Service	Route	Mon-Fri	Saturday	Sunday
152	South Lodge Avenue - Walton Avenue	12 mins	12 mins	19 mins
163	Morden Station - Francis Grove	8-12 mins	8-12 mins	12 mins
164	Sutton Station - Francis Grove	9-11 mins	8-10 mins	19 mins
655	Raleigh Gardens - Raynes Park High School	1 service	1 service	1 service
K5	Dysart Avenue - Morden Station	60 mins	60 mins	No service

4.4 The site is well located to encourage bus-based travel given there is a bus stop immediately outside the site entrance which provide a service connecting the site with surrounding residential areas at a frequency which would enable staff to travel to work in the morning and get home again in the evenings. There are then services which could potentially enable those members of staff who live further afield from the site in other areas of London.

5 Trains

Transport for London states that for the purpose of the PTAL assessment for “underground and light rail services the maximum walking time is defined as being 12 minutes”. This is a guide for the distance a person is prepared to walk to access a train/light rail station and is used for calculating the PTAL.

5.1 The closest railway station within acceptable walking distance is Wimbledon Chase station which is approximately 300m to the west. Services operate to Sutton, St. Albans, London Victoria, London Bridge and Bedford.

5.2 There are three other stations slightly further from the site but accessible via other forms of public transport include Wimbledon, South Wimbledon and Raynes Park. From here, other accessible rail services include the Northern Line and District Line at South Wimbledon and Wimbledon respectively and National Rail services at Wimbledon and

Raynes Park, offering connections to Guildford, Streatham and further afield.

6 Tramlink & London Underground

The closest Tramlink station to the site is Merton Park, located approximately 850m to the east, with Dundonald Road Tramlink approximately 940m from the site. Tramlink services at these stations operate from Elmers End to Wimbledon, connecting the site to further underground and National Rail services at Wimbledon, Mitcham Junction, West Croydon, East Croydon, Birbeck and Beckenham Junction.

- 6.1 Wimbledon tube station is on the District Line with connections Edgware Road and locations to north of the River. South Wimbledon tube station is on the Northern Line with connections to Morden in the south and the City of London to the north.

7 Summary of Existing Transport Data & Opportunities for Sustainable Travel

- 7.1 The site is well located to encourage walking, cycling, and bus and rail travel. The largest barrier to travel by sustainable modes is a lack of knowledge of routes, distances, and public transport services and times etc. Therefore, travel by these modes will be continuously promoted to staff members and visitors, within promotional information on the company website and on display boards, including the provision of recommended pedestrian and cycle route maps, local public transport information, such as service route maps, bus stops and timetable information and also details for local taxi firms.

PLANNING APPLICATIONS COMMITTEE

10th December 2015

Item No:

	APPLICATION NO.	DATE VALID
	15/P2982	08/09/2015
Address/Site:	The Old Library, 150 Lower Morden Lane, Morden, Surrey SM4 4SJ	
(Ward)	Lower Morden	
Proposal	Demolition of the existing office building and erection of a part two, part three storey building to provide 6 x self-contained flats (comprising 2 x 1 bed, 3 x 2 bed and 1 x 3 bed flats) with associated parking, servicing and landscaping.	
Drawing No's	Site location plan, Drawings, MRD/NB/101 Rev C, MRD/NB/001 Rev C, MRD/NB/1000 Rev A and Flood Risk Assessment (FRA) issue C dated 26 th June 2015 prepared by Monson Engineering Ltd.	
Contact Officer	Leigh Harrington (020 8545 3836)	

RECOMMENDATION

GRANT PLANNING PERMISSION subject to planning conditions.

CHECKLIST INFORMATION

- Heads of agreement: No
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Design Review Panel consulted - No
- Number of neighbours consulted - 25
- Press notice - No
- Site notice - Yes
- External consultations: Environment Agency & Historic England
- Density – 100 Dwellings/ha
- Number of jobs created N/A
- Flood risk assessment – Yes

1. INTRODUCTION

- 1.1 This application is brought before the Planning Applications Committee due to the nature and level of objection to the proposal.

2. SITE AND SURROUNDINGS

- 2.1 The application site is located on the north side of Lower Morden Lane, being bordered to the north and east by the Nursery/Garden Centre with Bow Lane forming the western boundary beyond which is Hatfeild School. The opposite side of the road is characterised by semi detached properties situated on large plots.
- 2.2 The building has two floors and is of a brick built functional design having originally been built as a library. The ground floor is the larger of the two floors and is currently used as offices for a kitchen design company. Since the previous permission was granted further information has been provided to show that the site was originally the site of the medieval home of the Huberd family and that the existing building had a wartime role as a Heavy Rescue Centre and may have been designed as a gas decontamination station.
- 2.3 The site is not within a conservation area and has a Public Transport Accessibility Levels of 2. The site is not within a Controlled Parking Zone but is within an Archaeological Priority Zone.
- 2.4 The site is within a Flood Risk Zone (3a) and a flood risk assessment has been submitted.

3. CURRENT PROPOSAL

- 3.1 The proposal is for the demolition of existing office building and erection of a part two, part three storey building to provide 6 x self-contained flats (comprising 2 x 1 bed, 3 x 2 bed and 1 x 3 bed flats) with associated parking, servicing and landscaping.
- 3.2 A lobby houses the internal service staircase and the access to the two ground floor flats. Flat 1, a 2 bedroom unit would be located at the front of the building with access to a small amenity space in front of the building whilst Flat 2, a 3 bedroom family sized unit would be situated at the rear with direct access via patio doors on the rear elevation out onto a mixed grass and patio amenity area closed off behind 1.8m high fences and gates and enclosed with 1.8m high hedging with low level planting adjacent to the walls of the building.

- 3.3 On the first floor Flat 3 would replicate the size and layout of Flat 1 but with the addition of a private amenity balcony. Flat 4 would have the same footprint as Flat 2 but would be a 2 bedroom unit with ensuite bathroom and a rear facing private amenity balcony.
- 3.4 The upper/second floor would be largely contained within the roof space and would provide Flats 5 & 6 which would be large one bedroom flats. Flat 5 would be at the front of the building with an amenity balcony on the side elevation whilst Flat 6 would be situated at the rear with a private balcony space set within the roof slope. Three skylights within the roof slopes would provide additional internal lighting.
- 3.5 The building would be finished in exposed brickwork with a tiled roof.
- 3.6 The current plans have been amended slightly since the original submission to address officer concerns with regards to the height of the building and the position of the entrance to the block. On the ground floor the entrance porch has been extended forward to improve the street presence of the entrance. The height has been reduced by 0.5m so that the front gable is the same height as the ridge which is itself the same as the previously approved height of 10m.
- 3.7 The resultant Gross internal Areas and private amenity space provision would be;

Flat	1	2	3	4	5	6
GIA	79m ²	87.5m ²	79m ²	87.5m ²	57.5m ²	66m ²
Amenity space	18m ²	15m ²	7.7m ²	8.3m ²	5.5m ²	4.5m ²

4. PLANNING HISTORY

- 4.1 02/P0215 Planning permission GRANTED for change of use from library to offices (Class B1) and alterations to access.
- 4.2 03/P0808 Planning permission REFUSED and appeal dismissed for alterations and extension to existing building and conversion to provide 3 x 2 bed self contained flats
- 4.3 04/P0430 Planning permission GRANTED for change of use of first floor from library to offices (Class B1)
- 4.4 04/P1469 Planning permission REFUSED change of use of ground floor from offices to retail involving the installation of a new shopfront. Reason: **The proposal would result in the loss of employment land prejudicial to the Council's objectives of maintaining an adequate supply of employment land for business purposes contrary to policies ST.14**

- and E.9 of the Adopted Unitary Development Plan (October 2003). AND The proposed retail use would be inappropriate in that it would neither provide replacement retail floor space for existing facilities, nor would it meet deficiencies in existing shopping provision within the Lower Morden Area, contrary to Policy S.6 of the Adopted Unitary Development Plan (October 2003). AND The proposed car parking and access arrangements coupled with the use of the forecourt by customers' vehicles would be likely to result in vehicle movements which would detract from the free flow of traffic and highway/pedestrian safety, contrary to Policy RN.4 of the Adopted Unitary Development Plan (October 2003).
- 4.5 11/P2842 Planning permission GRANTED for the replacement and enlargement of two windows in the ground floor office.
- 4.6 12/P0143 Planning permission GRANTED by Planning Committee for Conversion of the first floor from vacant office space into a 2 bedroom self-contained flat with alterations to windows, doors and the formation of a roof terrace with front balustrade.
- 4.7 12/P3032 Planning permission GRANTED for conversion of part of ground floor into a 2 bedroom self-contained flat with garden and parking space.
- 4.8 13/P2322 Prior approval not required in relation to the change of use from office space (Class B1) to residential (Class C3), creating 4 x 2 bed flats.
- 4.9 14/P0004 Planning permission REFUSED and appeal dismissed for demolition of first floor and erection of a two storey extension over the existing ground floor to create 5 x 2 bedroom flats including 6 parking spaces and secure cycle parking while retaining office use on the ground floor (Class B1). Reasons:
The proposed development by reason of design, siting, scale, height, materials, proportions and massing, represents an overly large and visually intrusive form of development that fails to respect or complement the original building and the form, function and structure of surrounding buildings and locally distinctive pattern of development and would therefore be harmful to the visual amenities of the Lower Morden Lane streetscene, contrary to policies 7.2 of the London Plan 2011, LBM Core Strategy Policy CS14 and saved policies BE 15, BE 16, BE.22 and BE.23 of the Merton Adopted UDP (2003).

And

The proposed development by reason of design and siting of the ground floor bedroom window and lack of Safer by Design principles for secure access, fails to provide a layout that is safe, secure and takes account of crime prevention, contrary to saved policy BE 22 of the Merton Adopted UDP (2003).

And

The proposed development would fail to contribute to meeting affordable housing targets and in the absence of a legal undertaking securing a financial contribution towards the delivery of affordable housing off-site would be contrary to policy CS.8 of the Merton LDF Core Planning Strategy (2011).

And

The proposed development would generate additional pressure on educational facilities locally and, in the absence of a financial contribution to offset the impact of the proposals, would be contrary to policies C.13 of the Merton Unitary Development Plan (2003) and Supplementary Planning Guidance: Planning Obligations (2006).

- 4.10 14/P4693 Planning permission GRANTED by Planning Committee for the replacement of first floor extension with new first and second floor extensions and reconfiguration of site to create 4 x 2 bed flats with continued use of ground floor office space.

5. CONSULTATION

- 5.1 The application was advertised by means of neighbour notification letter and site notice.
- 5.2 There were eight letters of objection to the proposal which raised the following issues;
- The front balcony would be out of keeping with the properties along the road and this and the side balcony would raise issues of loss of privacy of neighbouring properties and the school.
 - Out of character with the Mock Tudor style of Lower Morden Lane.
 - Other residents would not be allowed to build on their front roof slope
 - No other three storey building in this lane and could be built elsewhere
 - Each application is getting progressively bigger.
 - Building is too tall and would restrict views of the trees to the rear
 - Over development of the site.
 - The car parking and bin store in front of the premises would be unsightly
 - The previous approved design in terms red brick and hanging tiles was more in keeping with the streetscene.
 - Car parking presents a hazard for school children.
 - Insufficient car parking spaces, should be two per flat.
 - Provision of 4 cycle lockers does not answer lack of parking concerns

- The site is within Merton Park boundary and green spaces should be preserved.
 - Potential problem of flooding.
- 5.3 The Merton Historical Society expressed regret at the loss of the existing building with its wartime heritage but requested further archaeological exploration as part of the redevelopment.
- 5.4 The Environment Agency. No objection to the proposal subject to the imposition of suitable conditions requiring the works to be undertaken in accordance with the approved and Flood Risk Assessment (FRA) issue C dated 26th June 2015 prepared by Monson Engineering Ltd.
- 5.5 LBM Highways. No objection subject to the imposition of conditions.
- 5.6 LBM Transport planning. Officers had no objection to the scheme and concluded that 'a development of only 6 dwellings will have minimal impacts on traffic levels and congestion on the local road network' and that the level of parking provision is in accordance with London Plan policy 6.13.
- 5.7 Historic England. The Archaeology adviser at the Greater London Archaeological Advisory Service has commented that the site is within an Archaeological Priority Area as designated by the Borough and it is possible that the Old Library stands on the site of the medieval home of the Huberd family. Much of the site has been developed by the construction of the Old Library building and the new build sits almost exactly on the same footprint. Does not consider that any buried archaeological remains could survive on the site. However it is recommended that the LPA applies a condition for archaeological investigation in the form of a watching brief during construction.
- 6. POLICY CONTEXT**
- 6.1 Merton Sites and Policies Plan (July 2014). The relevant policies are:
 DM D1 (Urban design)
 DM D2 (Design considerations)
 DM D4 (Heritage assets)
 DM E1 (Employment Areas in Merton),
 DM E3 (Protection of scattered employment sites),
 DM E2 (Offices in town and local centres),
 DM F1 (Support for Flood Risk management)
 DM T2 (Transport impacts of developments)

Supplementary Planning Guidance for New Residential Development
 1999

- 6.2 London Plan 2015
3.3 (Increasing housing supply)
3.4 (Optimising housing potential)
3.5 (Quality and design of housing developments)
6.13 (Parking)
7.4 (Local character)
7.6 (Architecture)
7.8 (Heritage assets and archaeology)
London Housing Supplementary Planning Guidance 2012

- 6.3 Merton LDF Core Planning Strategy 2011
CS 9 (Housing provision)
CS 14 (Design)
CS 16 (Flood risk management)
CS 20 (Parking, servicing and delivery)

7.0 PLANNING CONSIDERATIONS

- 7.1 The main issues for consideration are the loss of potential employment floor space, the design of the flats, the impact on neighbour amenity and the local streetscene including flood risk.

- 7.2 Loss of employment floorspace and the provision of housing:
The first floor office area subject to this application has been granted planning permission for use as offices but has never been occupied as such and despite attempts at marketing the upper floors for office use, it has remained vacant. The existing ground floor kitchen showroom use would be considered a scattered employment site and thereby subject to SPP policy DM E3 Protection of scattered employment sites.

- 7.3 However planning consent has previously been granted for both the vacant upper floor and the area to the rear of the existing ground floor to be converted to flats and prior approval was not required for the conversion of the whole building to flats. Against this background, it is considered that it would be unreasonable to withhold permission on the basis of the loss of employment land and floorspace.

- 7.4 Currently Policy CS. 9 within the Council's Adopted Core Strategy [July 2011] and policy 3.3 of the London Plan [July 2015] state that the Council will work with housing providers to provide a minimum of 4,107 additional homes [411 new dwellings annually] between 2015 and 2025. The proposal will provide six new flats suitable for small family accommodation and would make a contribution towards delivering the objectives of this policy.

7.5 Housing standards and amenity space provision.

The proposal would provide 1 x three bedroom, 3 x two bedroom and 2 x one bedroom flats, Flat 2 would be a 3 bedroom 4 person unit with a Gross Internal Area of over 87.5m² which exceeds the 74m² minimum Gross Internal Area requirements of the London Plan 2015. Flats 2 & 3 are 2 bedroom 4 person units and with GIAs of 79m² and these easily exceed the minimum requirement for 70m². Flat 4 is a 2 bedroom 3 person unit with a GIA of 87.5m² compared with a required 61m². Flats 5 and 6 are one bedroom 2 person units and with GIAs of 57.5m² and 66m² they also exceed the 50sqm² minimum standard. Each unit is also to be provided with amenity space, which with the exception of Flat 6 which is only 0.5m² below standard, are in accordance with London Housing SPG standards. Consequently it is considered that the proposal would provide additional housing to an acceptable standard that accords with relevant planning policies and guidance.

7.6 The impact on neighbour amenity

London Plan policy 7.6 and SPP policy DM D2 require that proposals will not have a negative impact on neighbour amenity in terms of loss of light, privacy visual intrusion or noise and disturbance. There are no residential neighbours on the same side of the road as the proposal and therefore the proposal would have no impact in terms of loss of light or outlook on neighbour amenity on that side of the road. The proposed flats have no windows in the side elevation and whilst this application includes an amenity balcony that was not on the previous approval, this is set largely within the roof slope and is more than 30m away from the school grounds with trees along both sides of Pyl Brook separating the two sites. The fronts of the residential properties on the opposite side of Lower Morden Lane are more than 31m from the upper windows and balconies in the new flats, sited across a busy road. This exceeds the requirement set out in the Merton New Residential Development SPG 1999. The size of this separation distance and the fact that it relates to front gardens and not the rear gardens where residents tend to congregate in nice weather is considered sufficient not to cause a negative impact on neighbour amenity in terms of noise, disturbance and loss of privacy. The proposal therefore also accords with relevant planning policies in this regard.

7.7 The impact on the street scene

London Plan policy 7.4, Sites and Policies Plan policies DM D1 (Urban design), DM D2: (Design considerations) and DM D3: (Alterations and Extensions to existing Buildings) as well as LBM Core Strategy Policy CS14 are all policies designed to ensure that proposals are well designed and in keeping with the character of the local area.

- 7.8 A number of objections raised concerns relating to the impact of the appearance of the proposed building on the street scene, in particular it being out of keeping with the local area. The proposals have been designed so that whilst wider than the previous approval, it is not as deep and although the principal ridge line is 0.8m higher (the previous design having had a prominent lower ridge and a smaller upper ridge) there is no difference in the maximum height of this scheme to that previously approved.
- 7.9 With regards to the proposal respecting the character and appearance of the streetscene this would normally be given considerable weight in circumstances where the properties on both sides of the road were similar. However, as was noted in the previous consent, in this proposal the site is a unique design located in proximity to a garden centre and a primary school with no residential properties on that side of the road. Consequently this side of Lower Morden Lane does not have an established pattern of development and whilst the addition of balconies on this building is considered acceptable, it would not create a precedent for the houses on the opposite side of the road. Notwithstanding this the proposals reflect various design features that characterize the more traditional housing stock in the locality including pitched roofs, splayed bays, mock Tudor exposed beams over projecting gable roofs, leaded light windows and the use of facing bricks and roof tiles and officers consider that flats would blend in with the locality.
- 7.10 Parking, servicing and deliveries.
- LDF Core Strategy Policy CS 20 is concerned with issues surrounding pedestrian movement, safety, serving and loading facilities for local businesses and manoeuvring for emergency vehicles as well as refuse storage and collection. The proposal will provide six flats which would be an increase of two flats above the existing permissions for the site. Consequently in terms of additional traffic it is considered that this small number of additional units would not create a noticeable increase in traffic in the area. In terms of parking the Council's Transport planning officer commented that the proposal would not result in the loss of any on street parking spaces and that if the existing crossover and driveway entrance is partially reduced in size it could potentially allow for two new on street spaces. A s278 agreement would be required to address highways issues with regards to crossover and speed pillow relocation. Following comments from the Transport officer a revised front layout has been provided that ensures the provision of the required 10 secure cycle storage spaces, a disabled bay and an electric car charging point as required by policy 6.13 of the London Plan and DM T1 in the Sites and Policies Plan 2014.

7.11 Risk from flooding

The proposal involves a reduction in the amount of ground floor buildings on site and therefore it is not considered that the proposal would increase the risk of flooding, impede the flow of floodwater or reduce the capacity of the flood plain to store water. The existing area of non permeable hardstanding at the side of the site will be replaced by an area of porous hardstanding blockwork which will serve to improve the situation regarding water run off. The Environment agency raised no objection to the proposals subject to the imposition of suitable conditions including the mitigation measures found in the submitted Flood Risk Assessment. Consequently the proposal accords with SPP policy DM F1 (Support for Flood Risk Management). The FRA sets the floor levels at 21.54m AOD and is the same as the previously approved scheme. The front of the existing building is currently 21.12m AOD and the rear between 21.13 and 21m AOD.

7.12 Affordable housing

LDF Core Planning Strategy policy CS.8 seeks the provision of a mix of housing types including affordable housing. The Council seeks financial contributions towards affordable housing for scheme creating between 1 and 9 additional units under the terms of adopted policy. The applicant submitted a viability report that stated the proposal could not sustain an affordable housing contribution. This was independently assessed by a third party assessor who confirmed this assessment to the satisfaction of the Council's S106 Monitoring officer.

7.13 Archaeology

SPP policy DM D4 and London plan policy 7.8 seek to protect heritage assets including archaeological assets. Since the previous consent was granted new information has been provided regarding the historical significance of the existing building's wartime role possibly as a Heavy Rescue Centre and potentially a gas decontamination station and the history of the site as the medieval home of the Huberd family. Although the building has not been considered worthy of listing it has been recommended that a condition be imposed for a Written Scheme of Investigation that will ensure the applicants record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) for both the building and wider site and to make this evidence publicly available.

8 CONCLUSION

- 8.1 Although larger than the scheme previously approved by members the maximum height is no greater and the building will be set further back from the street edge. Whilst there is no predominant form of development on that side of Lower Morden Lane, the appearance and character of the

proposed building with its use of exposed brickwork and tiled roof is considered to reflect the predominantly residential nature of the locality, albeit not in a mock Tudor style.

- 8.2 The positioning, design and siting of the building is such that it has no impact on neighbour amenity on that side of the road and is far enough away from the houses on the opposite side of the road that it complies with planning policy requirements for a 25m separation distance between habitable windows. The proposal will provide two more flats than has been previously consented and it is considered that a total of six flats on the site would not generate additional traffic or requirements for parking such as to warrant a refusal of planning permission. The proposal will also provide six units of accommodation that will exceed the required standards for internal and external space standards and will contribute to the provision of new additional housing within the borough. For these reasons the proposal is recommended for approval subject to conditions

RECOMMENDATION

GRANT PLANNING PERMISSION subject to planning conditions

1. A1 Commencement of Development
2. A7 Construction in accordance with plans Site location plan, Drawings, MRD/NB/101 Rev C, MRD/NB/001 Rev C, MRD/NB/1000 Rev A and Flood Risk Assessment (FRA) issue C dated 26th June 2015 prepared by Monson Engineering Ltd.
3. B1 The materials to be approved
No development shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details.
Reason; To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Polices Plan 2014.
4. C6 Details of the provision to be made for the storage of refuse and recycling shall be submitted to and approved
No development shall take place until a scheme for the storage of refuse and recycling has been submitted in writing for approval to the Local

Planning Authority. No works which are the subject of this condition shall be carried out until the scheme has been approved, and the development shall not be occupied until the scheme has been approved and has been carried out in full. Those facilities and measures shall thereafter be retained for use at all times from the date of first occupation.

Reason; To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with the following Development Plan policies for Merton: policy 5.17 of the London Plan 2015, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Polices Plan 2014

5. D11 Construction times.

No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.

Reason; To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2011 and policy DM EP2 of Merton's Sites and Polices Plan 2014.

6. F2 Landscape implementation; All hard and soft landscape works shall be carried out in accordance with the approved details as shown on drawings MRD/NB/1000 Rev A. The works shall be carried out in the first available planting season following the completion of the development or prior to the occupation of any part of the development, whichever is the sooner, and any trees which die within a period of 5 years from the completion of the development, are removed or become seriously damaged or diseased or are dying, shall be replaced in the next planting season with others of same approved specification, unless the Local Planning Authority gives written consent to any variation. All hard surfacing and means of enclosure shall be completed before the development is first occupied.
- Reason; To enhance the appearance of the development in the interest of the amenities of the area, to ensure the provision sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policies 5.1, 7.5 and 7.21 of the London Plan 2011, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, F2 and O2 of Merton's Sites and Polices Plan 2014.

7. F9 Hardstandings

The hardstanding hereby permitted shall be made of porous materials, or provision made to direct surface water run-off to a permeable or porous area or surface within the application site before the development hereby permitted is first occupied or brought into use.

Reason; To reduce surface water run-off and to reduce pressure on the surrounding drainage system in accordance with the following

Development Plan policies for Merton: policy 5.13 of the London Plan 2015, policy CS16 of Merton's Core Planning Strategy 2011 and policy F2 of Merton's Sites and Polices Plan 2014.

8. H7 Cycle parking implementation
The development hereby permitted shall not be occupied until the cycle parking shown on the plans hereby approved has been provided and made available for use. These facilities shall be retained for the occupants of and visitors to the development at all times.
Reason; To ensure satisfactory facilities for cycle parking are provided and to comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2015, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Polices Plan 2014.
9. H9 Construction vehicles
The development shall not commence until details of the provision to accommodate all site workers', visitors' and construction vehicles and loading /unloading arrangements during the construction process have been submitted to and approved in writing by the Local Planning Authority. The approved details must be implemented and complied with for the duration of the construction process.
Reason; To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Polices Plan 2014.
10. Non standard condition
No demolition shall take place until a written scheme of historic building investigation (WSI) has been submitted to and approved by the local planning authority in writing. For buildings that are included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and
A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.
This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason; Built heritage assets on this site will be affected by the development. The planning authority wishes to secure building recording in line with NPPF, and publication of results, in accordance with Section

12 of the NPPF and policies 7.8 in the London Plan 2015 and DM d4 of the Merton Sites and Policies Plan 2014.

11. Non Standard condition; The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment (FRA) issue C dated 26th June 2015 prepared by Monson Engineering Ltd and the following mitigation measures detailed within the FRA; Finished floor levels are set no lower than 21.54m above Ordnance Datum (AOD) and the mitigation measures shall be fully implemented prior to occupation.
Reason; To reduce the risk of flooding to the proposed development and future occupants in accordance with policy DM F1 of the Merton Sites and Policies Plan 2014.
12. Non Standard Condition (Sustainability) No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority demonstrating that the development has achieved not less than the CO2 reductions (ENE1) (a 25% reduction compared to 2010 part L regulations), and internal water usage (WAT1) (105 litres/p/day) standards equivalent to Code for Sustainable Homes level 4. Informative: Evidence requirements in respect of condition 13 are detailed in the "Schedule of evidence required for Post Construction Stage from Ene1 & Wat1 of the Code for Sustainable Homes Technical Guide.
Reason for condition: To ensure the development achieves a high standard of sustainability and makes efficient use of resources and to comply with policies 5.2 of the Adopted London Plan 2015 and CS 15 of the Adopted Merton Core Planning Strategy 2011.
13. Amended standard condition (Lifetime homes) Prior to first occupation of the proposed new dwellings, the applicant shall provide written evidence to confirm the new dwelling units meet Lifetime Homes Standards based on the relevant criteria. Reason for condition: To meet the changing needs of households and comply with policy CS8 of the Adopted Core Strategy (July 2011).
14. Non-standard condition (Off street car parking) Prior to first occupation of the proposed new dwellings car parking shall be in place in accordance with the approved plans and shall be permanently retained thereafter for use by occupiers of and visitors to the flats.
Reason for condition: To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Polices Plan 2014.

15. Non standard condition

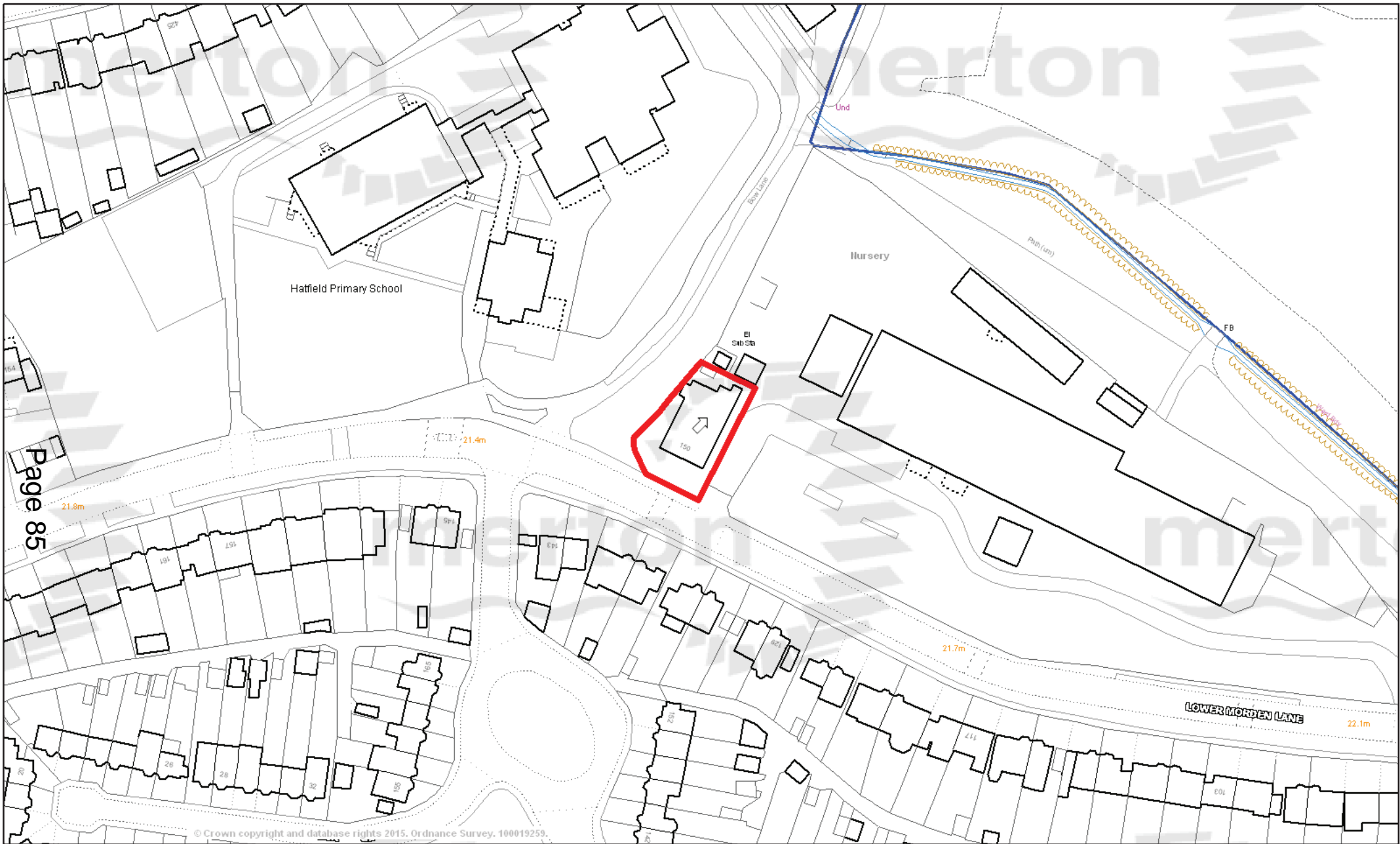
Prior to first occupation of the development hereby approved the applicant shall have entered into and completed an agreement under s278 of the Highways Act with the Highways Authority to secure the removal of the two existing vehicle crossovers and reinstatement of the kerb and footpath the installation of a new vehicle crossover at the location shown on the site plan, relining of the centre line carriageway hatching and the relocation of the three speed cushions that are immediately outside the site.

Reason. To ensure the safe and efficient operation of the public highway in accordance with policies CS 20 of the Core Strategy 2011 and DM T2 of the Adopted Merton Sites and Policies Plan 2014.

INFORMATIVE.

The written scheme of investigation will need to be prepared and implemented by a suitably professionally accredited heritage practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. The works should conform to Historic England Historic Building Guidance Level 2-3.

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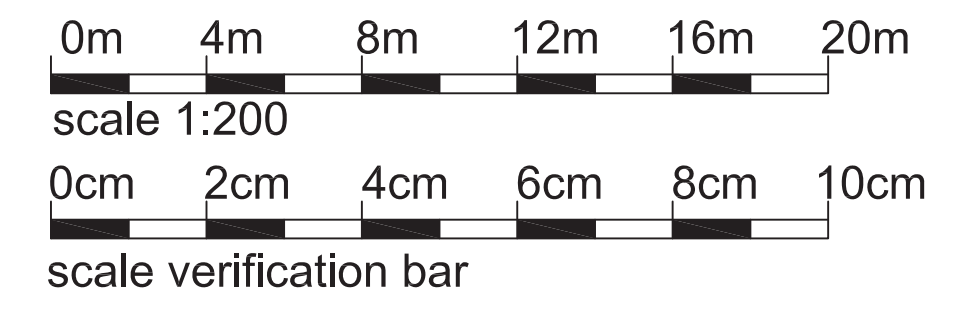
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150 Lower Morden Lane

Scale 1/1250
Date 23/11/2015

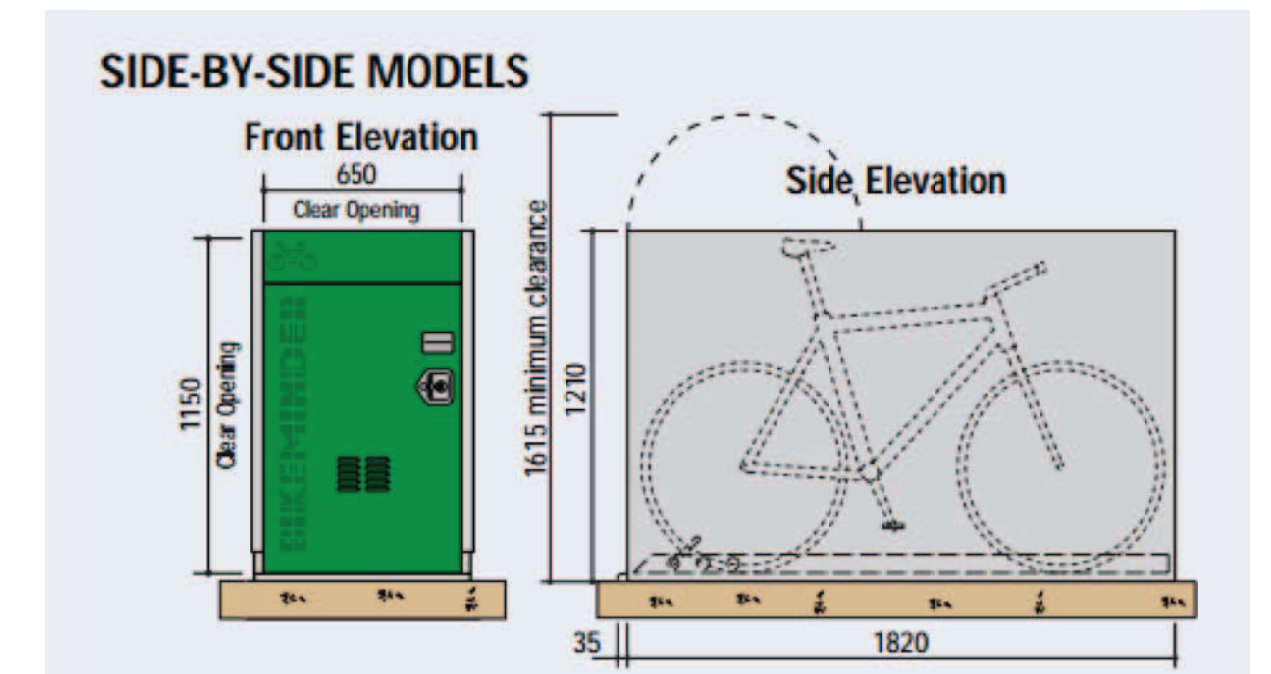
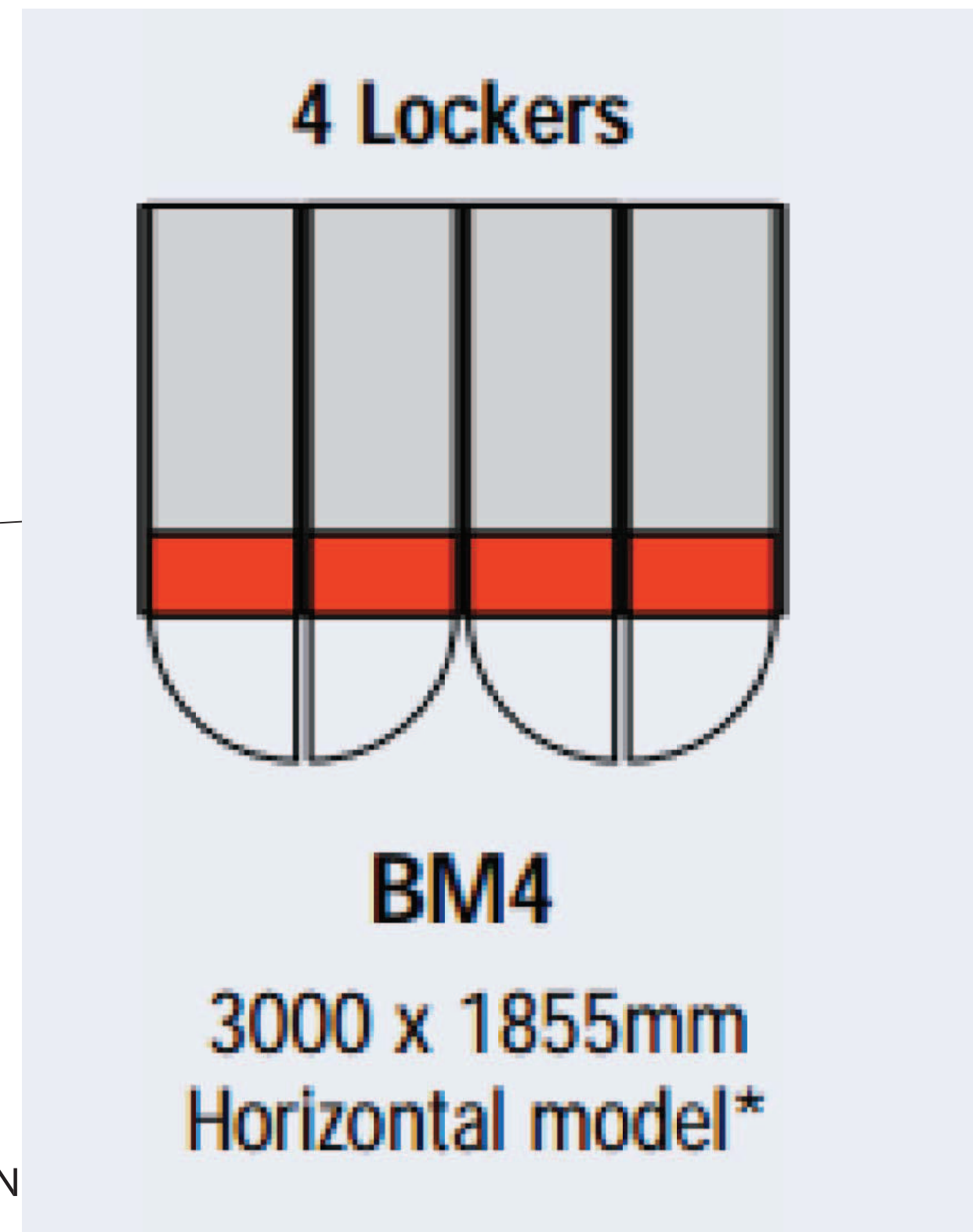
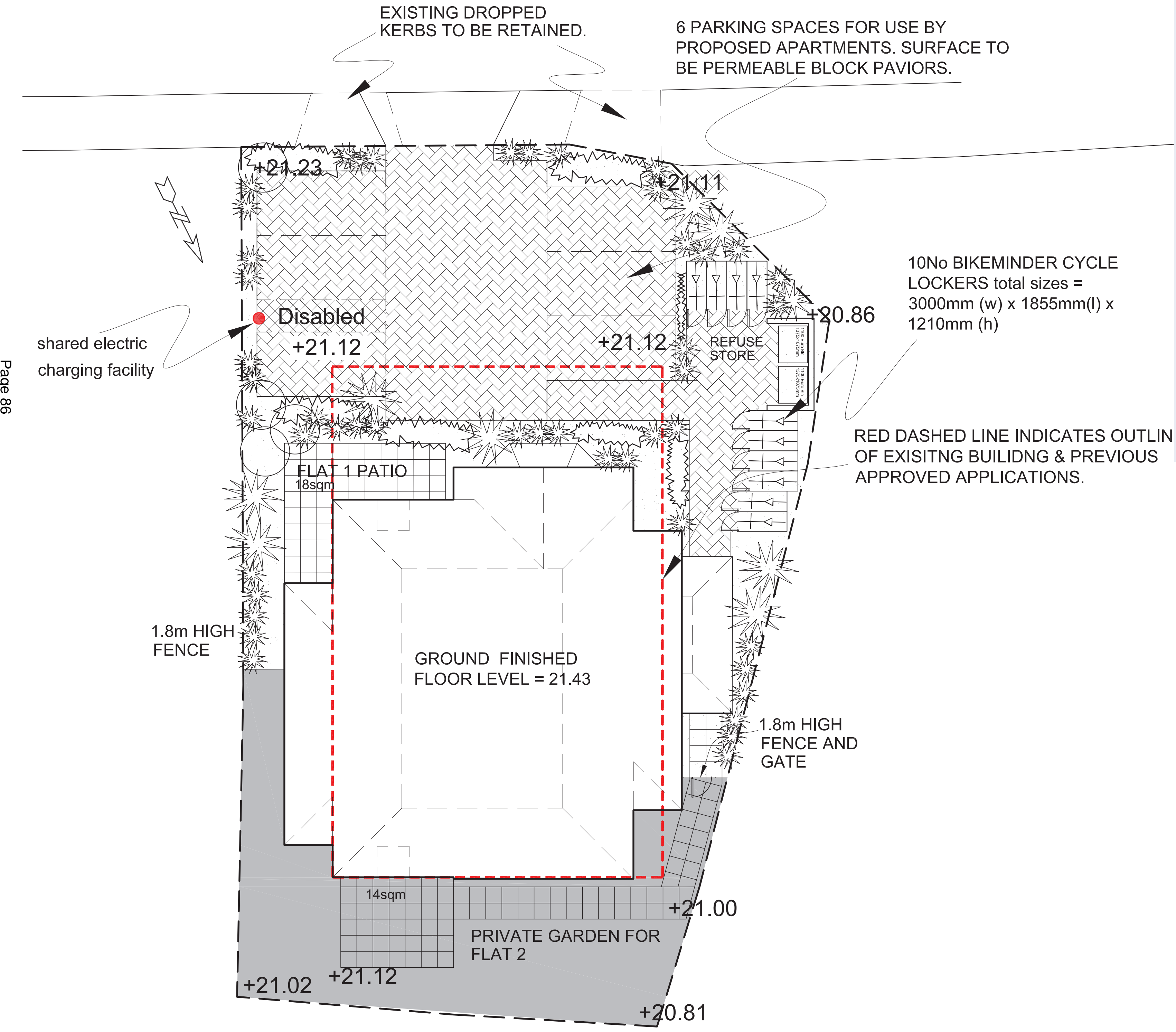
London Borough of Merton
100 London Road
Morden
Surrey
SM4 5DX





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LOWER MORDEN LANE



DETAILS OF BIKEMINDER CYCLE LOCKERS nts

Page 86

SITE PLAN 1:100

Rev: C NOV 15
amenity areas added.

Rev: B NOV 15
ELECTRIC CHARGING POINT ADDED
CYCLE SPACES INCREASED TO 10.
DISABLED PARKING BAY SHOWN.

A MINOR AMENDMENTS. OCT 15

Hillmandesign Ltd
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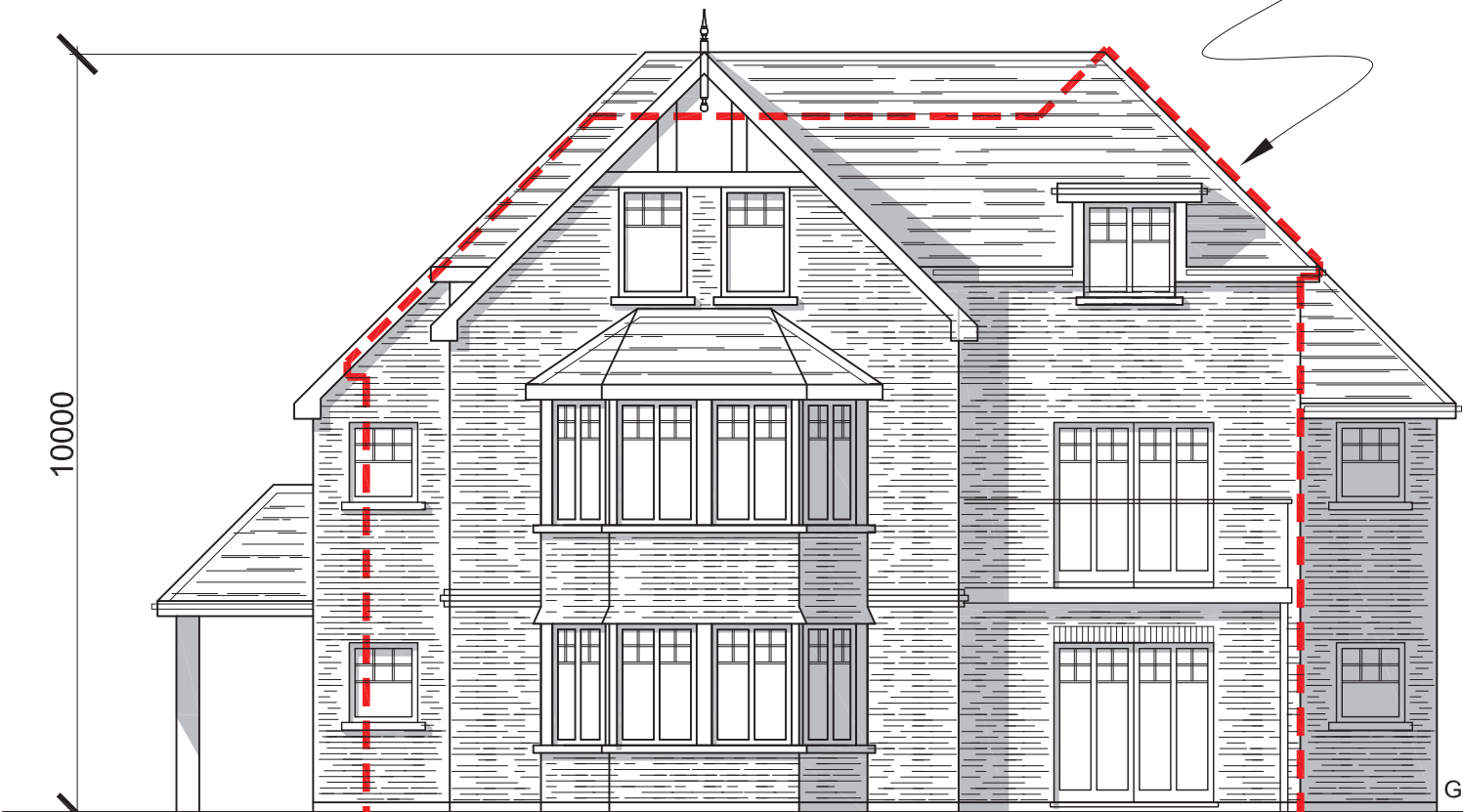
PROJECT
THE OLD LIBRARY
150 LOWER MORDEN LANE,
MORDEN, SURREY, SM4 4SJ

DRAWING
SITE PLANS

SCALE 1:100 DATE JUNE 15
DRAWING NO MRD/NB/001 REVISION C

0m 2m 4m 6m 8m 10m
 scale 1:100
 0cm 2cm 4cm 6cm 8cm 10cm
 scale verification bar
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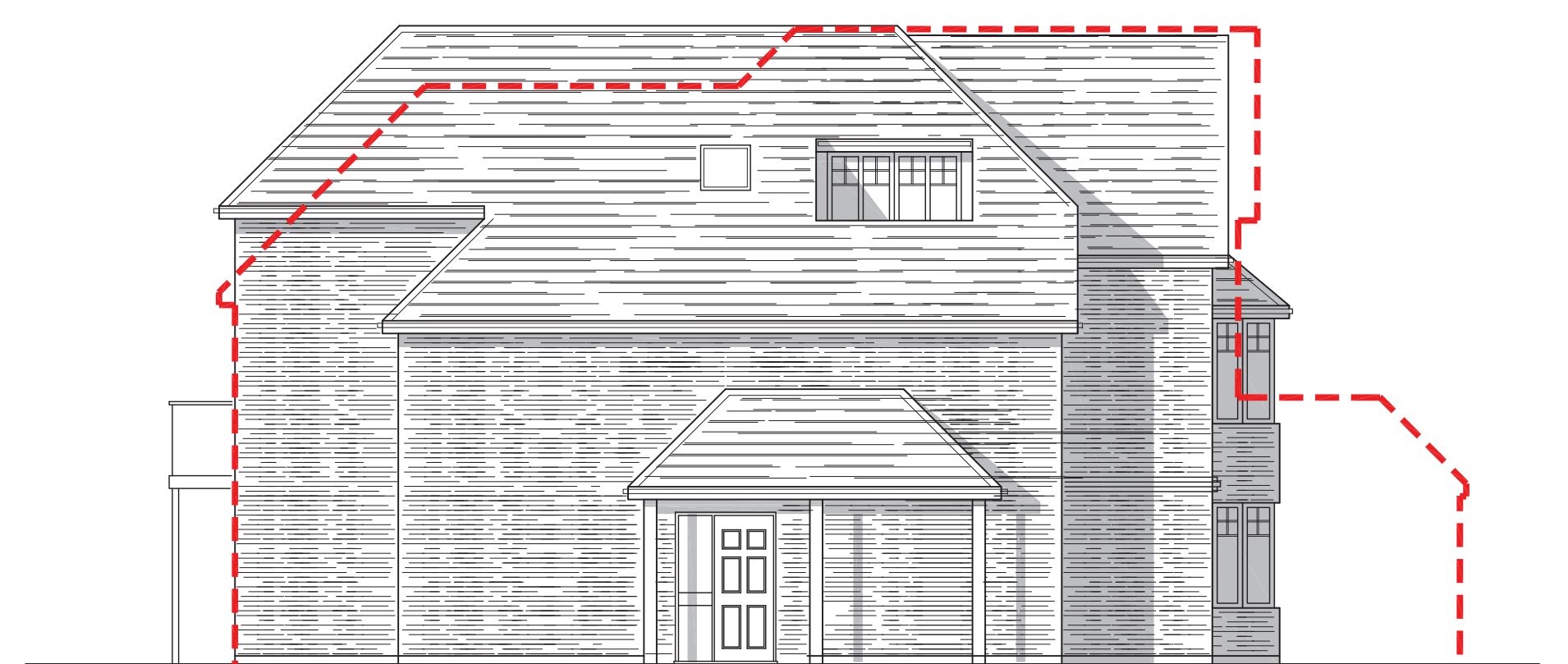
RED DASHED LINE INDICATES
 OUTLINE OF APPROVED SCHEME



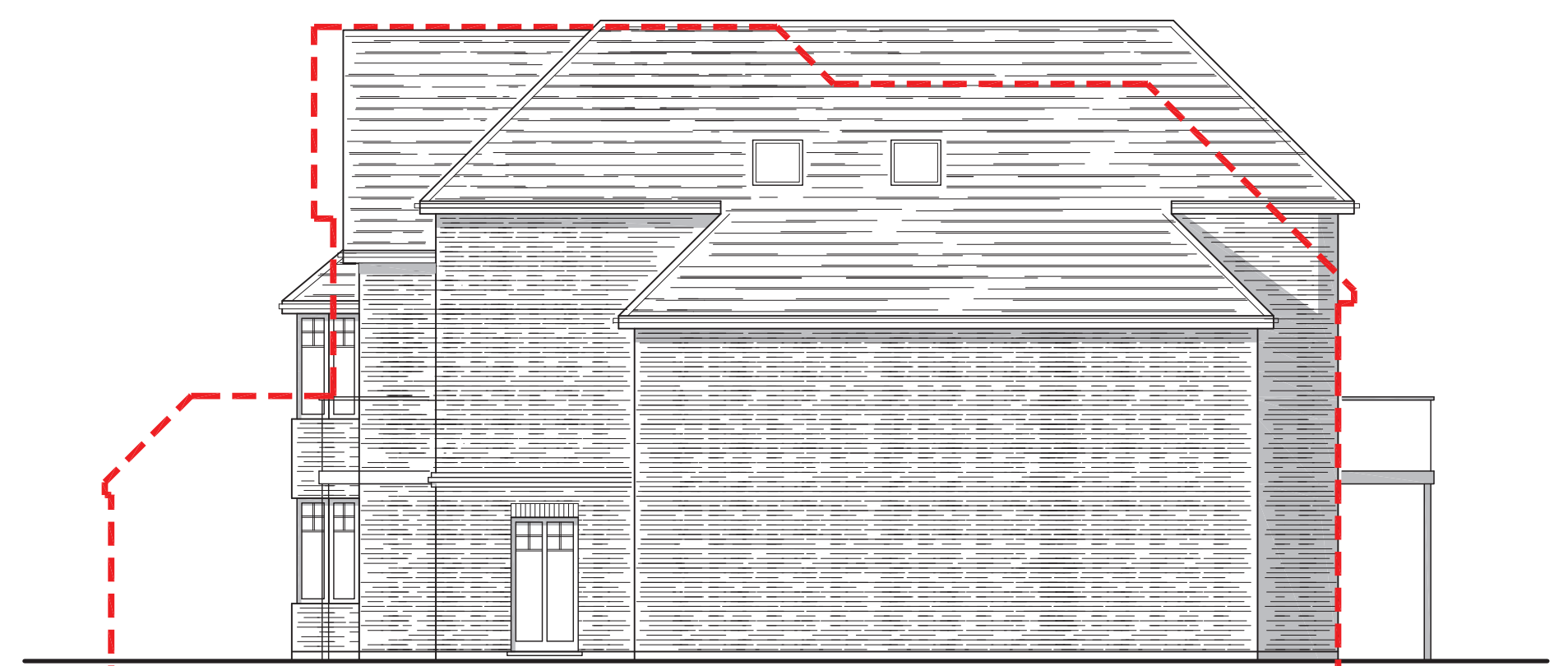
PROPOSED FRONT ELEVATION 1:100



PROPOSED REAR ELEVATION 1:100

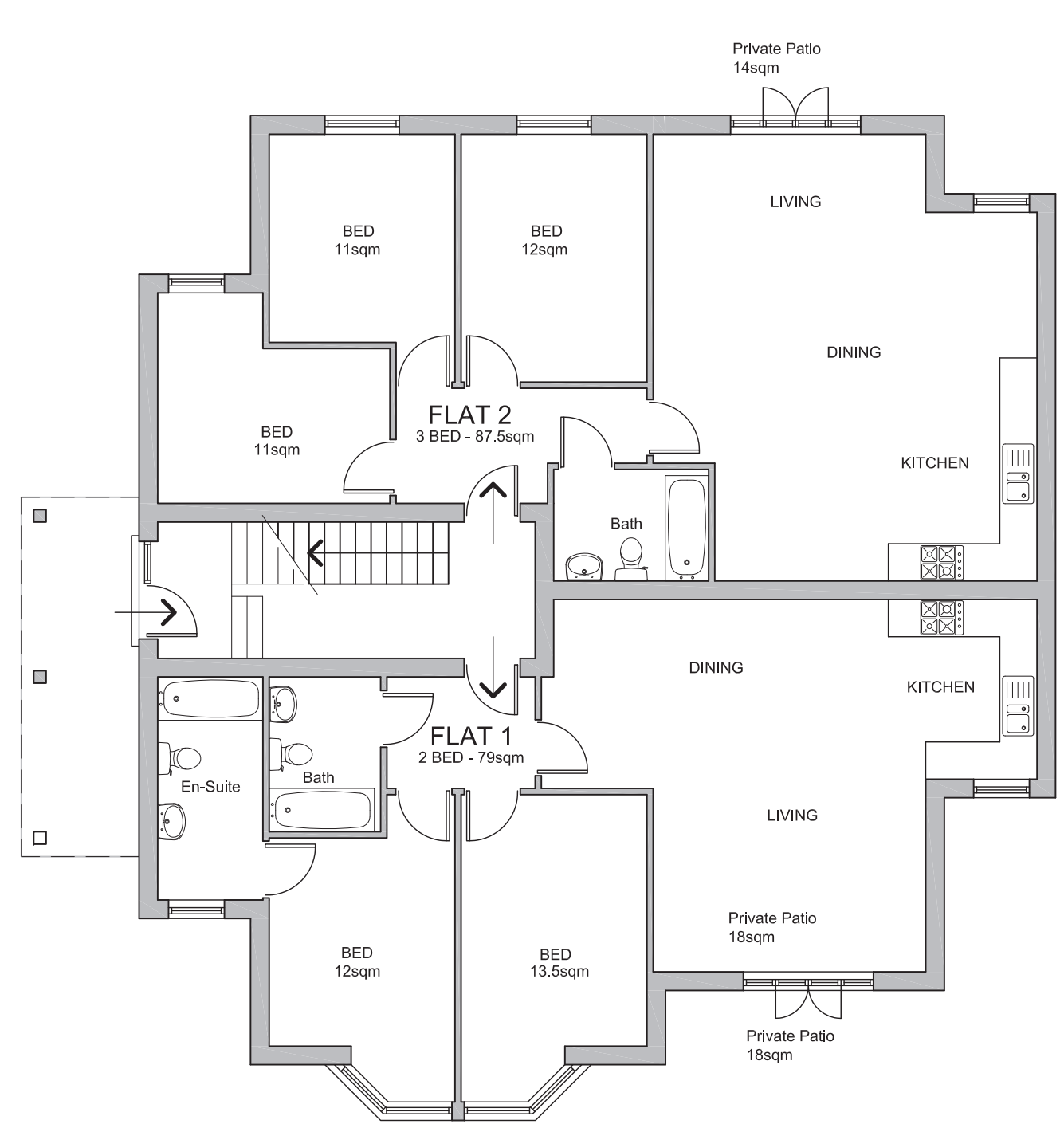


PROPOSED SIDE ELEVATION 1:100

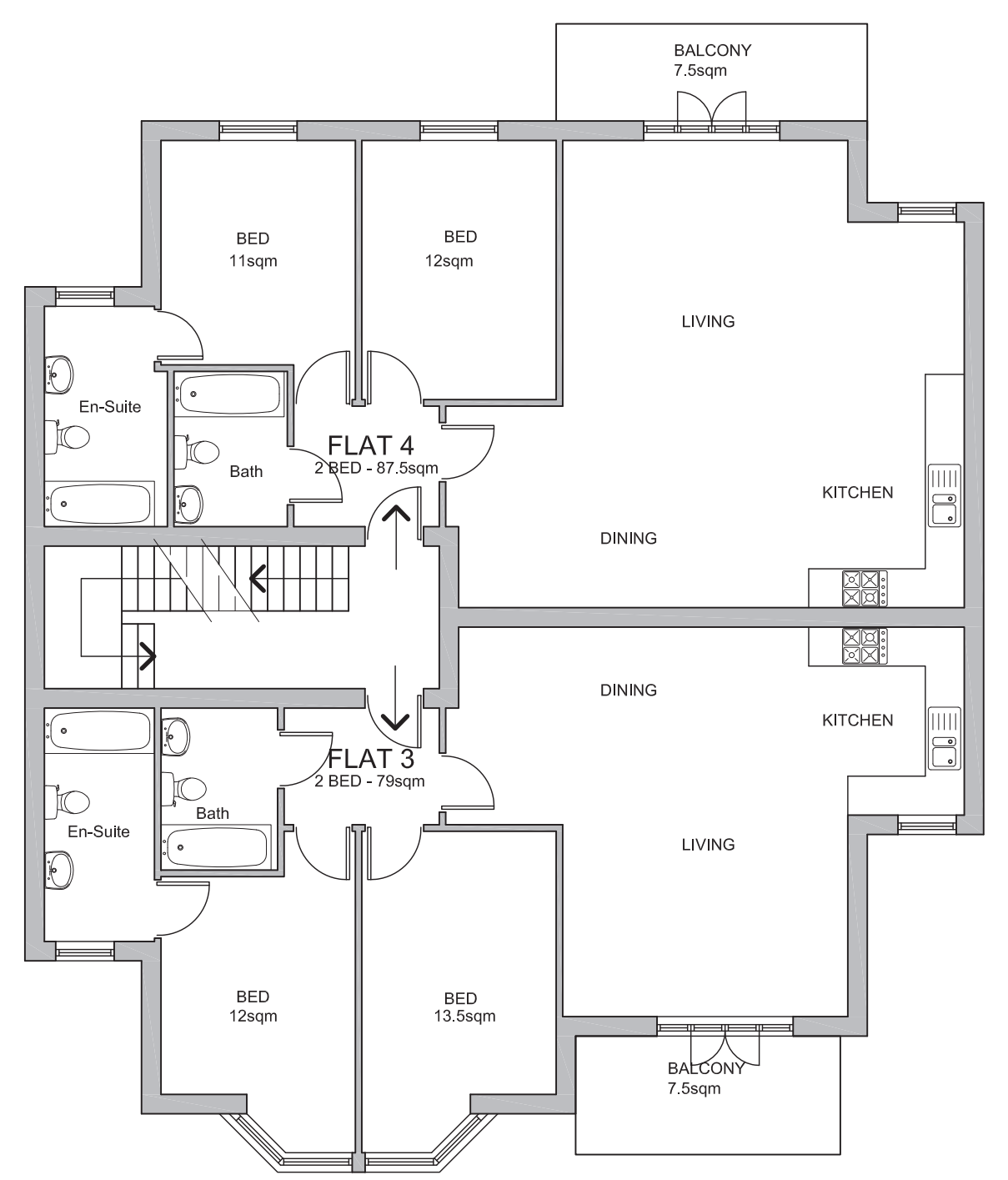


PROPOSED SIDE ELEVATION 1:100

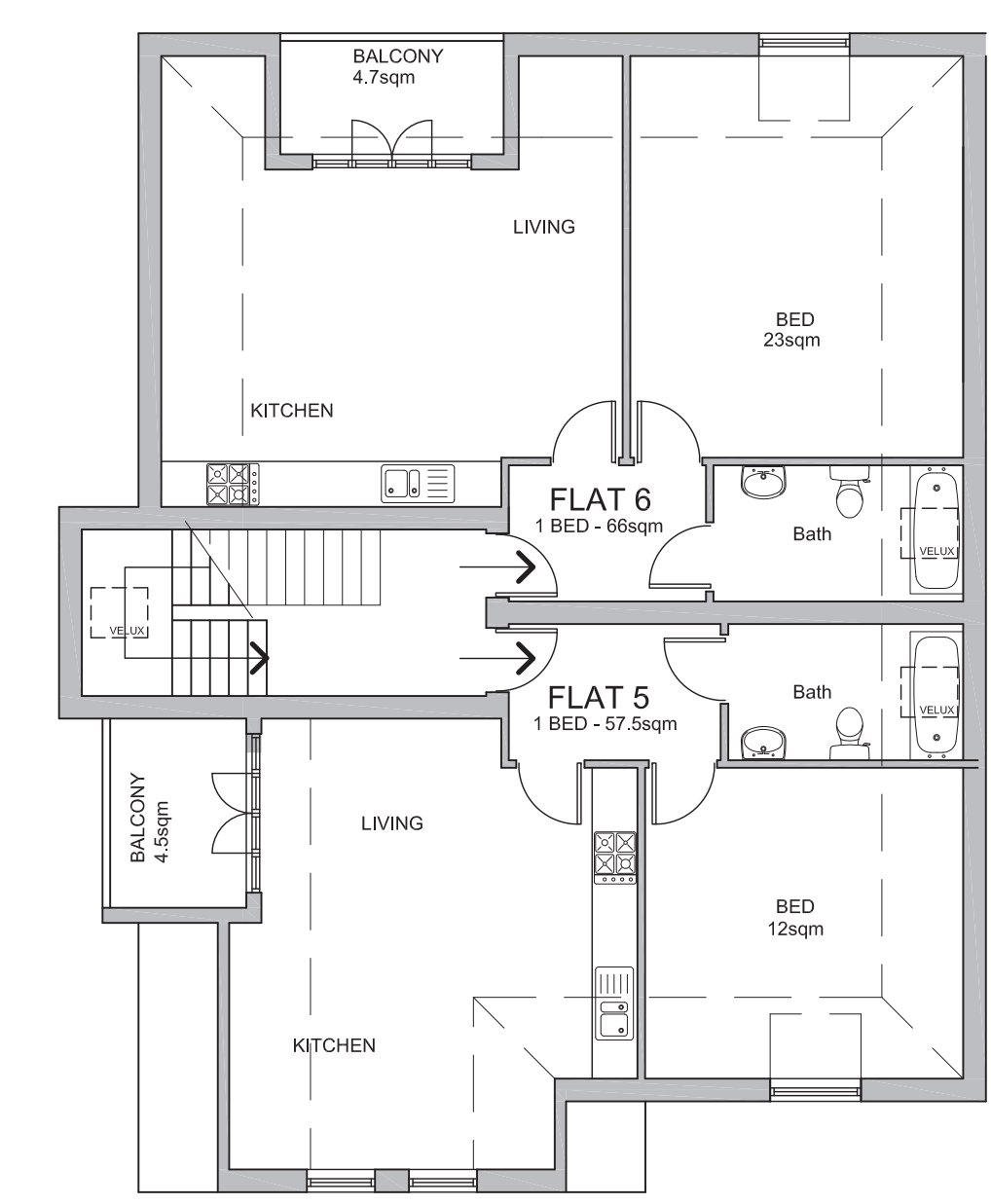
Page 87



PROPOSED GROUND FLOOR PLAN 1:100



PROPOSED FIRST FLOOR PLAN 1:100



PROPOSED SECOND FLOOR PLAN 1:100

Rev: C NOV 15
 amenity areas added.
 Dimension to highest part shown
 B BEDROOM AREAS ADDED NOV 15
 A MINOR AMENDMENTS. OCT 15

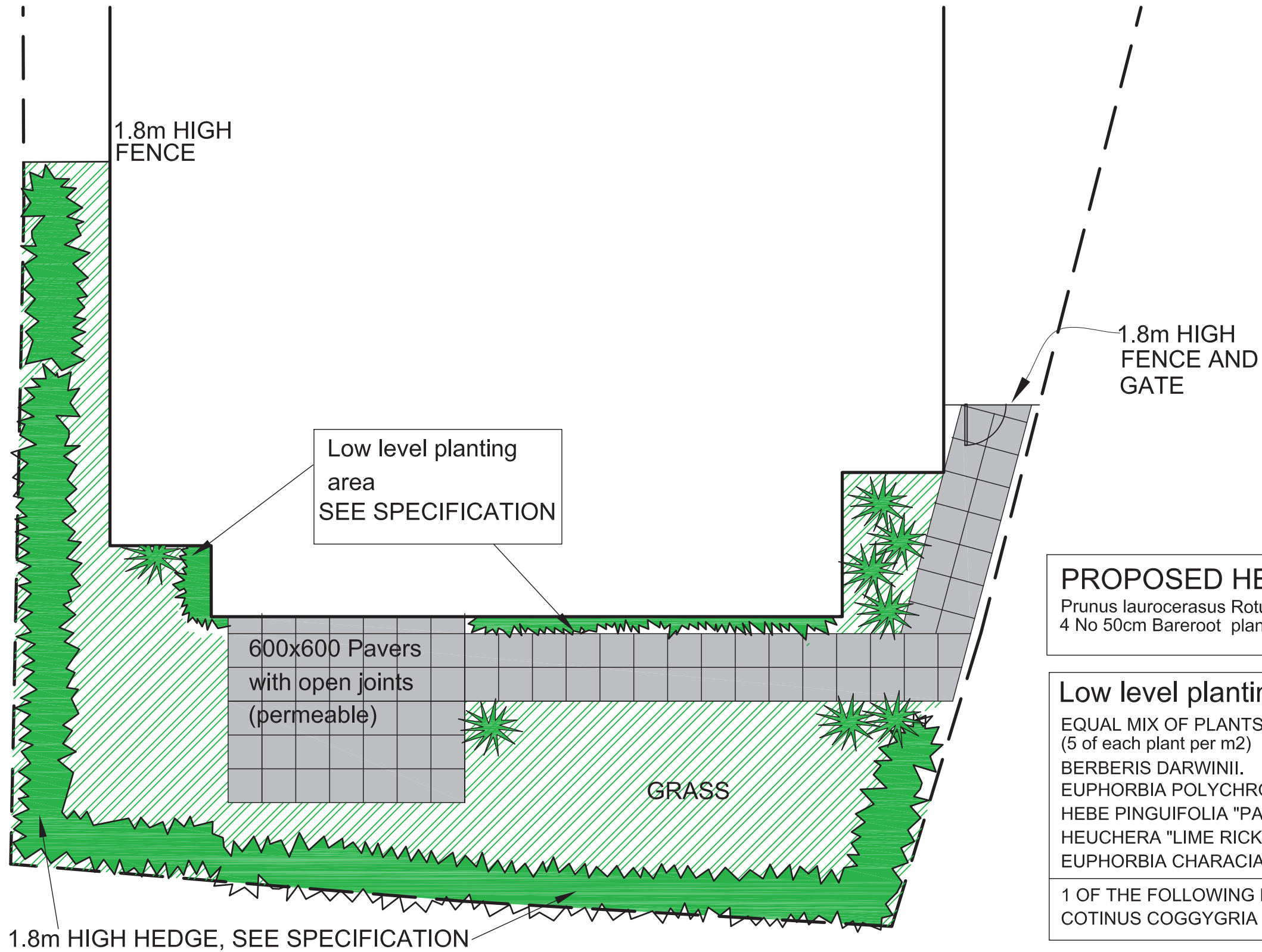
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PROJECT
 THE OLD LIBRARY
 150 LOWER MORDEN LANE,
 MORDEN, SURREY, SM4 4SJ

DRAWING
 PROPOSED PLANS & ELEVATIONS

SCALE	DATE
1:100	JUN 15
DRAWING NO	REVISION
MRD/NB/101	C



PROPOSED HEDGE
Prunus laurocerasus Rotundifolia
 4 No 50cm Bareroot plants per m2

Low level planting areas
 EQUAL MIX OF PLANTS BELOW AT 25 PLANTS per m2:
 (5 of each plant per m2)

BERBERIS DARWINII.	3L	30/40.
EUPHORBIA POLYCHROME	2L	60/80
HEBE PINGUIFOLIA "PAGEI"	2L	20/40
HEUCHERA "LIME RICKY"	2L	
EUPHORBIA CHARACIAS SSP. WULFENII	3L	

1 OF THE FOLLOWING PLANT per m2:
 COTINUS COGGYGRIA "ROYAL PURPLE" 10L 60/80

A MINOR AMENDMENTS. OCT 15

THE OLD LIBRARY
 150 LOWER MORDEN LANE,
 MORDEN, SURREY, SM4 4SJ

LANDSCAPING LAYOUT 1:100

MRD/NB/1000 A

CLIENT
MR C. DUGGIN

MONSON

Structural Engineering
Roads & Car Parks
Traffic & Flood Risk Assessments
Water & Drainage Engineering
CDM Co-ordination
Technical Audits & Assessments

THE OLD LIBRARY
LOWER MORDEN LANE
MORDEN

FLOOD RISK ASSESSMENT

Prepared By: J. Finch
Verified by: K. Osgood

Issue Issue C
Date 26th June 2015
Client Ref
Job No 5581B2



Registered No. FS 37624

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EXECUTIVE SUMMARY

This report supports the application for the proposed development of a new building containing 6 flats, each floor supporting 2 flats each, being the ground floor, first floor and second floor. The report has been written in compliance with the National Planning Policy Framework document and accompanying Technical Guidance published in March 2012.

Predicted flood water levels from the Beverley Brook have been obtained from the Environment Agency and these indicate the highest flood water level at the site for the 1 in 100 year event plus climate change is 21.23m ODN. The existing ground floor of the building is 21.34m ODN.

The ground levels around the building range from 21.1m ODN to 21.22m ODN, whilst the levels on the footpath in Lower Morden Lane are approximately 21.2m ODN. The maximum depth of water is therefore no more than 120mm (approximately 5 inches) which does not constitute a risk to any person for access purposes.

The Strategic Flood Risk Assessment has also been reviewed to identify other flood risks and this site does not fall within areas identified as being at greater risk of surface water flooding. However, an historic surface water flooding incident in Lower Morden Road is recorded, which primarily affected the adjacent school, but did also result in very shallow flooding within the Old Library.

The surface water flooding is, in our opinion, the highest flood risk to the site.

A number of mitigation measures are proposed and these include: raising the finished floor level for the flats to a level of 21.54 m ODN (200mm above the existing floor level); raising electrical sockets and meters, and the installation of a flood protection barrier at the ground floor doors. These barriers would prevent flood water entering the building in extreme circumstances. We would also advise residents to connect to the flood warning system so that they would be aware of any flood warnings and can take the appropriate flood protection actions.

We would also recommend that part of the existing impermeable area is altered to a permeable surface to reduce the overall surface water discharge, and that water butts should be attached to the downpipes to be used for watering. These water butts will also act as initial attenuation storage in any rainfall event.

A number of existing outbuildings are to be removed which will further reduce the surface water discharge.

The application to convert part of the ground floor of the Old Library to residential use can provide safe accommodation to the occupants, and the predicted flood levels also show that safe access to and from the building is possible even for the most extreme event.

A previous planning application for converting part of the ground floor to a flat has been approved (Planning Application no 12/P/3032) but this application supersedes this application.

1.0 INTRODUCTION

Monson has been asked to produce a Flood Risk Assessment (FRA) to support an application for prior approval for a change of use of the ground floor from offices to three flats with a further flat on the first floor at the Old Library, Lower Morden Lane, Morden SM4 4SJ. A previous application (12/P/3032) to convert part of the ground floor to a flat has been approved but this application supersedes the approved application..

This report will conform to the National Planning Policy Framework and Technical Guidance published in March 2012.

The site is located just off Lower Morden Lane as indicated on the location plan included in Appendix A. The land is situated in Flood zone 3a, the flood map from the Environment Agency showing the flood zones is included in Appendix B.

2.0 DEVELOPMENT DESCRIPTION AND LOCATION

2.1 Development type and location

The application for the proposed development of a new building containing 6 flats, each floor supporting 2 flats each, being the ground floor, first floor and second floor. There is no increase in the floor area but as this application will result in additional dwellings it cannot be considered as minor development. Similarly, there is no definition or inclusion of "Change of Use" in the Technical Guidance, whereas this was previously stipulated in PPS25. Therefore the Sequential Test would still be applicable in this case.

2.2 Development classification

The development is considered to be more vulnerable as described in Table 2 of the Technical Guidance. Whilst it is recognised that new development should be directed to areas of lower flood risk, it is also recognised in Table 1 within the Technical Guidance that "More Vulnerable" development is appropriate in flood zone 3a if it meets certain criteria: "The More Vulnerable uses in Table 2 should only be permitted in this zone if the Exception Test is passed."

2.3 Planning Legislation and Local Development Framework

Recent Relevant Planning Legislation

Statutory Instruments 2013 No1101 Relating to Town and Country Planning England came in to force on 31st May. This allowed the permitted development of the change of use from offices to residential use.

Permitted Development

“Development consisting of a change of use of a building and any land within its curtilage to a use falling within Class C3 (dwelling houses) of the Schedule to the Use Classes Order from a use falling within Class B1(a) (offices) of that Schedule.”

This proposal comes within this permitted development as the ground floor has been used as offices.

The applicant is required to contact the Local Planning Authority to ascertain whether prior approval is required in respect of: Transport and Highway impacts, Contamination risks on the site, and flooding risks on the site.

This report will cover the flooding risks.

Local Development Framework

The following is taken from the Strategic Flood Risk Assessment Report relating to planning policies for the London Borough of Merton.

London Borough of Merton Merton Unitary Development Plan (2003)

Merton's Unitary Development Plan was adopted in October 2003 and aims to give a clear statement of the council's policies and proposals for development and land use. Relevant flood risk policies from the current UDP include:

Policy PE.5: Risk from flooding

In 'low' to 'medium' and 'high risk' flood zone areas (flood zones 2 and 3) as identified by the Environment Agency, an application for development should be accompanied by a Flood Risk Assessment appropriate to the scale and nature of the development proposed.

New development in flood zone 3(B) will not be permitted unless the particular location is essential and it can be demonstrated that an alternative lower risk location is not available. Residential development on such land will be limited to job related accommodation.

In flood zone 3(C) built development will be limited to transport and utilities infrastructure that needs to be located in the area. Recreation, sport and conservation uses will be permitted, provided that adequate warning and evacuation procedures can be provided.

In flood zones 1, 2 and 3(A) New development or the intensification of existing development will not be permitted where it would:

- (i) Increase the risk of flooding within this area or downstream;
- (ii) Materially impede the flow of floodwater;
- (iii) Reduce the capacity of the floodplain to store water;
- (iv) Adversely affect flood defence structures or other features with the same role or obstruct land needed for access and/ or maintenance purposes to such structures.

Policy PE.6: Water Quality

Developments that would lead to pollution of groundwater or surface water by reason of their wastewater discharge or surface water will not be permitted. Developments will not be permitted unless foul sewers and sewage treatment works of adequate capacity of design can be provided in time to serve the development. When assessing applications for developments the council will have regard to the following factors:

- (i) The incorporation of measures that reduce pollution at source;
- (ii) The incorporation of best management techniques for the control of the quality of surface water run-off;
- (iii) The nature and scale of development proposed.

Policy PE.7: Capacity of Water Systems

The council will seek to reduce water run-off arising from development and will encourage the provision of sustainable drainage systems.

Developments which would have an unacceptable impact on the capacity of water systems by either over-use of available water supplies or by leading to an increase in flood risk in the area or elsewhere will not normally be permitted. Developments will not normally be permitted unless adequate water supply and sewerage disposal are made available at the time of development.

Merton Local Development Framework

Public consultation on Merton's Preferred Policy Options took place in July 2007, where details of the Core Strategy, Development Control Policies and Proposals Map were available. Submission of Development Control Documents to the Planning Inspector was scheduled for April 2008 with targeted policy adoption by 2009. Relevant flood risk policies from Merton's LDF are detailed below:

Policy DC P 5: Development and flooding and surface water run-off

Applications for development outside areas at risk from flooding will be required to take into consideration their impact on surface water run-off and where they are above 1 hectare in size be required to produce a Flood Risk Assessment. The Flood Risk Assessment will be required to demonstrate that the rate of surface water run-off is the same as or less than before the new development occurred, stating the attenuation measures to be used.

Development in areas at risk from flooding will be required to set out a Flood Risk Assessment advising how the flood risk will be mitigated. Only the types of development set out by the sequential test in PPS 25 will be permitted in these areas. The Strategic Flood Risk Assessment for the borough should be considered.

Policy DC P 6: Water quality and supply

Development that would lead to pollution of groundwater or surface water by reason of their wastewater discharge or surface water will not be permitted.

Development that will impact the water supply for existing users and reduce the capacity of existing drainage, wastewater and sewerage will not be permitted unless adequate infrastructure can be installed.

In respect of the Unitary Development Plan, the proposed development does not increase the risk of flooding within this area or downstream, materially impede the flow of floodwater, reduce the capacity of the floodplain to store water, adversely affect flood defence structures or other features with the same role or obstruct land needed for access and/ or maintenance purposes to such structures.

The policies for the Local Development Framework can also be met with this application as this flood risk assessment will show how the flood risk will be mitigated and the development will have no impact on water quality, nor will the development have any significant impact on the existing drainage and water supply capacity, as the office use will be comparable to the residential use.

2.4 Sequential Test

The Sequential Test should be applied by the Local Authority as they are aware if alternative sites in lower flood risk areas are available for development at this time.

However, the information provided by the Environment Agency indicates the flood risk from the Beverley Brook is not as significant as indicated from the flood map and the site is only marginally at risk even when climate change is taken in to account. The building itself is not at risk of fluvial flooding under climate change conditions.

The area is not deemed to be within an area at risk from Surface Water Flooding as indicated on the plans within the Strategic Flood Risk Assessment, although an incident of surface water flooding has been recorded at Lower Morden Lane which affected the adjacent school.

The recent planning legislation has been passed in order to facilitate the conversion of offices to residential accommodation due to the current lack of new residential properties, and this site meets that criteria as long as it can be shown the accommodation will be safe from flooding.

2.5 Exception Test

The Exception Test as defined in the National Planning Policy Framework now covers two requirements:

- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
- a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

The sustainability benefits will be covered within the supporting planning statement but this site specific flood risk assessment will show how the accommodation will be safe for the lifetime of the building and will not increase flood risk elsewhere. This is explained in detail in section 8.

3.0 DEFINITION OF THE FLOOD HAZARD

3.1 Flood sources

Flooding from the Sea

There is no risk of tidal flooding from the River Thames as the ground levels are in excess of 20m ODN.

Flooding from Rivers

The site is approximately 50m south of the Beverley Brook and this is a principle source of flood risk to the site. The Environment Agency has completed a computer model for this watercourse and the data is included in Appendix C. This shows there may be very shallow flooding by the property in the 1 in 100 year flood event plus climate change, when taken in to account. There is almost no flooding around the property for the 1 in 100 year event itself. The maximum flood level, for the 1 in 100 year plus climate change event, is 21.23m ODN, which is approximately 110mm below the finished floor level of the building. This is based on the flood plain levels provided by the Environment Agency.

Flooding from Land

Flooding from land is associated with run-off from steep hills/escarpments gathering at a low point. This is a residential area and run-off from land is not an issue at this location. However, this location has suffered from surface water flooding in the past and this is associated with run-off from impermeable areas exceeding the capacity of the sewerage network. This will be considered as flooding from sewers below.

Flooding from Groundwater

Flooding from groundwater is again normally associated with springs emerging from hills, which either directly affect properties or the water gathers at a low point to cause flooding. The SFRA has been checked and there is no indication of a risk from groundwater at this location.

Flooding from Sewers.

The surface water sewers are generally not designed to cater for the 1 in 100 year rainfall event, and therefore some surface water flooding would be expected in extreme rainfall events. The historical surface water flooding records in the SFRA has been checked and the general area is not deemed to be at risk from surface water flooding due to topography, geology and historic flood records. However, there has been an incident of surface water flooding close to the site in July 2007, which has been recorded at the adjacent school. We have checked with the owner of the Old Library and he has confirmed the building suffered very slight internal flooding (approximately 50mm) on this occasion.

Flooding from Reservoirs, Canals and other artificial sources.

There are no such sources of flood risk that could affect this application.

The most significant flood risk at this location is from the surface water flooding from surface water flooding rather than that from the Beverley Brook.

3.2 Surface water drainage

The existing surface water arrangements for the building and hard standing will be retained but some of the outbuildings will be removed, which will reduce the overall surface water discharge from the site.

4.0 PROBABILITY

4.1 SFRA and other relevant data

The Environment Agency has undertaken a modelling exercise on the Beverly Brook which has established flood water levels both in the channel and in the floodplain. The full information from the Environment Agency is included in Appendix C.

The site is almost exactly at the Floodplain 2 location as indicated on the flood map, and the estimated flood levels for the various return period storms are shown in the table below.

	Flood levels (m ODN)			
	1 in 20	1 in 50	1 in 100	1 in 100 +CC
Floodplain 1	N/A	N/A	N/A	21.56
Floodplain 2	N/A	21.00	21.19	21.23
Floodplain 3	N/A	21.13	21.23	21.29

The site survey included in Appendix E shows the ground floor level is 21.34m ODN and the ground level around the building towards Lower Morden Lane ranges from 21.12 to 21.23. It can be seen that the building itself will not be at risk of flooding and the surrounding land would have a maximum water depth of 110mm. This very shallow depth of water poses no risk to people according to table 13.1 from report FD2320 shown below.

Table 13.1 Danger to people for different combinations of depth and velocity

Velocity (m/s)	Depth of flooding (m)												
	0.05	0.10	0.20	0.30	0.40	0.50	0.60	0.80	1.00	1.50	2.00	2.50	
0.00				Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
0.10				Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
0.25				Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
0.50				Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
1.00				Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
1.50				Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
2.00				Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
2.50				Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
3.00				Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
3.50				Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
4.00				Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
4.50				Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
5.00				Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow

Key:
 Yellow Danger for some
 Yellow Danger for most
 Red Danger for all

R&D OUTPUTS: FRA GUIDANCE FOR NEW DEVELOPMENT: PHASE 2 FD2320/TR2

The outputs from the Environment Agency model would indicate the building is safe from flooding for the 1 in 100 year event, and although shallow water may surround the site, this would not prevent safe access to and from the building.

The Strategic Flood Risk Assessment (SFRA) produced by Wandsworth, Merton, Croydon and Sutton Boroughs has also been studied to determine other sources of flooding other than the fluvial risk from the Beverley Brook.

The relevant maps are produced in Appendix D and show the historic flood records for both surface water flooding and groundwater flooding. As stated in section 3.1, there is no evidence of flood risk from groundwater but there has been an incident of surface water flooding at the adjacent school in July 2007. There are no records of depth of water for this incident, but the owner of the Old Library has confirmed the building was slightly affected by this rainfall event, with water reaching about 50mm within the building. This would give a flood water level of approximately 21.4m ODN.

The SFRA does provide a flow chart for the Sequential Test which should be applied to any proposed new development in flood zone 3a.

The SFRA does not identify this area as being at risk from surface water flooding but does record a surface water flooding incident at Lower Morden Lane which occurred in 2007.

A previous application for residential development at this location was refused at appeal in 2004. The basis of the refusal was flood risk, based on the Environment Agency flood level information on the Beverley Brook at the time. The ground level was taken as 21.1m ODN, which is slightly lower than the survey suggests, but in 2004 this was considered to be at risk of flooding from the 1 in 5 year event. It is evident from the more

recent modelling in 2009 that the site is not affected by the 1 in 5 year event, and in fact the 1 in 50 year event only gives a floodplain level of 21.0m ODN. The Inspector could only make his decision on the basis of advised flood levels at the time, but it is clear from the current data that, whilst dry access away from the property may not be achieved, there is no measurable risk to people due to the very shallow depths of flooding now predicted.

A more recent application (12/P/3032) for the change of use of part of the ground floor to a residential flat was approved by the Local Planning Authority.

5.0 CLIMATE CHANGE

The Environment Agency model to determine flood levels from the Beverley Brook does take climate change in to account.

6.0 PREVIOUS FLOODING HISTORY

The historical flood records as included in the SFRA show the surface water incident close to the site and also the outline of the 1968 event, which is the worst recorded flooding from this watercourse.

This outline runs close to the site so, it is possible that shallow flooding around or close to the property occurred during this event. This is not surprising as this event is deemed to be close to the 1 in 100 return period storm, which would produce flooding to a level approximately equal to 21.19m ODN.

7.0 FLOOD RISK MANAGEMENT MEASURES

The proposal should be considered in respect of the flood risk management hierarchy which is: assess – avoid – substitute – control – mitigate.

Assess:

This FRA is an appropriate flood risk assessment for a development at this location.

Avoid:

It may be possible to provide residential accommodation in lower risk areas of the Borough and it will be the responsibility of the Local Authority to assess whether the benefits of development at this location outweigh the very limited flood risk that has been identified.

Substitute:

The application is to change the use of part of the existing building and therefore it is not possible to locate the development in an area of lower flood risk.

Control:

The existing surface water arrangements for the site will be maintained but some outbuildings will be removed, which will reduce the overall surface water discharge. Any new hard standing areas should be constructed using a permeable surface, and it also may be possible to replace some of the existing impermeable hard standing with a permeable surface to further reduce surface water discharges.

Mitigate:

Mitigation measures are included in section 8.

8.0 PROPOSED MITIGATION MEASURES

The development proposals are included in Appendix F.

The main mitigation measure is to slightly raise the finished floor level for the flats on the ground floor, so that the ground floor levels are above the level reached when the building was affected by shallow surface water flooding. The finished floor level would be raised by 200mm to a level of 21.54m ODN.

This will also mean the floor level is over 300mm above the predicted 1 in 100 year plus climate change fluvial flood level.

The ground floor flat should also be made more flood resilient by ensuring the electrical sockets are at least 300mm above the floor level, and all meters should be similarly sited at least 300mm above the floor level. If possible, it would be preferable to have drop downs from a main circuit on the first floor rather than have the main circuit ring on the ground floor.

In addition to the flood resilience measures, it would also be possible to install flood resistance measures to further safeguard the property. These could incorporate a barrier at the ground floor doors which would prevent flood water entering the building in extreme circumstances. There are a number of proprietary makes which are on the market which provide quick and easy protection to buildings. Such products include a stop board system supplied by Flood Ark, or a complete door protection system such as Floodguard produced by "Floodsense" or Floodgate provided by Floodgate Ltd. All these products have Kite Marks.

Such systems can be installed very quickly and would provide additional protection to the whole building.

We would recommend that residents connect to the flood warning system so that they would be aware of any flood warnings and can take the appropriate flood protection actions.

We would also suggest that surface water run-off from the overall site could be reduced if some of the impermeable parking areas were changed to a permeable surface. Water butts could also be used on the existing downpipes for watering purposes and would act as an attenuation facility when empty or only partially full.

There are no other mitigation measures proposed due to the limitations of converting an existing building.

The mitigation measures proposed will ensure the dwelling is safe from flooding for the lifetime of the property and the reduction in impermeable area will reduce the overall flood risk in the area. Both these measures will satisfy the second criteria of the Exception Test.

9.0 ACCESS

The predicted 1 in 100 year flood level and the 1 in 100 year flood level with climate change for the Beverley Brook are 21.19m ODN and 21.23m ODN respectively. The topographical survey in Appendix E shows the ground between the building and Lower Morden Lane ranges from 21.12 to 21.22m ODN, therefore there is a maximum depth of water equal to 110mm.

The levels along the footpath on Lower Morden Lane are approximately 21.2m ODN and about 125mm lower in the road. Therefore along the footpath the maximum depth of water is only 10mm and about 135mm in the road.

Whilst this is not a dry access, it is evident from the table provided in section 4.1 that these depths of water do not constitute a danger to people as they are so shallow, and the velocity of water at the edge of the floodplain will be minimal, and certainly less than 0.5m/s.

Therefore, whilst the access may not be dry in the most extreme flood event, it would certainly be classified as safe and would not constitute a risk to the residents or the emergency services if access to or from the building was required at the peak of the flood.

The surface water flooding experienced in 2007 actually resulted in deeper water levels than those predicted for the Beverley Brook as water did enter the building itself. The maximum depth of water would be at most 280mm at the edges of the building but slightly less from the front access to the road, which at most would be approximately 200mm.

There would not be a velocity associated with this type of surface water flooding so again, whilst the access would not be dry in such an event, there is no danger to people for depths up to 300mm.

10.0 CONCLUSION

The proposed development is the construction of a new building containing 6 flats, each floor supporting 2 flats each, being the ground floor, first floor and second floor.

Predicted flood water levels from the Beverley Brook have been obtained from the Environment Agency and these indicate the highest flood water level at the site for the 1 in 100 year event plus climate change is 21.23m ODN. The existing ground floor of the building is 21.34m ODN.

The ground levels around the building range from 21.1m ODN to 21.22m ODN, whilst the levels on the footpath in Lower Morden Lane are approximately 21.2m ODN. The maximum depth of water is therefore no more than 120mm (approximately 5 inches) which does not constitute a risk to any person for access purposes.

The Strategic Flood Risk Assessment has also been reviewed to identify other flood risks and whilst this site does not fall within areas identified as being at greater risk of surface water flooding, an historic surface water flooding incident in Lower Morden Road

is recorded which primarily affected the adjacent school but did also result in very shallow flooding within the Old Library.

The surface water flooding is, in our opinion, the highest flood risk to the site.

A number of mitigation measures are proposed and these include: raising the finished floor level within the ground floor flats to a level of 21.54 m ODN (200mm above the existing floor level); raising electrical sockets and meters, and the installation of a flood protection barrier at the ground floor doors. These barriers would prevent flood water entering the building in extreme circumstances. We would also advise residents to connect to the flood warning system so that they would be aware of any flood warnings and can take the appropriate flood protection actions.

We would also recommend that part of the impermeable area is altered to a permeable surface to reduce the overall surface water discharge, and that water butts should be attached to the downpipes to be used for watering. These water butts will also act as initial attenuation storage in any rainfall event.

A number of existing outbuildings are to be removed which will further reduce the surface water discharge.

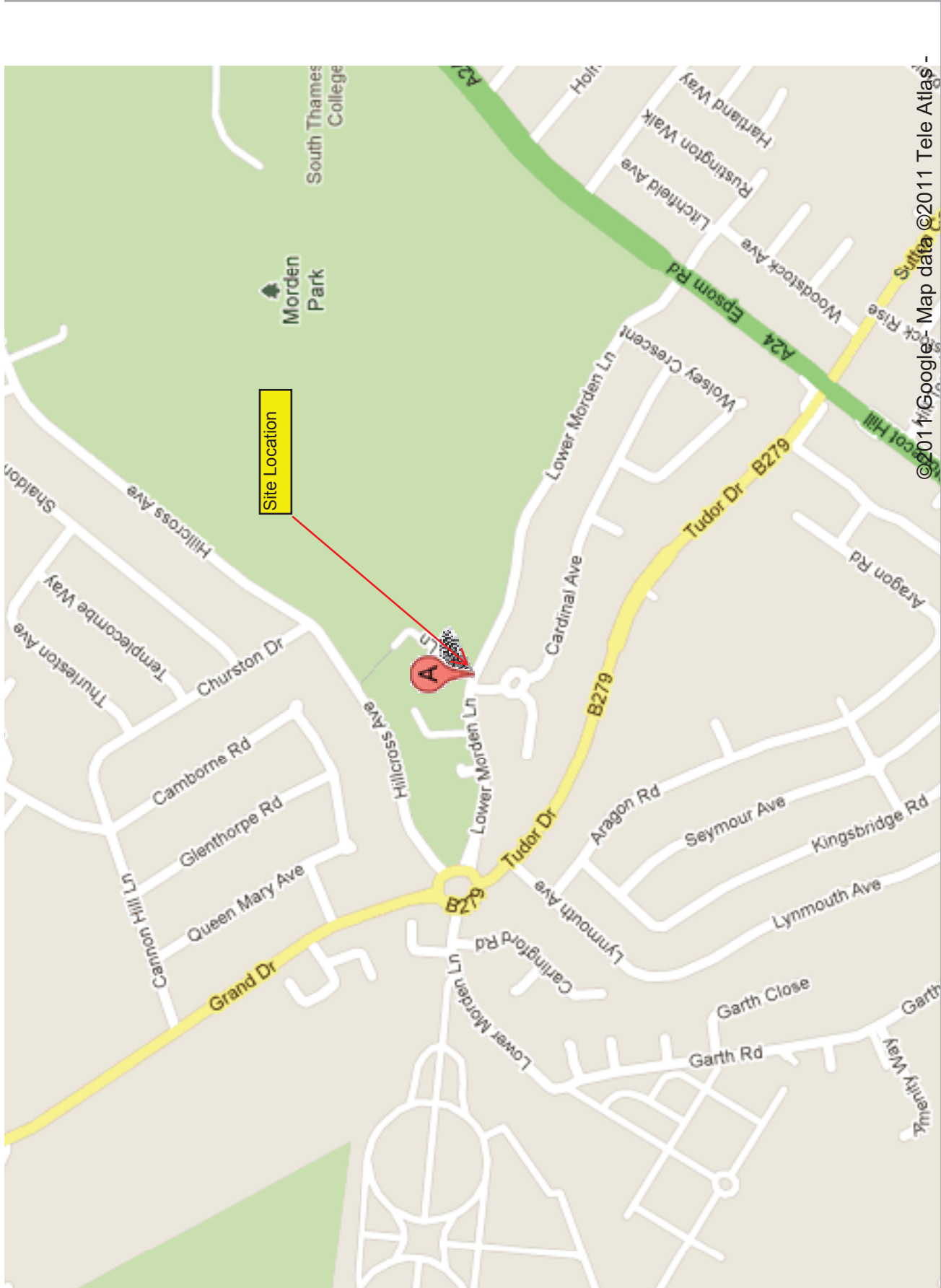
The application to convert the ground floor of the Old Library to residential use can provide safe accommodation to the occupants, and the predicted flood levels also show that safe access to and from the building is possible even for the most extreme event.

11.0 RECOMMENDATION

It is recommended that the Planning Authority approve the findings of this Flood Risk Assessment and agree that there is no reason to object to the change of use of the ground floor from office to residential use on the basis of flood risk.

APPENDIX A

SITE LOCATION PLAN



APPENDIX B

ENVIRONMENT AGENCY – FLOOD MAP

APPENDIX C

FLOOD LEVEL DATA FOR BEVERLEY BROOK FROM

THE ENVIRONMENT AGENCY

Use of Environment Agency Information for Flood Risk Assessments / Flood Consequence Assessments

Important

If you have requested this information to help inform a development proposal, then you should note the following:

In **England**, you should refer to the Environment Agency's Flood Risk Standing Advice and PPS25 and its associated Practice Guide for information about what flood risk assessment is needed for new development in the different flood zones. These documents can be accessed via:

<http://www.environment-agency.gov.uk/research/planning/82587.aspx>

<http://www.communities.gov.uk/publications/planningandbuilding/pps25floodrisk>

<http://www.communities.gov.uk/publications/planningandbuilding/pps25practiceguide>

You should also consult the Strategic Flood Risk Assessment produced by your local planning authority.

In **Wales**, you should refer to TAN15 for information about what flood consequence assessment is needed for new development in the different flood zones

<http://new.wales.gov.uk/topics/planning/policy/tans/tan15?lang=en>

You should also refer to any Strategic Flood Consequence Assessment produced by your local planning authority.

In **both England and Wales** you should note that:

1. Information supplied by the Environment Agency may be used to assist in producing a flood risk or flood consequence assessment (FRA/FCA) where one is required, but does not constitute such an assessment on its own.
2. This information covers flood risk from main rivers and the sea, and you will need to consider other potential sources of flooding, such as groundwater or overland runoff. The information produced by the local planning authority referred to above may assist here.
3. Where a planning application requires a FRA/FCA and this is not submitted or deficient, the Environment Agency may well raise an objection.
4. For more significant proposals in higher flood risk areas, we would be pleased to discuss details with you ahead of making any planning application, and you should also discuss the matter with the local planning authority.

Product 4 (Detailed Flood Risk) for Lower Morden Lane, Morden

Our ref: **SE 19058**

Product 4 is designed for developers where Flood Risk Standing Advice FRA (Flood Risk Assessment) Guidance Note 3 Applies.

- i) "all applications in Flood Zone 3, other than non-domestic extensions less than 250 sq meters; and all domestic extensions",
- ii) "all applications with a site area greater than 1 ha" in Flood Zone 2.

Product 4 includes the following information:

Ordnance Survey 1:25k colour raster base mapping;
Flood Zone 2 and Flood Zone 3;
Relevant model node locations and unique identifiers (for cross referencing to the water levels, depths and flows table);
Model extents showing *defended* scenarios;
FRA site boundary (where a suitable GIS layer is supplied);
Flood defence locations (where available/relevant) and unique identifiers; (supplied separately)
Flood Map areas benefiting from defences (where available/relevant);
Flood Map flood storage areas (where available/relevant);
Historic flood events outlines (where available/relevant, not the Historic Flood Map) and unique identifiers;
Statutory (Sealed) Main River (where available within map extents);

A table showing:

- i) model node X/Y coordinate locations, unique identifiers, and levels and flows for *defended* scenarios.
- ii) Flood defence locations unique identifiers and attributes; (supplied
- iii) Historic flood events outlines unique identifiers and attributes; and
- iv) local flood history data (where available/relevant).

Please note:

If you will be carrying out computer modelling as part of your Flood Risk Assessment, please read the enclosed guidance which sets out our requirements and best practice for computer river modelling.

This information is based on that currently available as of the date of this letter. You may feel it is appropriate to contact our office at regular intervals, to check whether any amendments/ improvements have been made. Should you re-contact us after a period of time, please quote the above reference in order to help us deal with your query.

This information is provided subject to the enclosed notice which you should read.

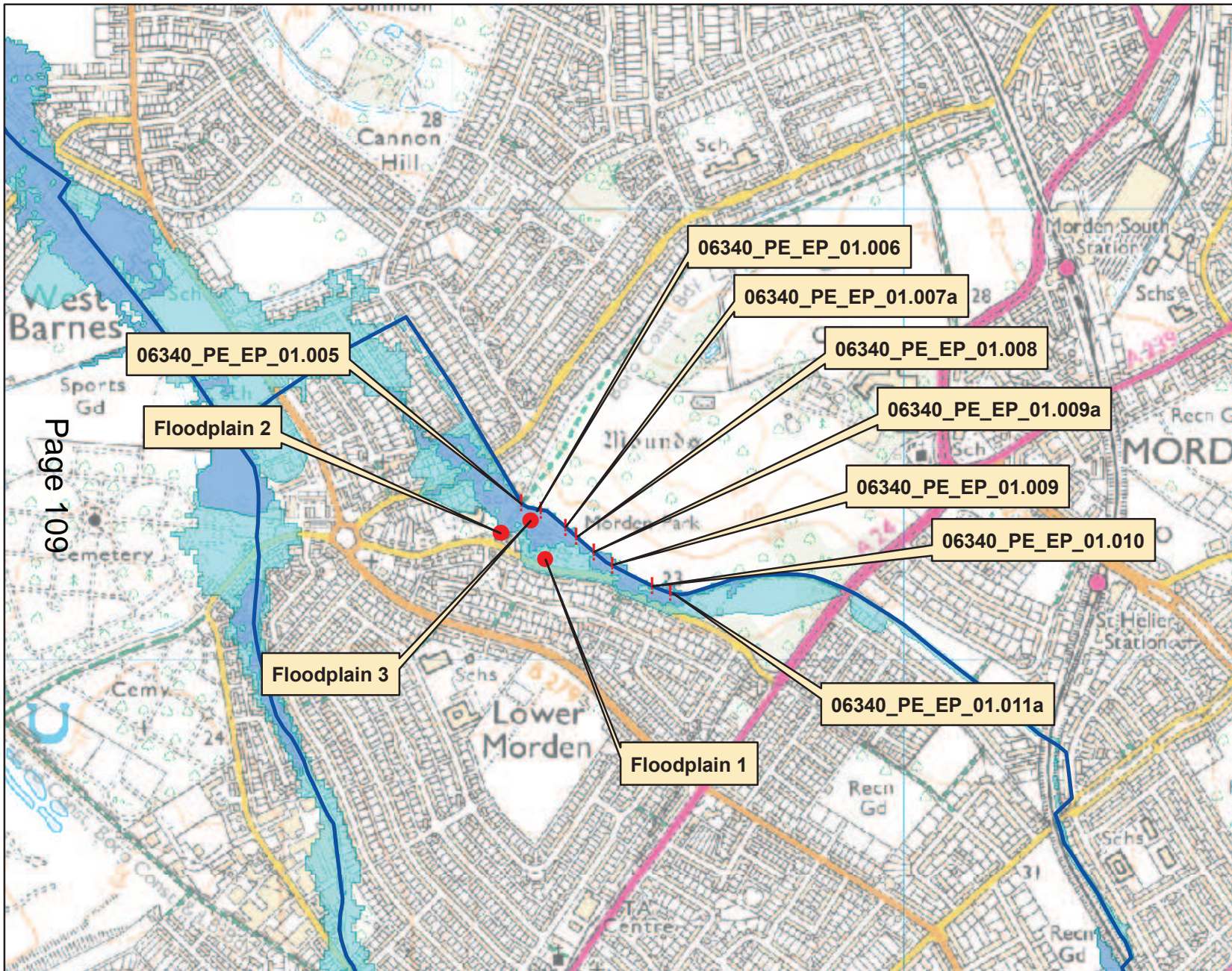
This letter is not a Flood Risk Assessment. The information supplied can be used to form part of your Flood Risk Assessment. Further advice and guidance

<http://www.environment-agency.gov.uk/research/planning/82584.aspx>

If you would like advice from us regarding your development proposals you can complete our pre application enquiry form which can be found at

<http://www.environment-agency.gov.uk/research/planning/33580.aspx>

Detailed FRA Map centred on Lower Morden Lane, Morden - created 29th April 2010, REF SE19058



Scale 1:10,000

Legend

- ! Nodes
- Main River
- Flood Zone 3: 1% AEP
- Flood Zone 2: 0.1% AEP

AEP = Annual Exceedance Probability
The probability of a flood of a particular magnitude, or greater, occurring in any given year

1%CC = 1% Climate Change extent
This is the 1% AEP event with an allowance for climate change (+20% on river flows)

Modelled in-channel flood flows and levels

SE 19058

The modelled flood levels and flows for the closest most appropriate model node points for your site that are within the river channel are provided below:

Node label	Model	Easting	Northing	flood levels (mAOD)			
				20% AEP	5% AEP	1% AEP	1% AEP with climate change allowance (+20% on river flows)
06340_PE_EP_01.011a	Beverley Brook re-modelling 2009	524485	167147	22.05	22.21	22.33	22.43
06340_PE_EP_01.010	Beverley Brook re-modelling 2009	524444	167162	21.89	22.06	22.09	22.16
06340_PE_EP_01.009	Beverley Brook re-modelling 2009	524356	167207	21.58	21.80	22.01	22.10
06340_PE_EP_01.009a	Beverley Brook re-modelling 2009	524315	167237	21.41	21.62	21.75	21.79
06340_PE_EP_01.008	Beverley Brook re-modelling 2009	524275	167272	21.12	21.41	21.76	21.80
06340_PE_EP_01.007a	Beverley Brook re-modelling 2009	524252	167292	21.07	21.34	21.59	21.63
06340_PE_EP_01.006	Beverley Brook re-modelling 2009	524197	167330	20.86	21.24	21.52	21.56
06340_PE_EP_01.005	Beverley Brook re-modelling 2009	524153	167346	20.52	20.87	21.14	21.18

Node label	Model	Easting	Northing	flood flows (m3/s)			
				20% AEP	5% AEP	1% AEP	1% AEP with climate change allowance (+20% on river flows)
06340_PE_EP_01.011a	Beverley Brook re-modelling 2009	524485	167147	2.12	3.04	4.16	4.10
06340_PE_EP_01.010	Beverley Brook re-modelling 2009	524444	167162	2.49	3.63	5.26	6.03
06340_PE_EP_01.009	Beverley Brook re-modelling 2009	524356	167207	3.34	4.78	4.73	4.84
06340_PE_EP_01.009a	Beverley Brook re-modelling 2009	524315	167237	3.33	4.99	7.40	8.75
06340_PE_EP_01.008	Beverley Brook re-modelling 2009	524275	167272	3.32	4.96	5.74	5.80
06340_PE_EP_01.007a	Beverley Brook re-modelling 2009	524252	167292	3.32	4.95	6.66	7.18
06340_PE_EP_01.005	Beverley Brook re-modelling 2009	524153	167346	3.33	4.93	6.28	6.49

Modelled floodplain flood levels

SE 19058

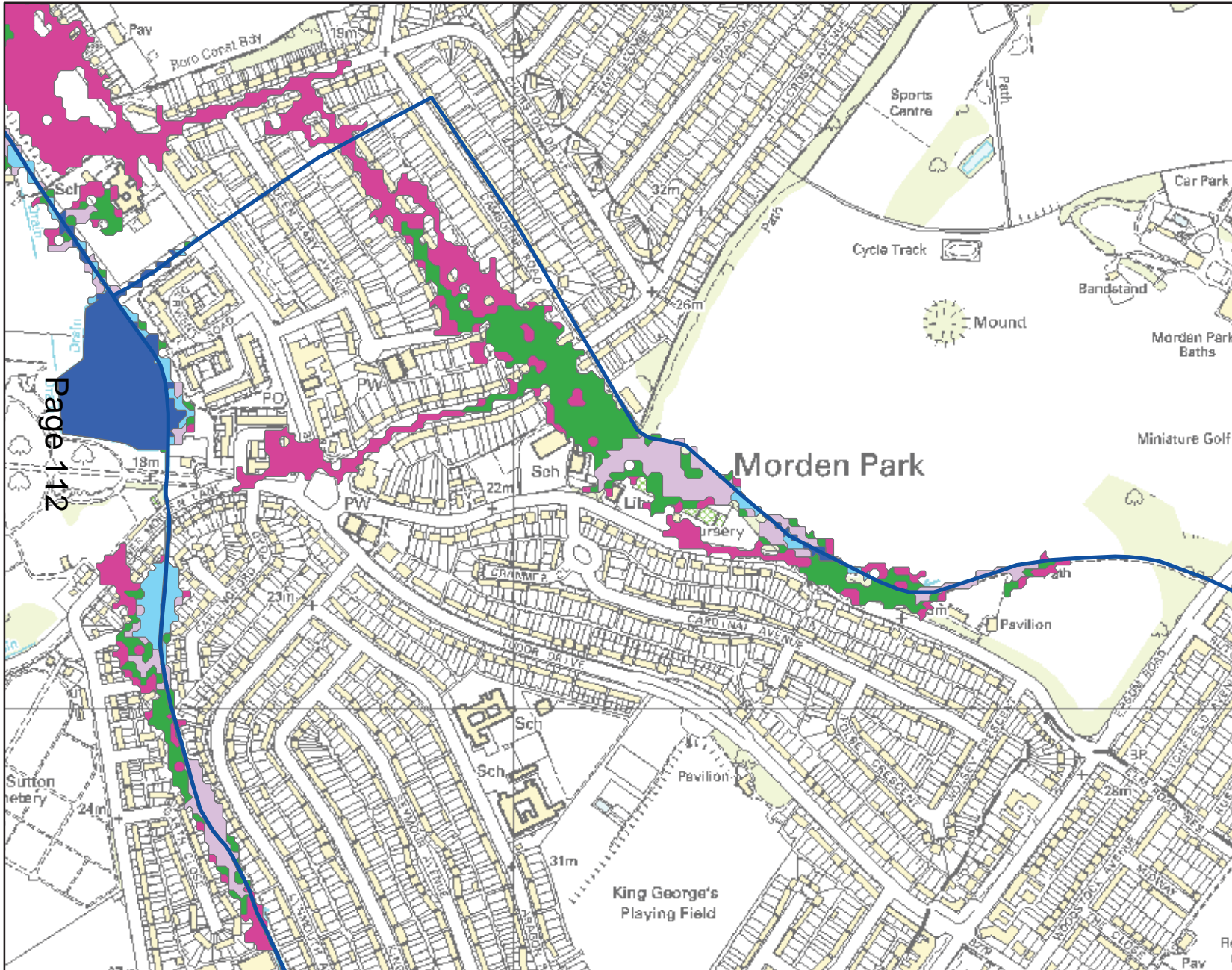
The modelled flood levels for the closest most appropriate model grid cells for your site are provided below:

2D grid cell reference	Model	Grid Reference	flood levels (mAOD)			
			5% AEP	2% AEP	1% AEP	1% AEP with climate change allowance (+20% on river flows)
Floodplain1	Beverley Brook	TQ2420767220	N/a	N/a	N/a	21.56
Floodplain2	Beverley Brook	TQ2410967279	N/a	21.00	21.19	21.23
Floodplain3	Beverley Brook	TQ2417467307	N/a	21.13	21.23	21.29

Page 111







This flood model has represented the floodplain as a grid.
The flood water levels have been calculated for each grid cell.

Detailed FRA Map centred on Lower Morden Lane, Morden - created 29th April 2010, REF SE19058



Scale 1:6,000

Legend

-  Main River
-  20% detailed flood extent
-  5% detailed flood extent
-  2% detailed flood extent
-  1% detailed flood extent
-  1% cc detailed Flood Extent

AEP = Annual Exceedance Probability
The probability of a flood of a particular magnitude, or greater, occurring in any given year

1%CC = 1% Climate Change extent
This is the 1% AEP event with an allowance for climate change (+20% on river flows)

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Model information

Model: Beverley Brook

Disclaimer: The information provided is from the Beverley Brook Detailed Flood Risk Mapping Study completed in March 2009. A 1D-2D ISIS-TUFLOW model was developed to model the Beverley Brook, Pyl Brook, East Pyl Brook and the Coombe Brook.

Accuracy of the final model:

A limitation of the current Beverley Brook model is uncertainty relating to the degree of blockage of the Coombe Lane culvert. This has contributed to poor calibration at the New Malden and Wimbledon Common gauges. Stability issues at the confluence between the Beverley Brook and the Pyl Brook have also been observed. There was poor calibration at Motspur Park for the July 2007 event, which was attributed to blockage at Green Lane.

These limitations have resulted in the following accuracy ranges for the model:

Beverley Brook:

Catchment except Motspur Pk to Wimbledon Common gauges +/- 150mm

Section between Motspur Park and Wimbledon Common gauges +/- 300mm

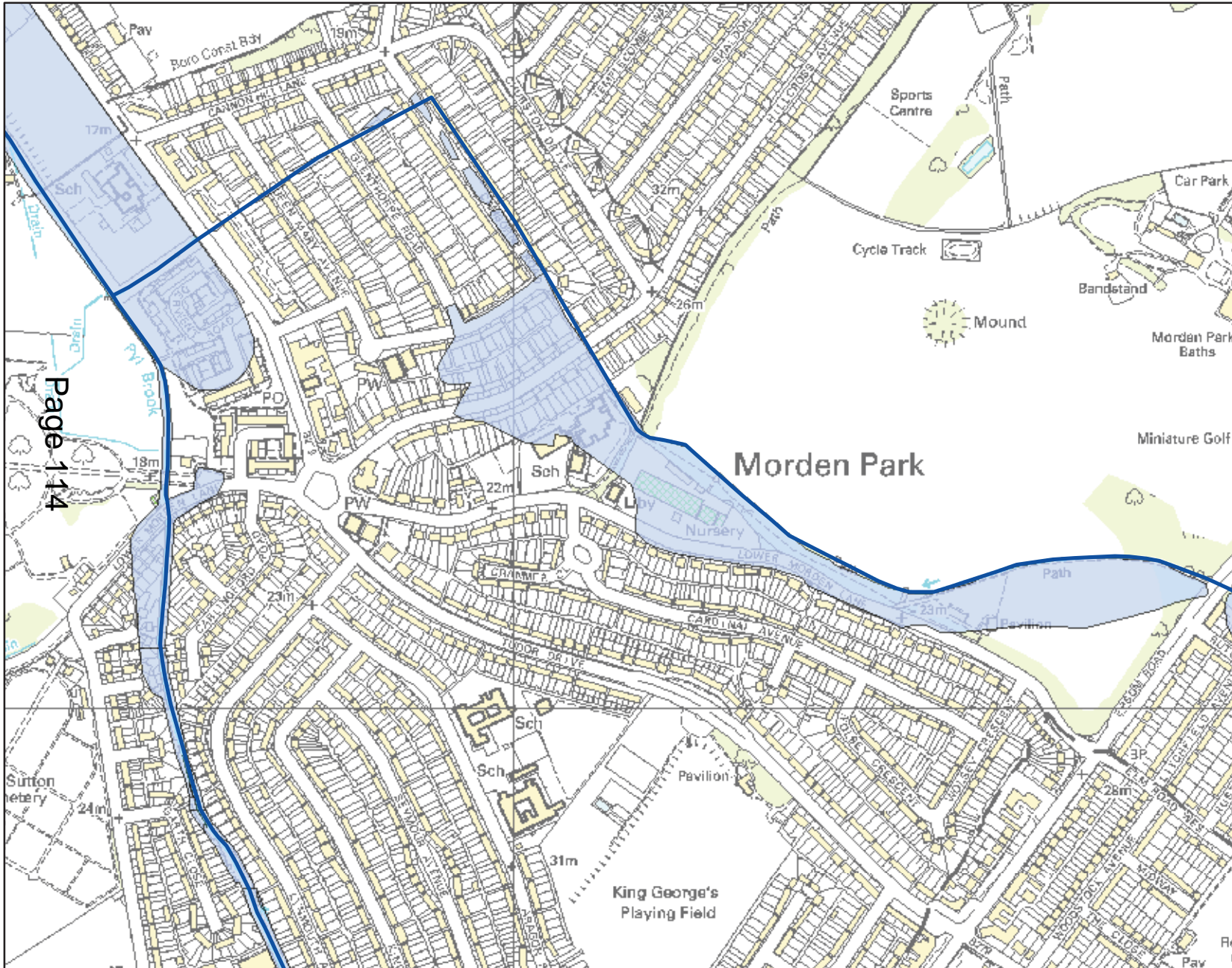
Pyl Brook: +/- 150mm

East Pyl Brook: +/- 150mm

Model design runs:

1 in 5 / 20%; 1 in 20 / 5%; 1 in 50 / 2%; 1 in 100 / 1%; and 1 in 100+20% / climate change.

Detailed FRA Map centred on Lower Morden Lane, Morden - created 29th April 2010, REF SE19058





Page 114



Scale 1:6,000

Legend

-  Main River
-  Historic Extent 1968

AEP = Annual Exceedance Probability
The probability of a flood of a particular magnitude, or greater, occurring in any given year

1%CC = 1% Climate Change extent
This is the 1% AEP event with an allowance for climate change (+20% on river flows)

Historic flood data

SE 19058

Our records show that the area of your site has been affected by flooding.
Information on the floods that have affected your site is provided in the table below:

Flood Event Code	Flood Event Name	Start Date	End Date	Source of Flooding	Cause of Flooding
EA0619680900483a	06SeptemberAutumn1968	01/01/1968	12/12/1968	main river	channel capacity exceeded (no raised defences)

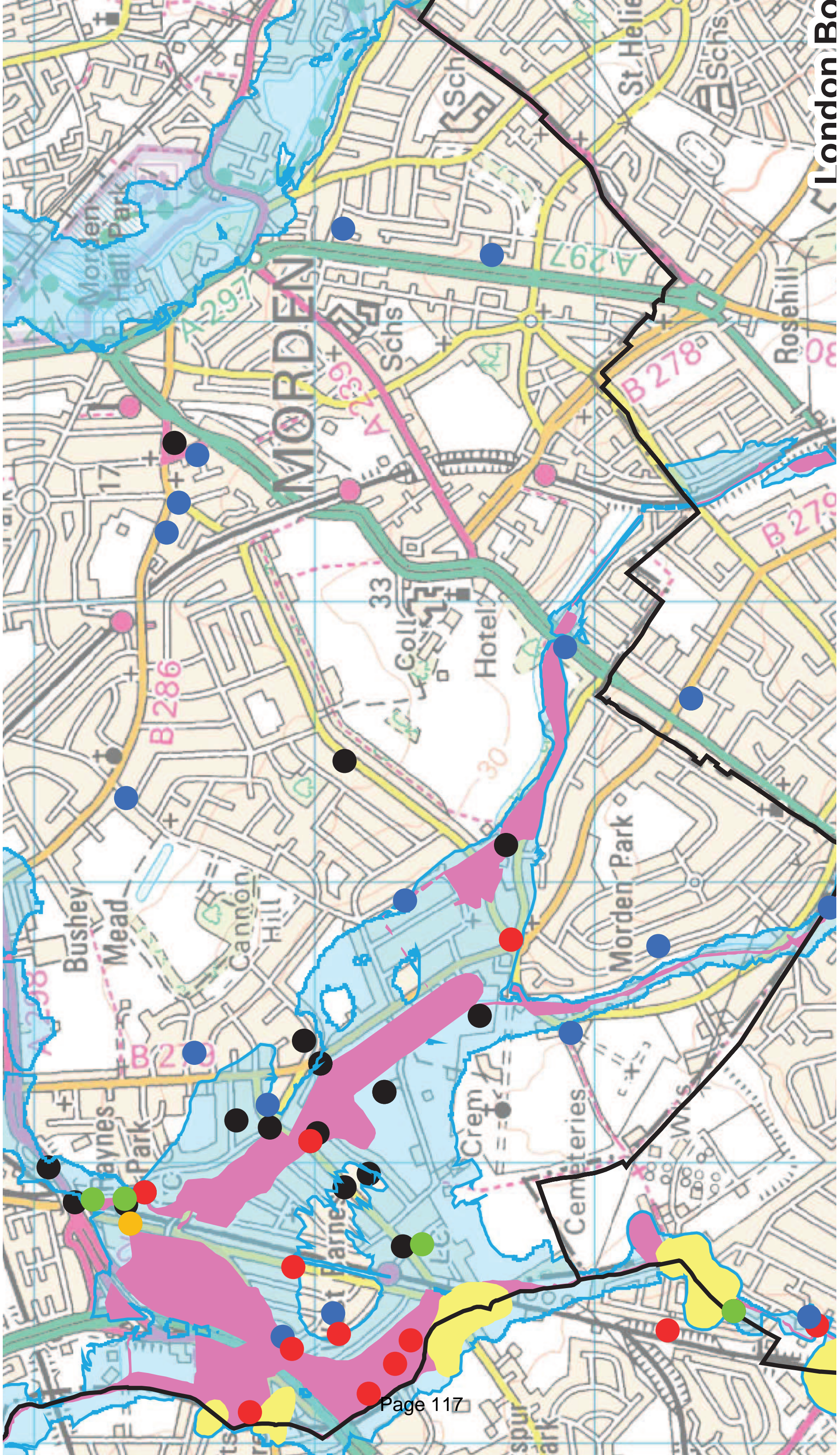
Page 115

Extra historic flood information:

Please note the Environment Agency maps flooding to land not individual properties. Floodplain extents are an indication of the geographical extent of a historic flood. They do not provide information regarding levels of individual properties, nor do they imply that a property has flooded internally.





APPENDIX D

RELEVANT PLANS FROM THE SFRA









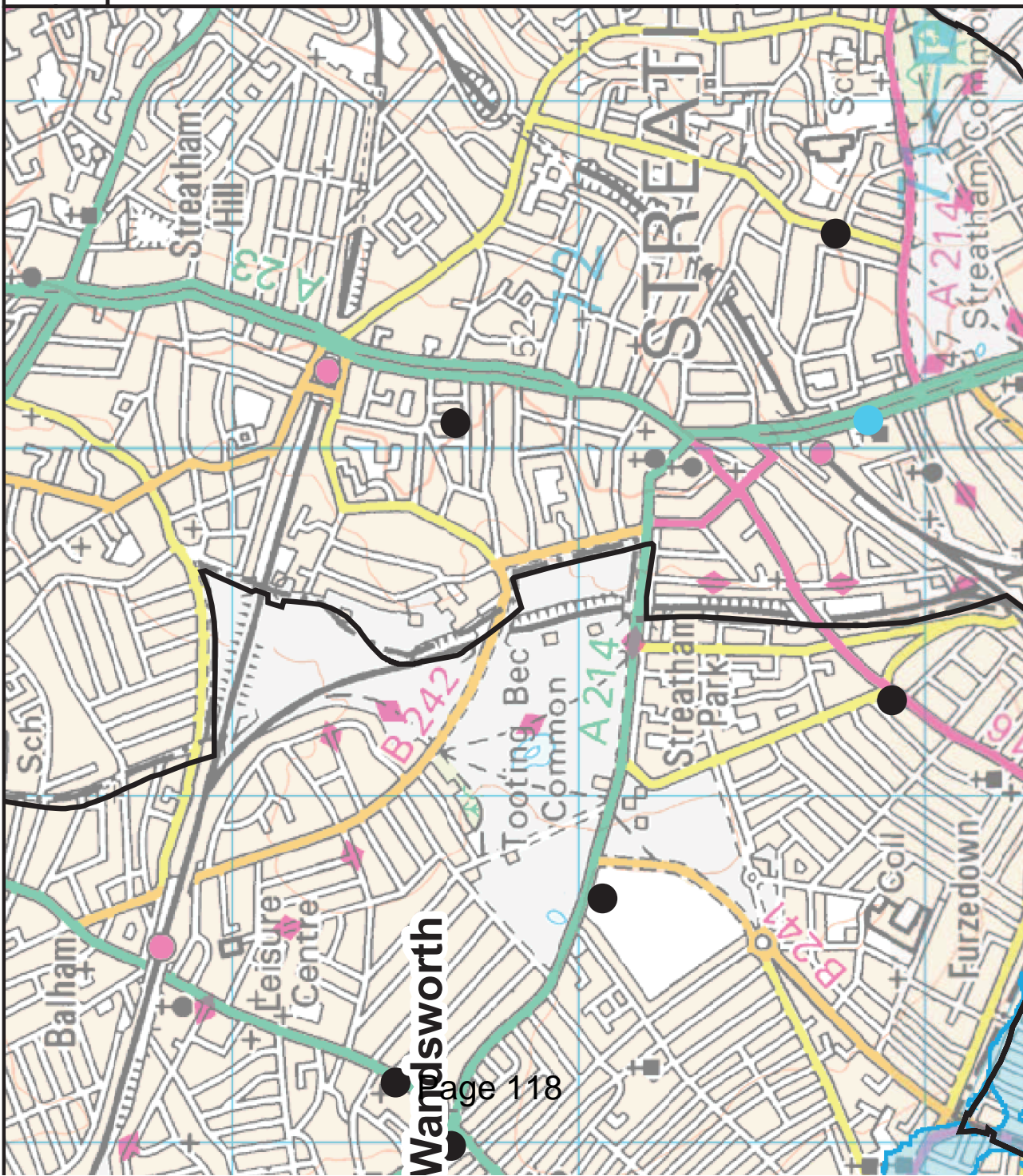
THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

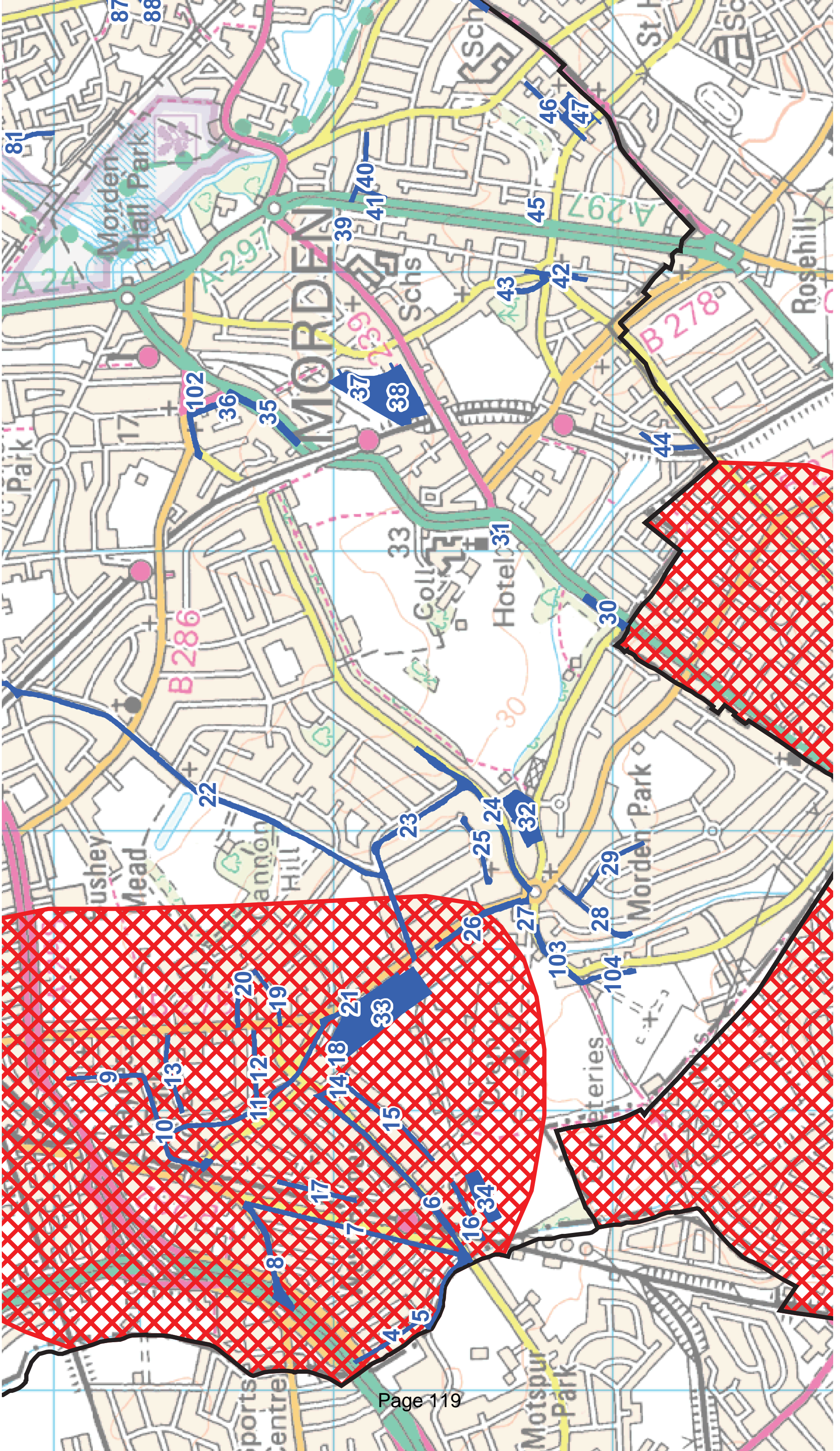
NOTES

-  London Borough Boundaries
-  Environment Agency Flood Zone 2
-  Environment Agency Historic Flood Extents - 1937
-  Environment Agency Historic Flood Extents - 1968

Total Number of Affected Properties

-  < 10
-  11 - 15
-  16 - 20
-  21 - 25
-  > 25
-  Unknown





THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES



London Borough Boundaries



Areas with increased risk of surface water ponding based on topography, geology and historic flooding records



Areas subjected to surface water flooding - July 2007

1

Reference Number (see Table G-2)

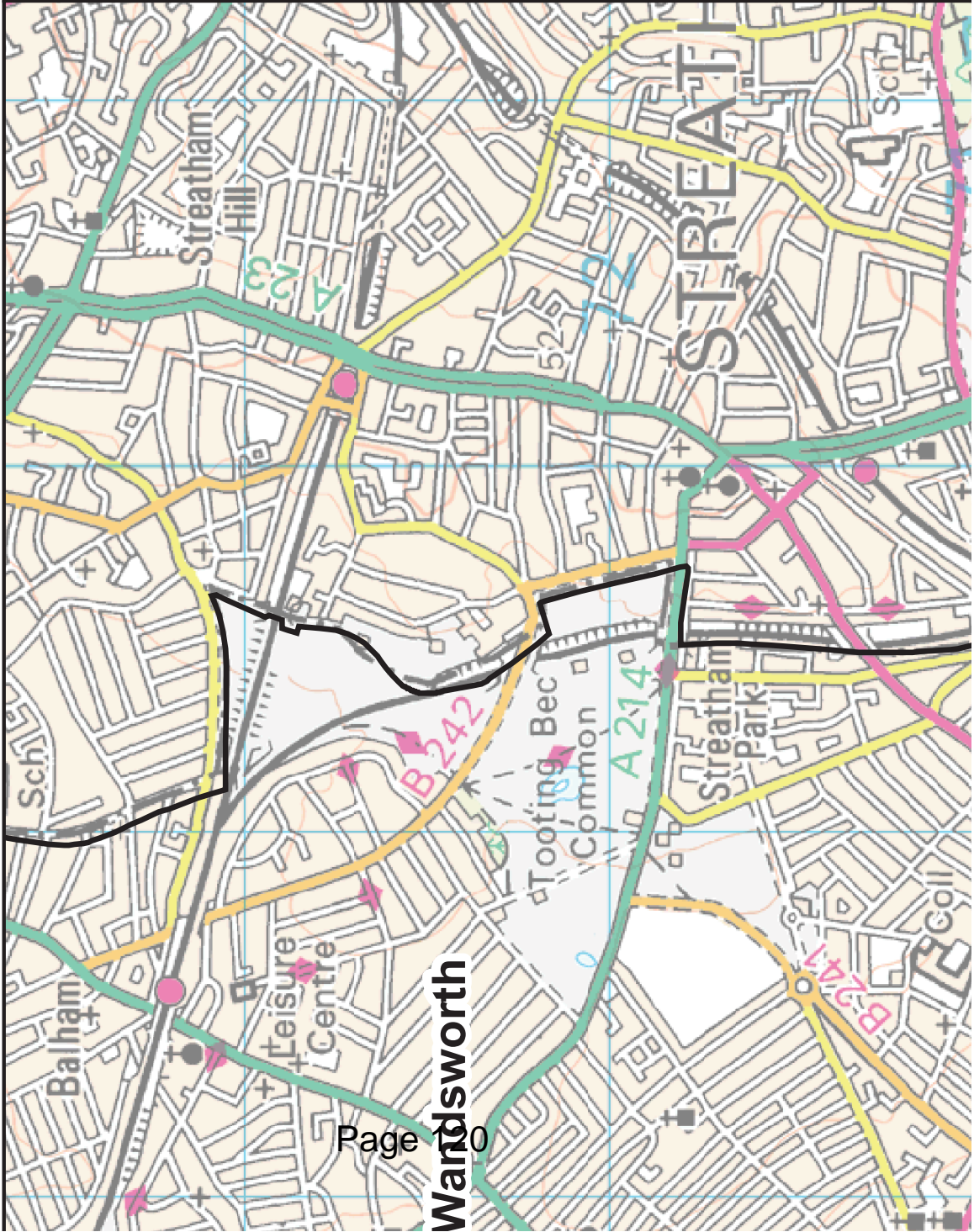


Figure 9B Ref No	Road Name	Site	Ward	Other	Approx Easting	Approx Northing
17	Seaforth Avenue	n/a	West Barnes	Junction with Adela Avenue to O/S 76 Seaforth Avenue	522710	168058
18	Meadowsweet Close	n/a	West Barnes		523200	167993
19	Meadow Close	n/a	West Barnes		523432	168232
20	Elm Walk	n/a	West Barnes		523476	168310
21	Grand Drive	n/a	West Barnes	O/S 226 to junction of Westway	523387	167905
22	Cannon Hill Lane	n/a	Cannon Hill		524191	168548
23	Churston Drive	n/a	Cannon Hill		524050	167691
24	Hillcross Avenue	n/a	Lower Morden	Beverley Roundabout to O/S 299 Hillcross Avenue	524151	167499
25	Cambourne Road	n/a	Lower Morden	Queen Mary Avenue to O/S 91 Cambourne Road	523969	167488
26	Grand Drive	n/a	Morden	Beverley Roundabout to O/S 264 Grand Drive	523701	167468
27	Buttermere Close	n/a	Lower Morden		523661	167316
28	Lynmouth Avenue	n/a	Lower Morden	Tudor Drive to O/S 389 Lynmouth Avenue	523691	167060
29	Aragon Road	n/a	Lower Morden	Lynmouth Avenue to O/S 245 Aragon Road	523895	167010
30	Epsom Road	n/a	Lower Morden	Rutland Drive to borough boundary.	524782	167026
31	n/a	Manor House, 230 London Road, Morden, Surrey, SM4 5QT	St. Helier		525062	167412
32	n/a	Hatfield Primary School, Lower Morden Lane, Morden, Surrey, SM4 4SJ	Lower Morden		524043	167327
33	n/a	School, Wimbledon College Campion Centre Grand Drive, Raynes Park,	West Barnes		523351	167831

APPENDIX E

TOPOGRAPHICAL SURVEY

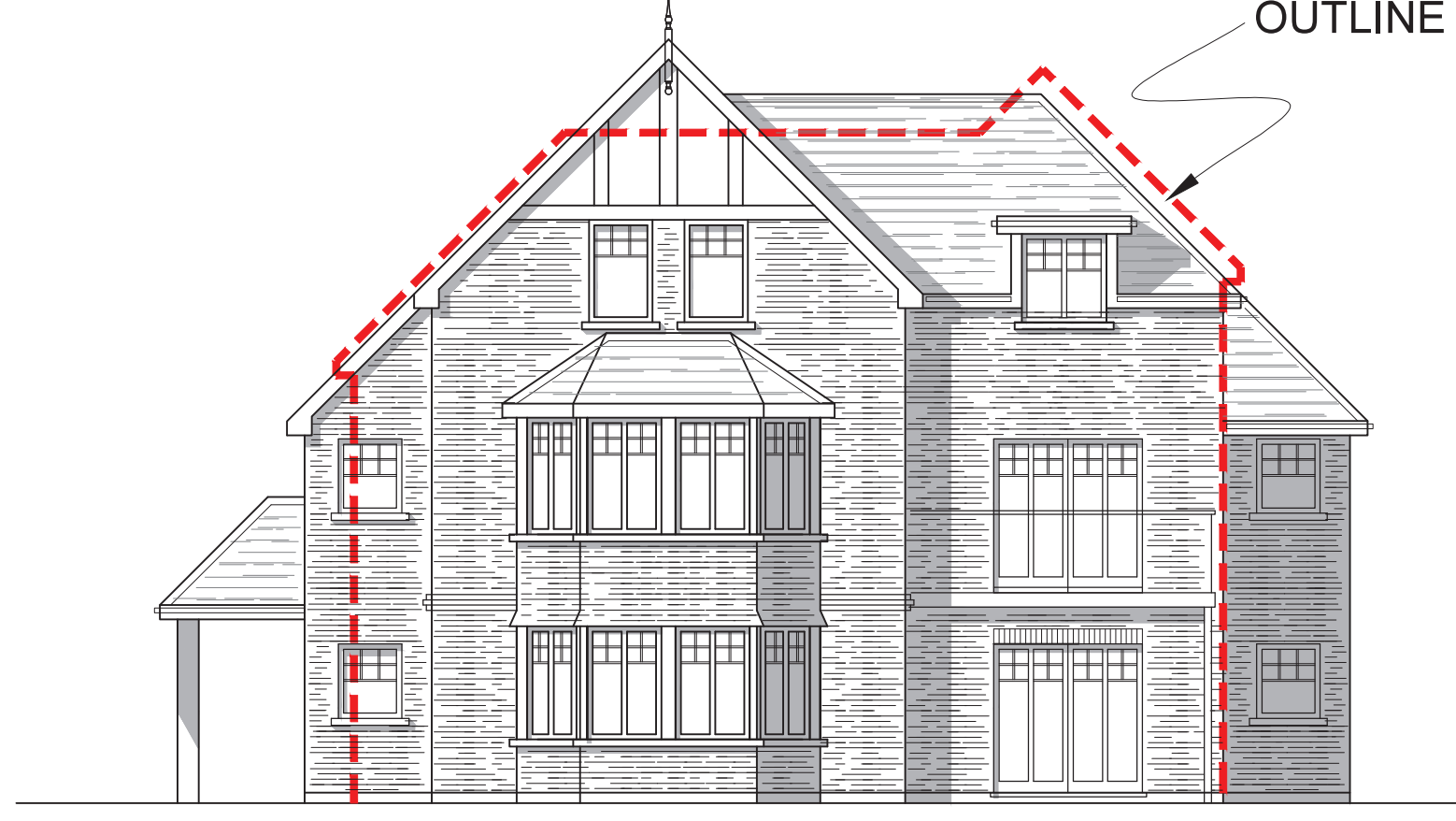
APPENDIX F

DEVELOPMENT PROPOSALS

0cm 2cm 4cm 6cm 8cm 10cm

scale verification bar
This drawing prints at A1.

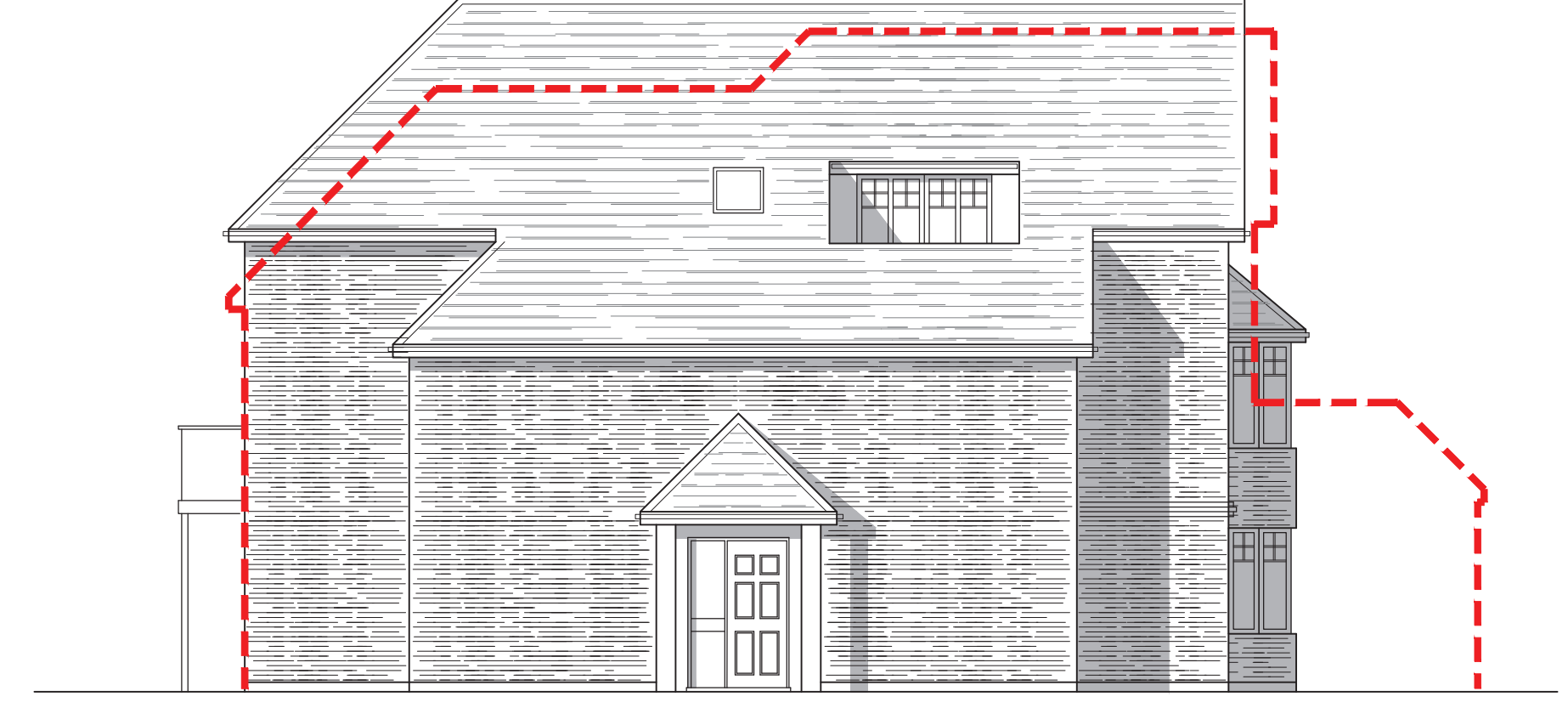
RED DASHED LINE INDICATES
OUTLINE OF APPROVED SCHEME



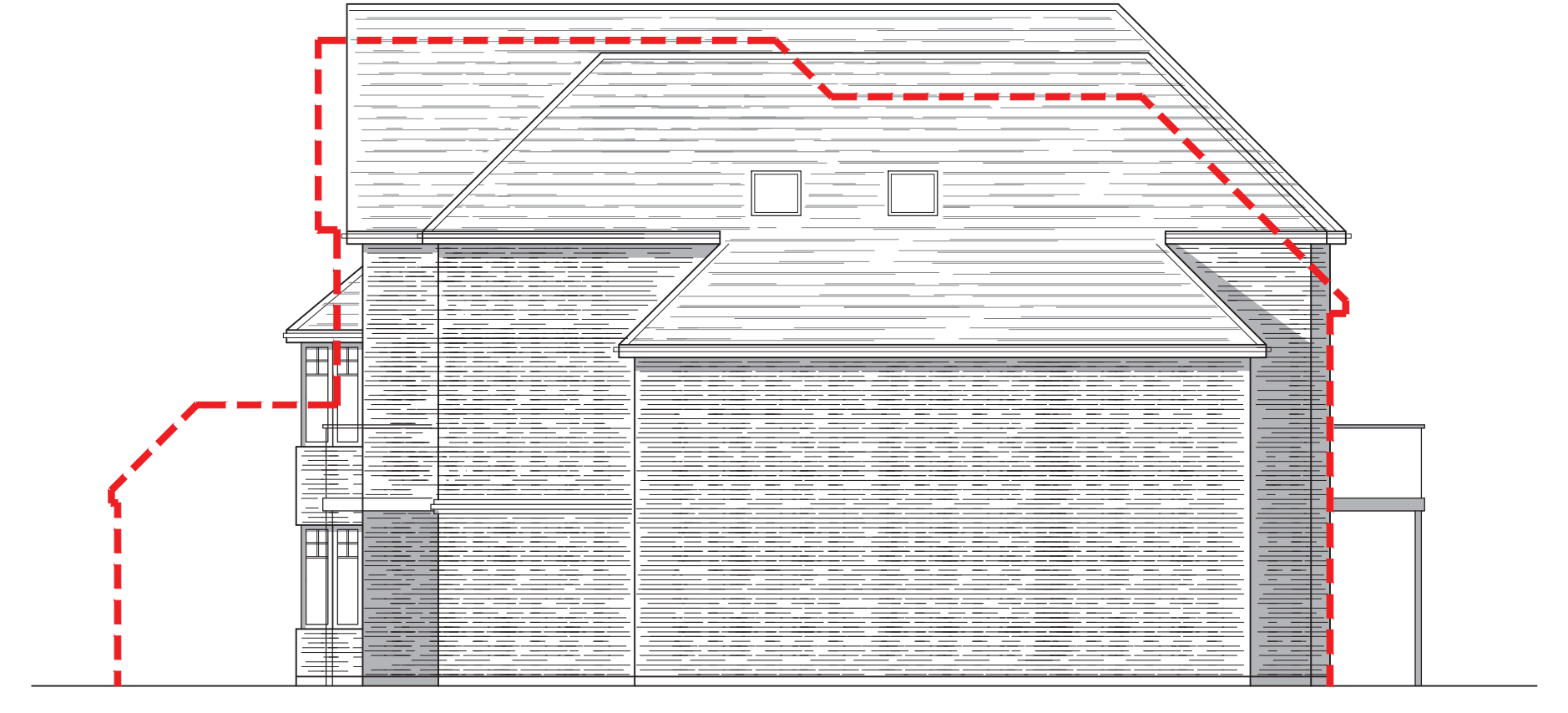
PROPOSED FRONT ELEVATION 1:100



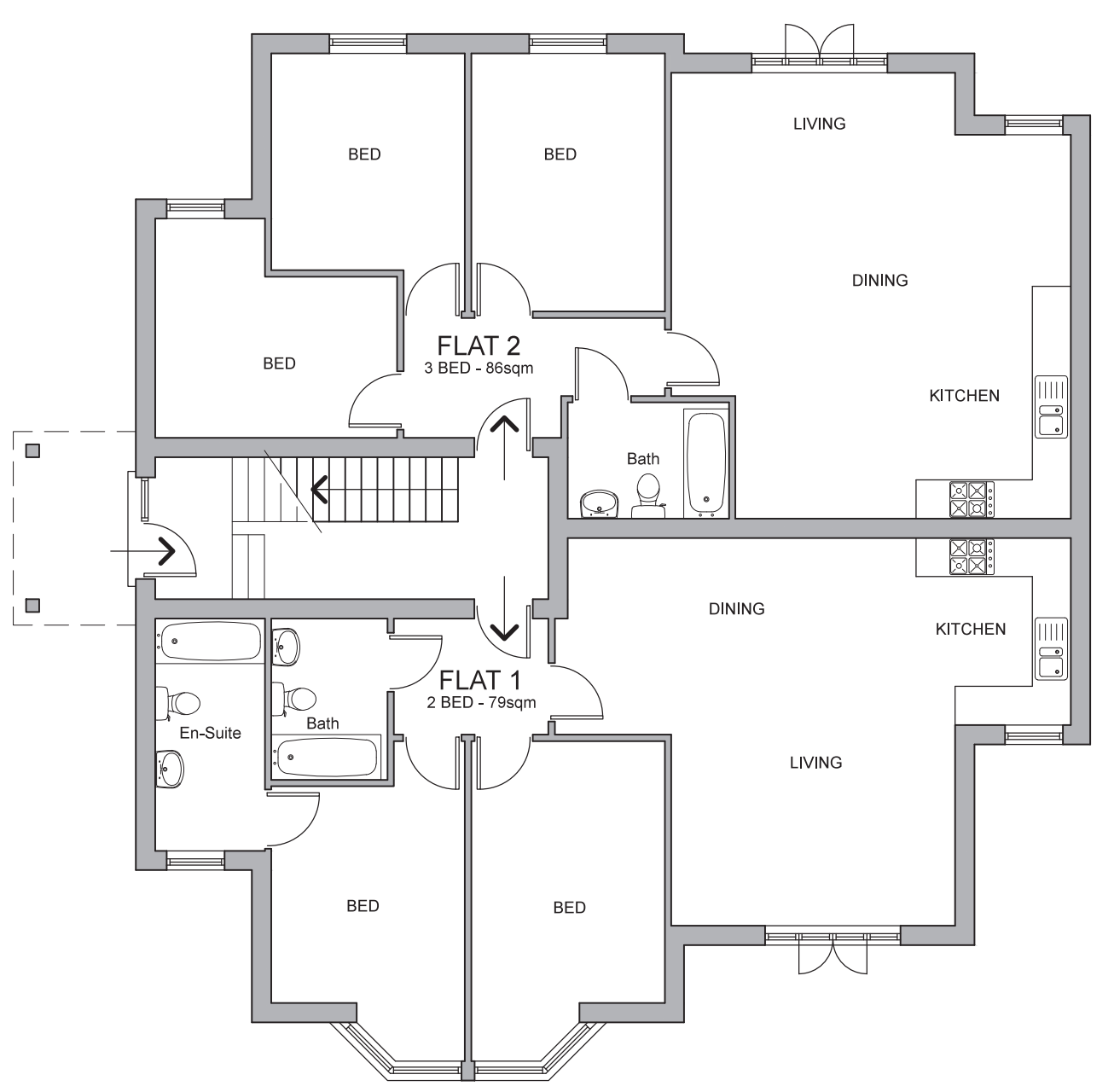
PROPOSED REAR ELEVATION 1:100



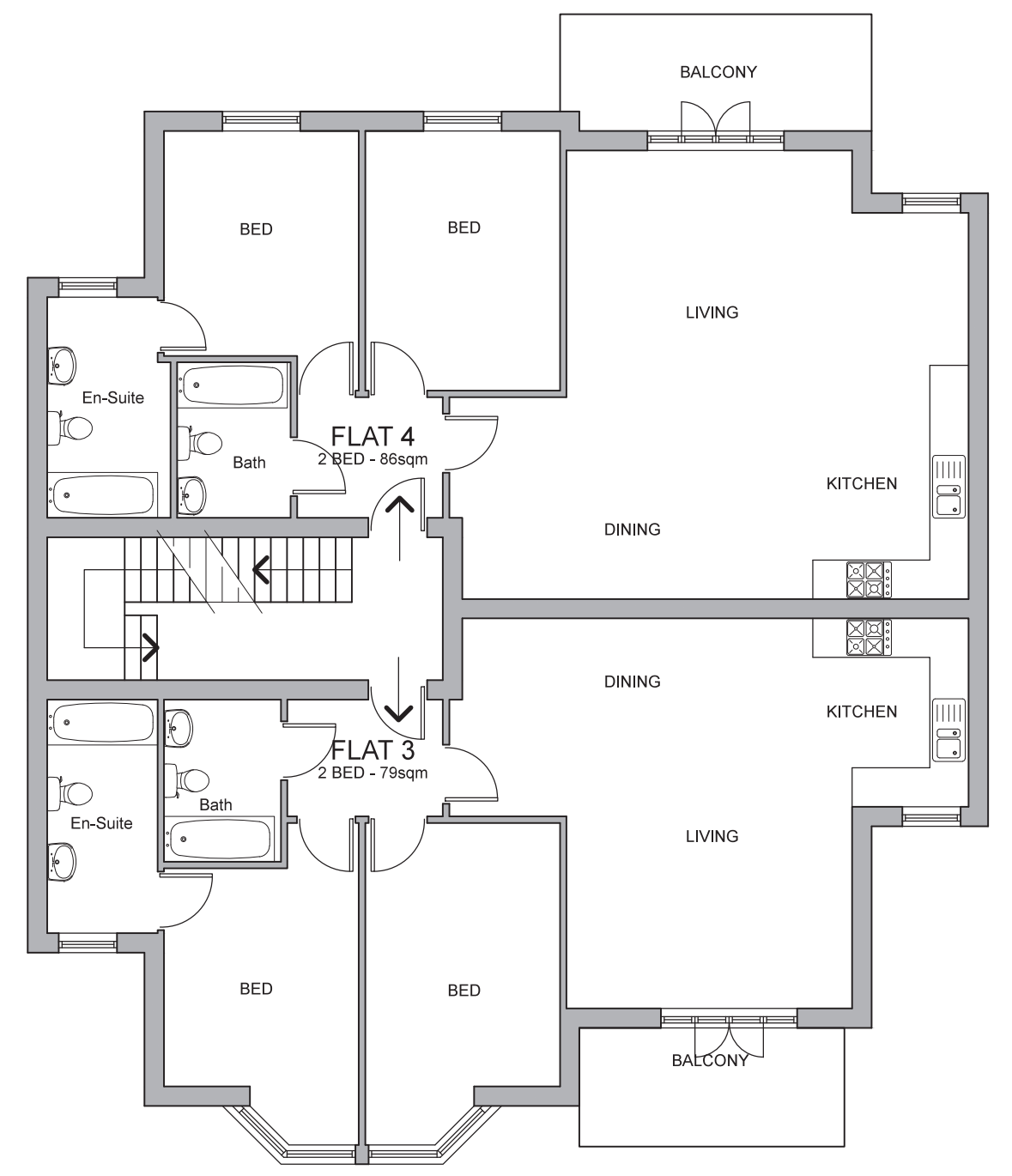
PROPOSED SIDE ELEVATION 1:100



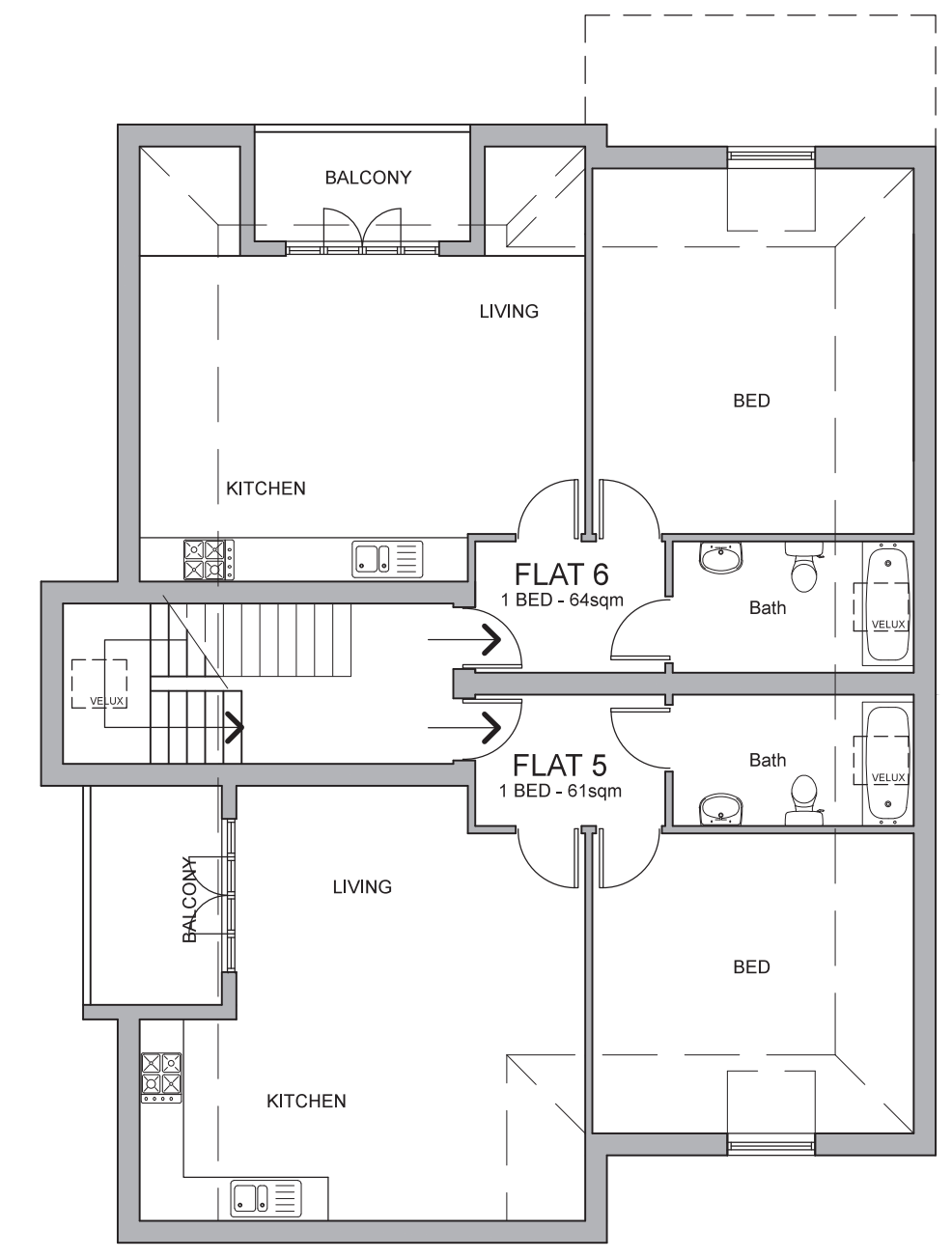
PROPOSED SIDE ELEVATION 1:100



PROPOSED GROUND FLOOR PLAN 1:100



PROPOSED FIRST FLOOR PLAN 1:100



PROPOSED SECOND FLOOR PLAN 1:100

Preliminary

Hillmandesign Ltd
Architectural Practice

24 Crichton Road
Carshalton Beeches
Surrey, SM5 3LS
t:(020) 8715 5584
f:(020) 8715 8134
mail@hillmandesign.co.uk

PROJECT
THE OLD LIBRARY
150 LOWER MORDEN LANE,
MORDEN, SURREY, SM4 4SJ
DRAWING
PROPOSED PLANS & ELEVATIONS

SCALE 1:100 DATE JUN 15
DRAWING NO MRD/NB/101 REVISION

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PLANNING APPLICATIONS COMMITTEE 10th December 2015

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>Item No:</u> <u>DATE VALID</u>
	15/P3587	16/09/2015
Address/Site:	80 Melbourne Road, SW19 3BA	
Ward:	Abbey	
Proposal:	Erection of roof extensions.	
Drawing No.'s:	10063A01001, 10063A03001, 10063A04001, 10063A05001 and 'Planning Application Support Document' dated September 2015	
Contact Officer:	Jock Farrow (020 8545 3114)	

RECOMMENDATION

Refuse planning permission.

CHECKLIST INFORMATION

- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 6
- External consultations: 0
- Controlled Parking Zone: Yes

1. INTRODUCTION

- 1.1 This application is being brought to the Planning Applications Committee for determination at the request of Councillor Katy Neep.

2. SITE AND SURROUNDINGS

- 2.1 The application site is located at 80 Melbourne Road, SW19 which is on the corner of Melbourne Road and Brisbane Avenue. The site is irregular in shape with an oblique angled southern boundary; the site is occupied by a two storey (with loft level) end-terrace dwelling. Due to the corner location, the

host dwelling has two street frontages and a highly visible roofscape. The dwelling is attached to a terrace row which fronts Brisbane Avenue; the host dwelling continues the architectural features of this terrace by incorporating a two storey bay window with gable. However, the property is unique in that while it repeats the bay windows and gables of the Brisbane Avenue terrace row, the main architectural features of the dwelling address Melbourne Road, which include the entrance and shallow bay windows. Due to the irregular shaped site, the resulting dwelling has a stepped façade and an undulating, multi-pitch roof.

- 2.2 The host dwelling is surrounded by two storey (with loft level) residential development with a large commercial premises opposite the dwelling, across Melbourne Road. The site is not located within a conservation area.

3. CURRENT PROPOSAL

- 3.1 This application seeks planning permission for roof extensions, including a hip to gable end extension to the part of the roof fronting Brisbane Avenue and an additional half storey along the length of the dwelling facing Melbourne Road. Two roof lights are also proposed to the roof slope fronting Brisbane Avenue.
- 3.2 The proposed extension would have a flat roof and vertical walls; the resulting form would be largely square and would be contemporary in appearance, making use of extensive glazing.

4. PLANNING HISTORY

- 4.1 There is no relevant planning history recorded at the application site.

5. CONSULTATION

5.1 Public:

6 neighbouring properties were consulted directly by way of letters and a site notice was posted outside of the site – No representations were received.

5.2 Councillors:

Councillor Katy Neep – Supports proposals. Councillor Neep's representation is summarised as follows:

- Grounds for refusal are based on design which is subjective;
- Proposal would not intrude on other properties;
- Design is sympathetic and high quality, thus enhancing, and remaining in keeping with, the area;
- Due to the subjective nature of the application and given there have been no objections, requests the application be decided at committee, in the interest of democracy.

6. POLICY CONTEXT

6.1 NPPF - National Planning Policy Framework (2012):

Part 7. Requiring Good Design

6.2 London Plan Consolidated 2015:

7.4 Local character

7.6 Architecture

- 6.3 Merton Sites and Policies Plan July 2014 policies:
DM D2 Design considerations in all developments
DMD3 Alterations and extensions to existing buildings
- 6.4 Merton Core Strategy 2011 policy:
CS 14 Design
- 6.5 Supplementary Planning Guidance:
Merton Council Supplementary Planning Guidance – Residential Extensions, Alterations and Conversions

7. PLANNING CONSIDERATIONS

- 7.1 The planning considerations for an extension to an existing building relate to the impact of the proposed extension on the character and appearance of the host building along with the surrounding area and the impact upon neighbouring amenity.

Character and Appearance

- 7.2 London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DMD2 and DMD3 require well designed proposals that will respect the appearance, materials, scale, bulk, proportions and character of the original building and their surroundings. SPP policy DMD3 further seeks for roof extensions to use compatible materials, to be of a size and design that respect the character and proportions of the original building and surrounding context, do not dominate the existing roof profile and are sited away from prominent roof pitches unless they are a specific feature of the area.
- 7.3 The roofscape is a key characteristic of any building, it is important that any roofscape assimilates effectively with the host building as well as the surrounding area to achieve a coherent design, thus protecting the visual amenity of the area.
- 7.4 The host dwelling has a unique, undulating, multi-pitch roof which is attributable to the unique shape of the site and the fact the site is located upon a corner plot. Due to the site's prominence (being located upon a corner plot), the roofscape is highly visible from, and contributes significantly to, the streetscene.
- 7.5 The proposal which seeks to extend the Brisbane Avenue roofslope from hip to gable end, infill the Melbourne Road elements of the roof and essentially add a half floor to the dwelling would completely transform and dominate the roofscape. The proposed development would result in conflicting styles, having a contemporary appearance at the effective second floor level and a traditional appearance at ground and first floor levels. The resulting roof profile would fail to respect the character, appearance or proportions of the host dwelling, to the detriment of the visual amenity of the area and the streetscene.
- 7.6 The proposed roof extension by virtue of its bulk, form, scale, design and resulting roof profile would constitute an obtrusive and incongruous form of

development that would detract from the appearance of the original building and be out of keeping with, and detrimental to, the visual amenity and character of the area as a whole. Therefore, the proposal would be contrary to the relevant planning policies listed above.

Neighbouring Amenity

- 7.7 SPP policy DMD2 states that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of loss of light, quality of living conditions, privacy, visual intrusion or noise.
- 7.8 The applicant has undertaken a sunlight and daylight assessment which has concluded that there would be no undue loss of light to neighbouring properties as a result of the proposed roof extension. The sunlight and daylight assessment provided follows good practice and it is considered that that the conclusion is accurate.
- 7.9 The use of the dwelling would remain as residential and separate legislation (Building Regulations) would ensure appropriate insulation to noise; therefore, it is not considered the proposal would result in an undue impact upon the living conditions of neighbouring properties nor would it result in undue noise intrusion.
- 7.10 All proposed windows would either be directed to the rear or to the south. The window to the rear would be directed toward the flank elevation of No. 78 Melbourne Road, which does not have flank windows. The windows to the south would overlook the public domain, in Melbourne Road. Therefore, it is not considered that any proposed windows would result in an undue loss of privacy for neighbouring properties. However, the proposal does involve an enclosed, flat section of roof which is directly accessible from full length glazed doors. While the applicant has advised that the flat section of roof is for maintenance purposes only, the configuration is reminiscent of a roof terrace. If the enclosed section of roof were to be used as a roof terrace, direct overlooking would be provided to the rear gardens of the surrounding residential properties. Additionally, outlook would likely be provided to the rear windows of the Brisbane Avenue terrace row. Had this application been recommended for approval, it is considered that restricted access to the roof could have been imposed by way of condition. Overlooking that may arise could be addressed by way of condition, and it may be unreasonable to cite overlooking as a reason for refusal in the event that permission is refused.
- 7.11 Given the bulk of the extension fronts Melbourne Road, it is not considered the proposal would result in undue visual intrusion for neighbouring properties.
- 7.12 It is considered that with the use of suitable conditions, the proposal would not result in undue adverse effects on neighbouring amenity and would achieve compliance with SPP policy DMD2.

8. CONCLUSION

The proposed roof extension by virtue of its bulk, form, scale, design and resulting roof profile would constitute an obtrusive and incongruous form of development that would detract from the appearance of the original building and be out of keeping with, and detrimental to, the visual amenity and character of the area as a whole. Therefore, the proposal would be contrary to London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DMD2 and DMD3.

It is therefore recommended to refuse planning permission on the following grounds:

The proposed roof extension by virtue of its bulk, form, scale, design and resulting roof profile would constitute an obtrusive and incongruous form of development that would detract from the appearance of the original building and be out of keeping with, and detrimental to, the visual amenity and character of the area as a whole. Therefore, the proposal would be contrary to London Plan policies 7.4 and 7.6, Merton LDF Core Planning Strategy policy CS14 and Merton SPP policies DMD2 and DMD3.

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80 Melbourne Rd

Scale 1/1250

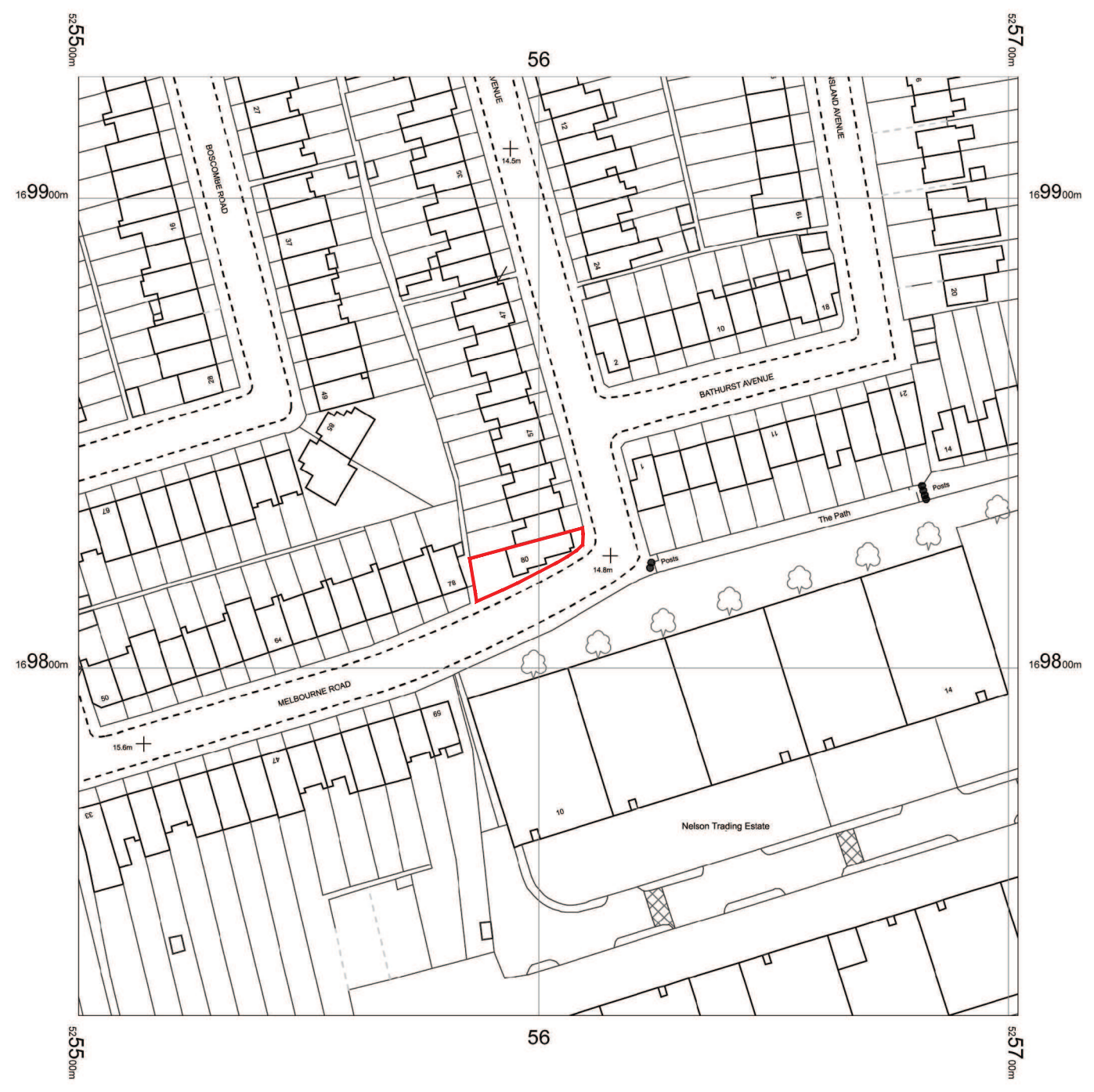
Date 23/11/2015

London Borough of Merton
 100 London Road
 Morden
 Surrey
 SM4 5DX



DEVELOPMENT CONTROL

Any dimensions shown should be checked on site and discrepancies reported to the Architect prior to construction.
Do not scale from this drawing.
Designs are not coordinated with engineer projects.
Copyright Atelierdb.
Rev. |



elevation to brisbane road



elevation to melbourne road



elevation to melbourne road showing main roof volumes



photo showing side and rear elevations



photo showing rear gable end to property

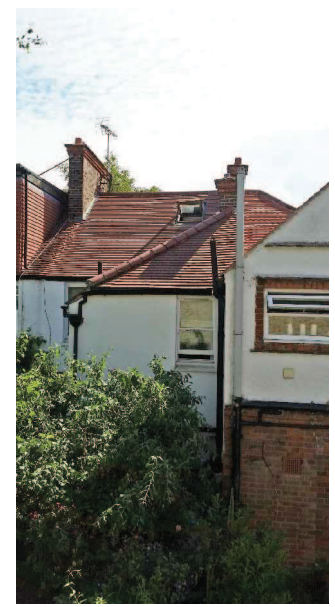
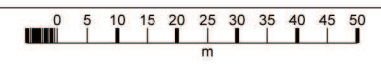


photo showing party wall (line of SVP) and neighbours roofs to left of SVP



OS MasterMap 1250/2500/10000 scale
14 September 2015, ID: CM-00462877
www.centremapslive.co.uk
1:1250 scale print at A4, Centre: 525602 E, 169826 N
©Crown Copyright Ordnance Survey. Licence no. 100019980



PLANNING
Date: 16.09.2015



Client
Mr Calladine and Ms Dougan

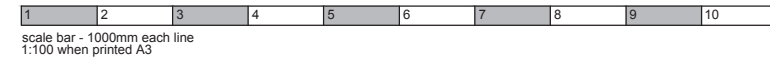
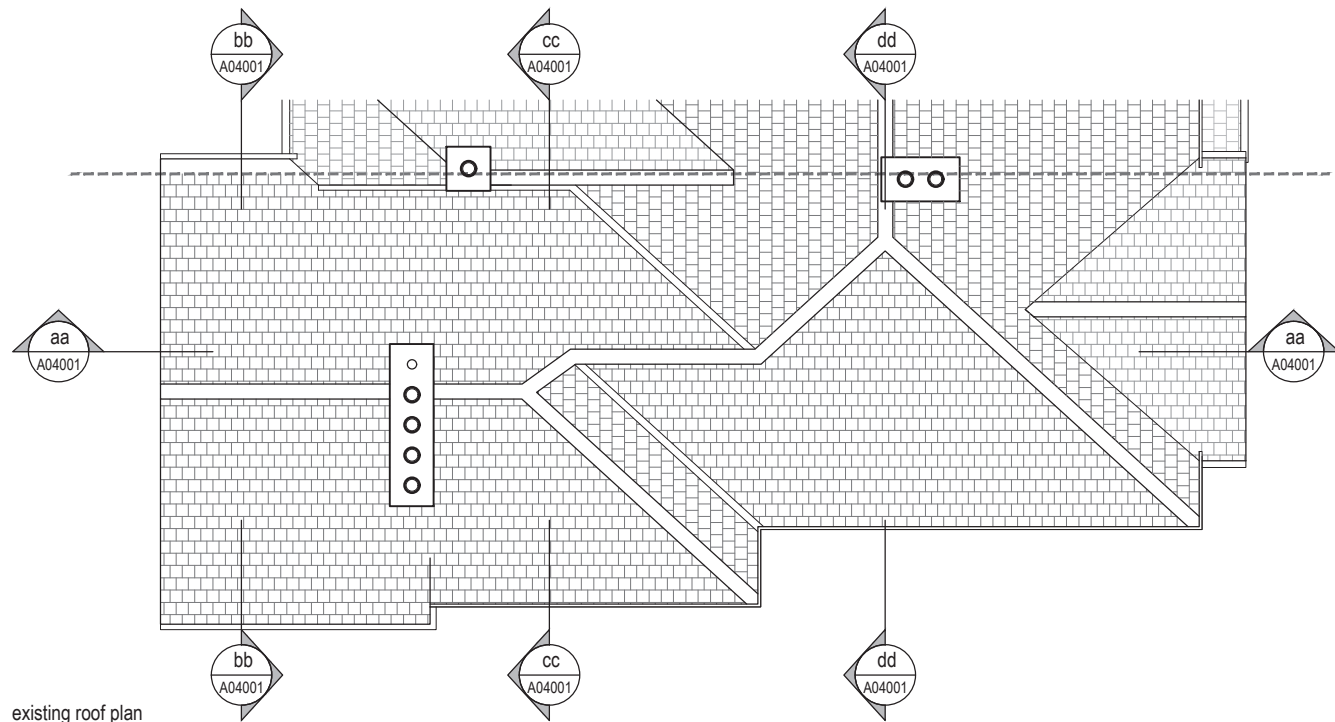
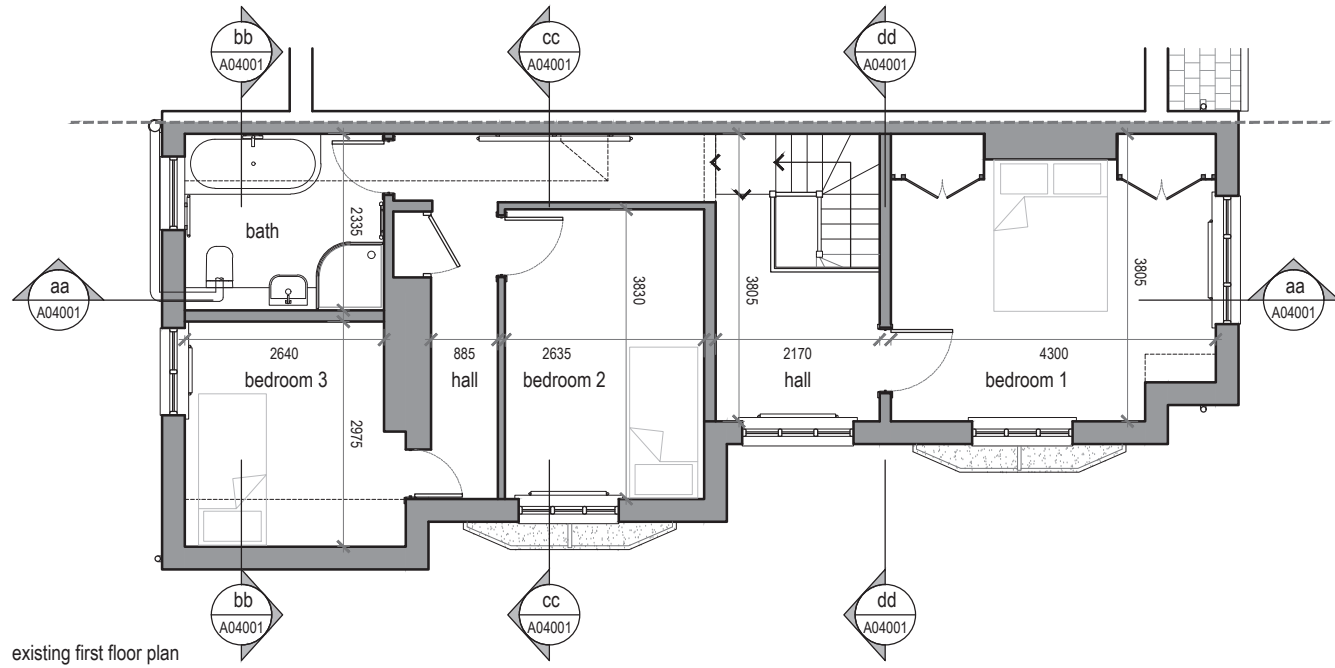
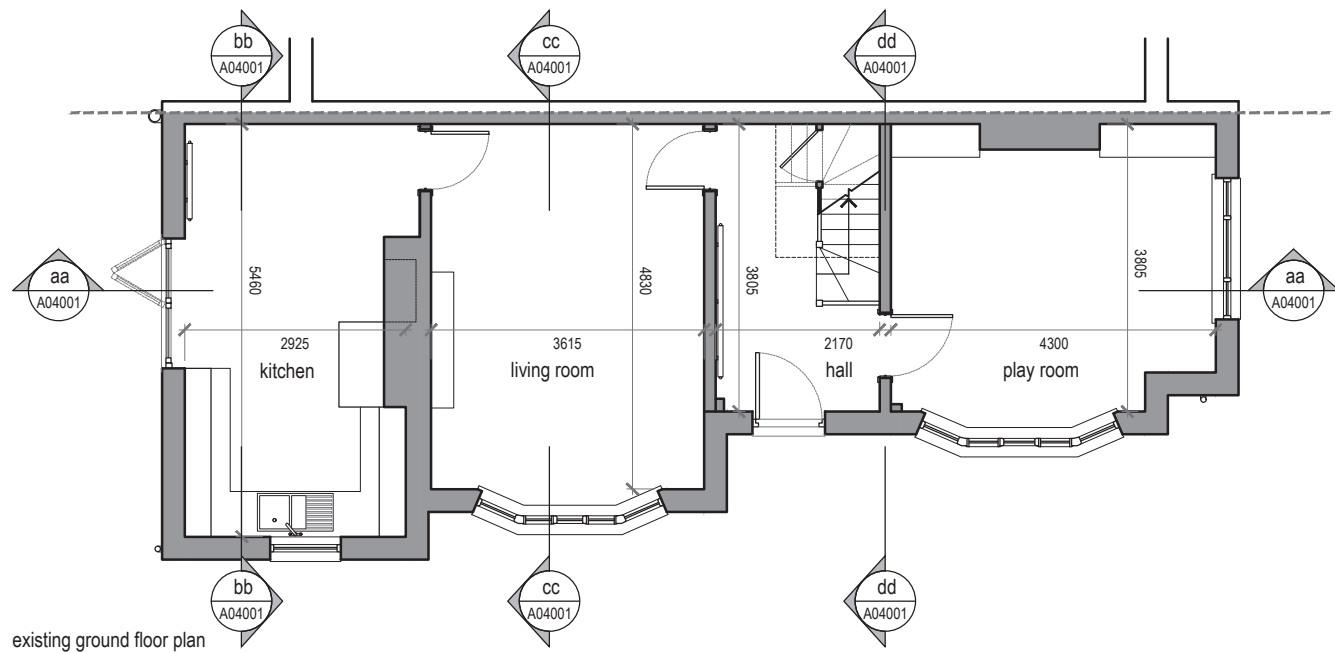
Project
80 Melbourne Road, SW19 3BA

Drawing
Location Plan + Site Photos

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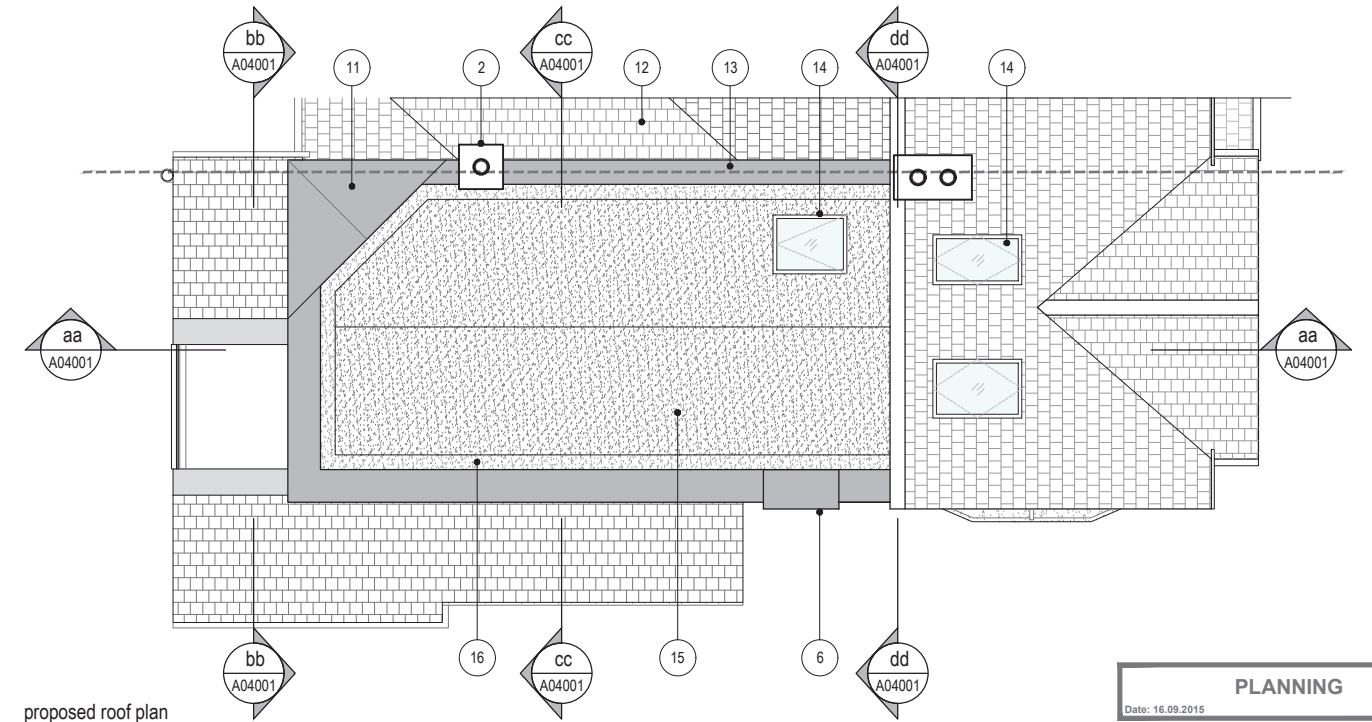
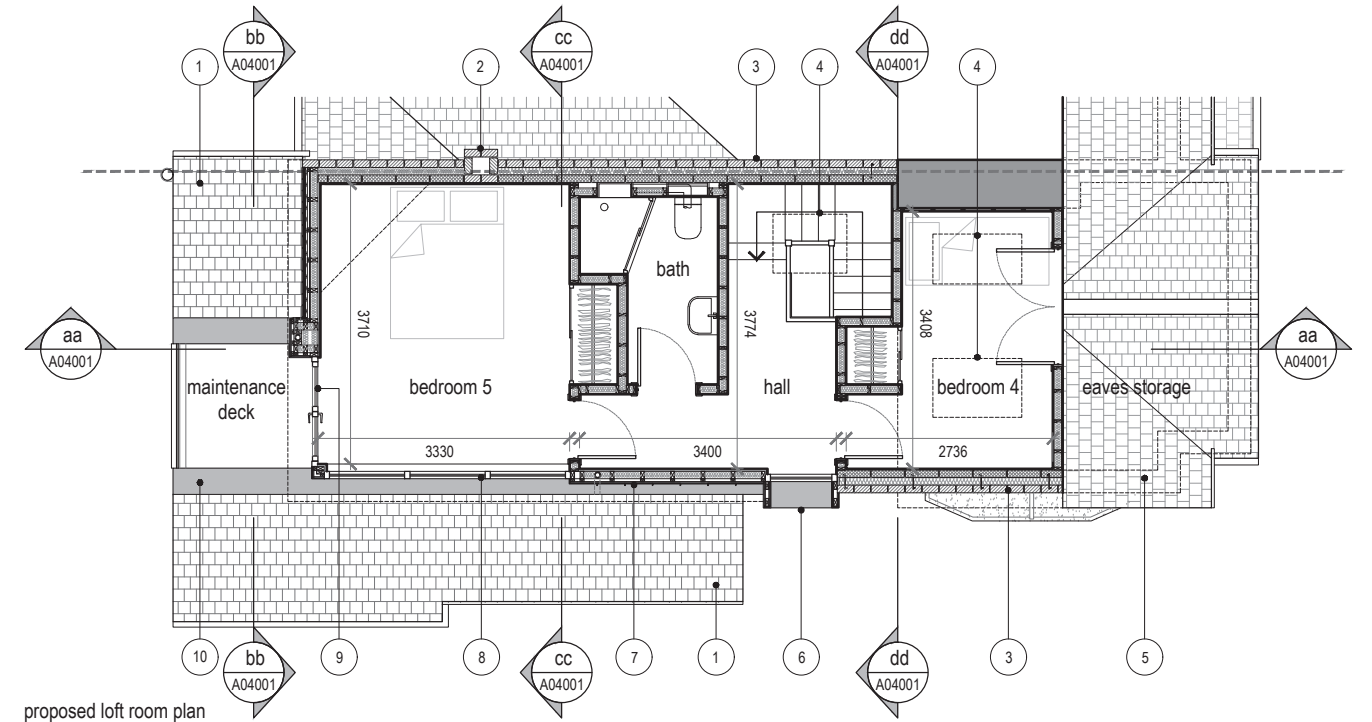
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n.b : proposed first and ground floor unchanged, except for internal reconfigurations



Legend

- 1 existing red clay tiles retained
- 2 chimney to neighbouring property extended in bricks to match existing
- 3 new cavity wall material - bricks to match existing
- 4 dashed line indicates velux window above
- 5 new roof tiles extend roof in same plane as existing
- 6 new box window frame material / colour - VMzinc pigmento red
- 7 new vertical standing seam cladding material / colour - VMzinc pigmento red
- 8 new window material / colour - grey aluminium
- 9 new glazed double doors material / colour - grey aluminium
- 10 zinc capping to cavity wall material / colour - VMzinc quartz zinc
- 11 chamfered roof material - bricks to match existing
- 12 existing roof to neighbours outrigger
- 13 roof capping / fascia cladding material / colour - VMzinc pigmento red
- 14 new velux windows material / colour - grey aluminium
- 15 new warm flat roof material / colour - grey fibreglass
- 16 new box gutter material / colour - grey fibreglass

PLANNING
Date: 16.09.2015

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architecture + design
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T: 0203 942 7872 www.atelierdb.com

Client
Mr Calladine and Ms Dougan

Project
80 Melbourne Road, SW19 3BA

Drawing
Existing + Proposed Plans

Scale
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Date
16.09.2015

Drawn
cap

Drawing No.
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Revision
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Status
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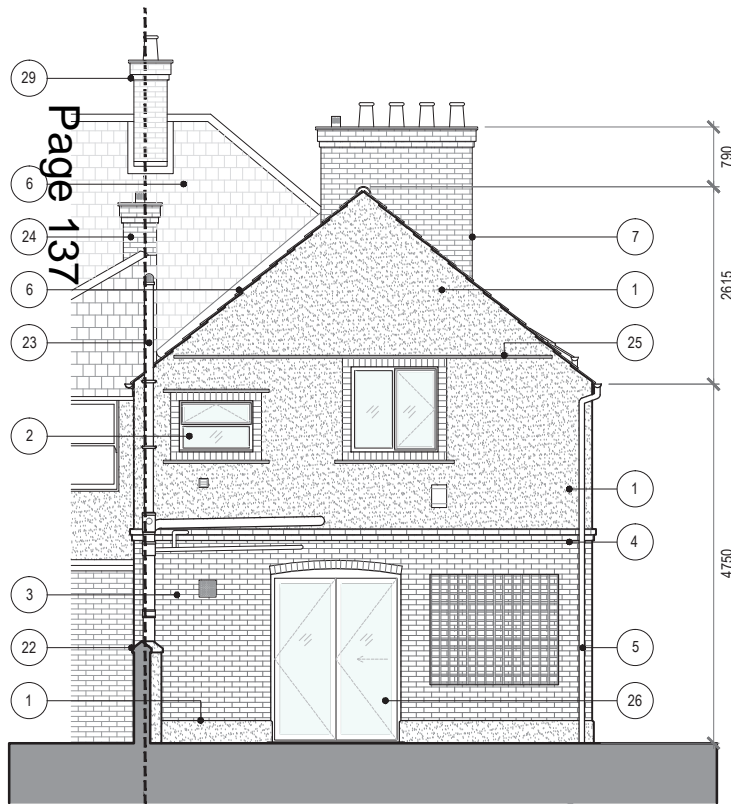
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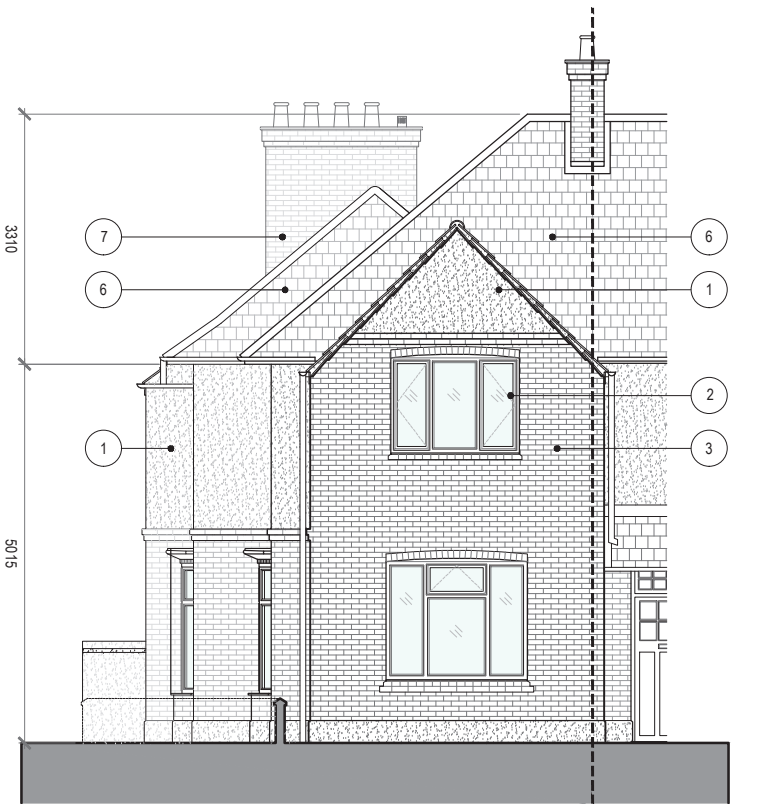
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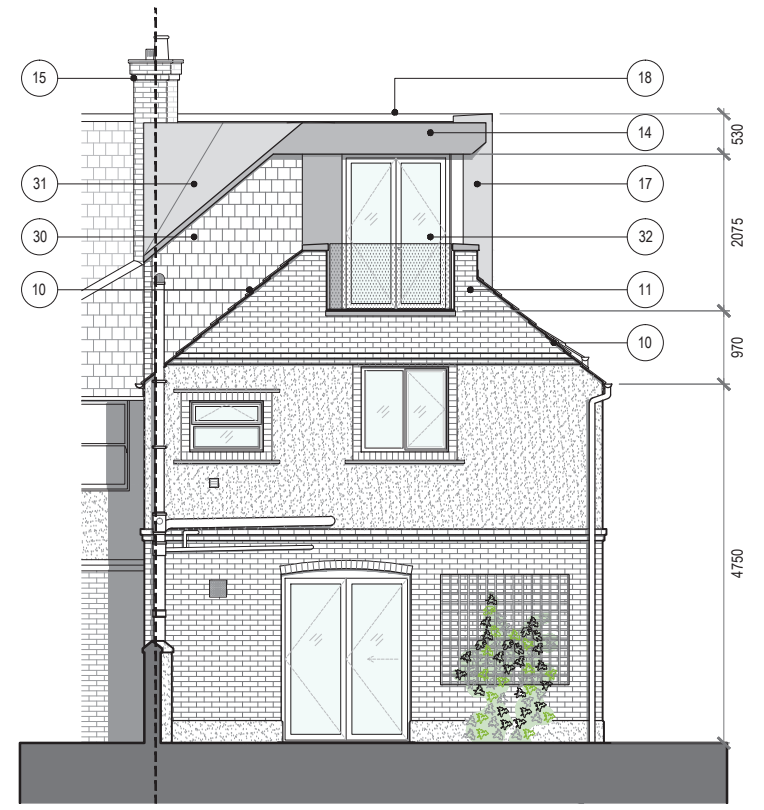
proposed south elevation



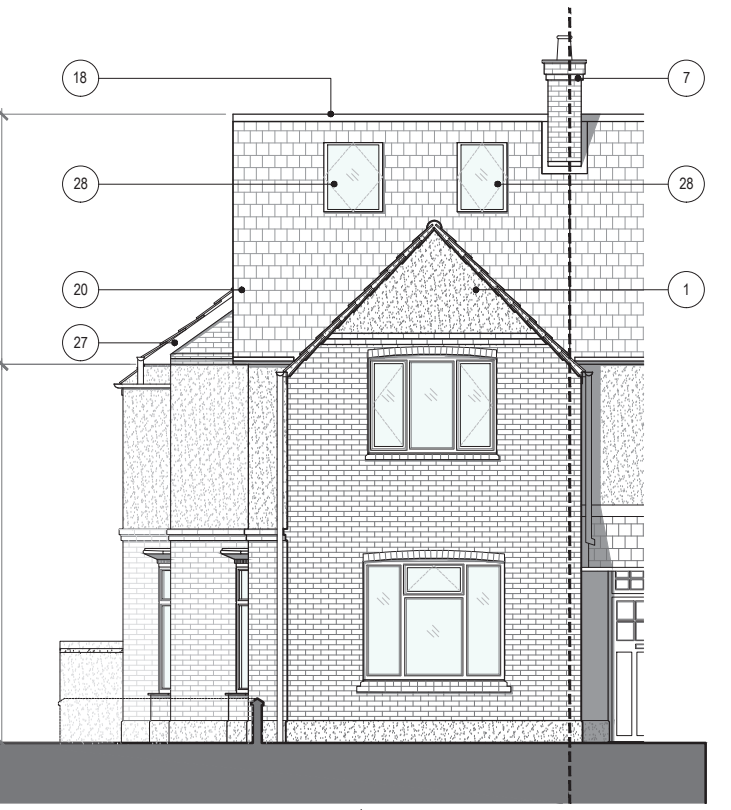
existing west elevation



existing east elevation



proposed west elevation



proposed east elevation

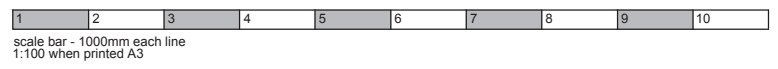
- Legend
- 1 render painted white
 - 2 existing double glazed window material / colour - white pvc
 - 3 existing red brickwork
 - 4 existing brickwork corbeling detail
 - 5 existing rainwater pipe material / colour - black pvc
 - 6 existing red clay tiles
 - 7 existing chimney to be removed
 - 8 existing double glazed bay window material / colour - white pvc

- 9 existing brick corbeling around windows
- 10 existing red clay tiles retained
- 11 new cavity wall material - bricks to match existing
- 12 zinc capping to cavity wall material / colour - VMzinc quartz zinc
- 13 new window material / colour - grey aluminium
- 14 roof fascia cladding material / colour - VMzinc pigmento red
- 15 chimney to neighbouring property extended in bricks to match existing
- 16 new vertical standing seam cladding material / colour - VMzinc pigmento red

- 17 new box window frame material / colour - VMzinc pigmento red
- 18 existing ridge line retained and extended with matching tiles
- 19 roof changed from hip to gable end constructed from bricks to match existing
- 20 new roof tiles to match existing
- 21 brick corbeling detail replicated to create horizontal banding
- 22 existing garden wall material / colour - white render
- 23 SVP material / colour - black pvc
- 24 chimney to neighbours property

- 25 existing feature - roof tiles embedded in wall to create horizontal band
- 26 existing folding sliding doors material / colour - grey aluminium
- 27 new fascia board painted grey
- 28 new velux windows material / colour - grey aluminium
- 29 existing chimney breast retained
- 30 new hung tile wall material / colour - to match existing tiles
- 31 chamfered roof material / colour - VMzinc pigmento red
- 32 new glazed double doors material / colour - grey aluminium

PLANNING
Date: 16.09.2015



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Client
Mr Calladine and Ms Dougan

Project
80 Melbourne Road, SW19 3BA

Drawing
Existing + Proposed Elevations

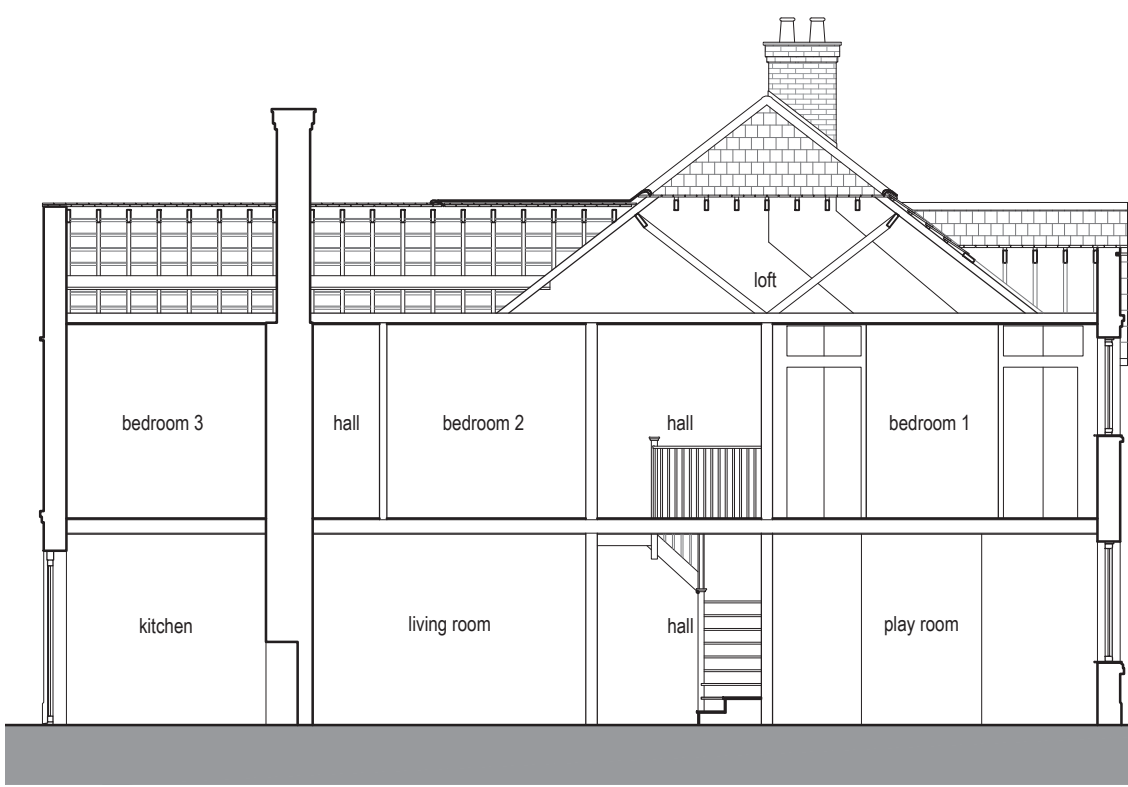
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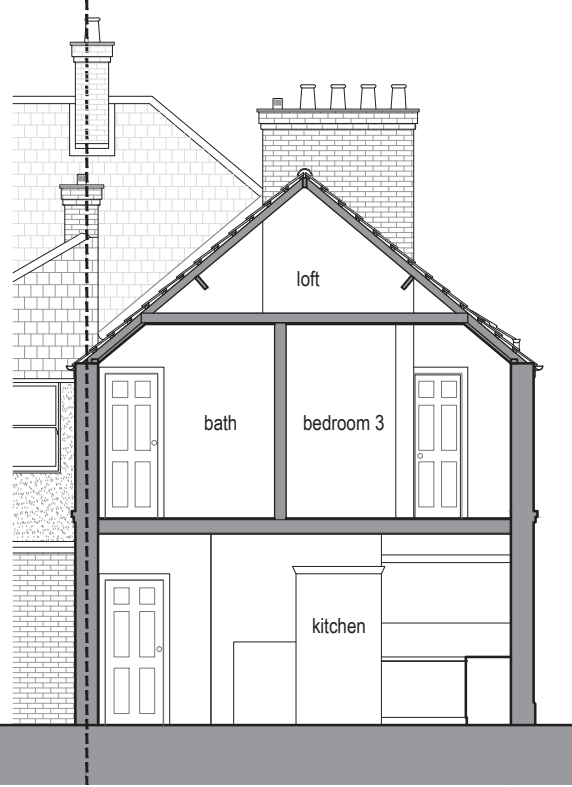
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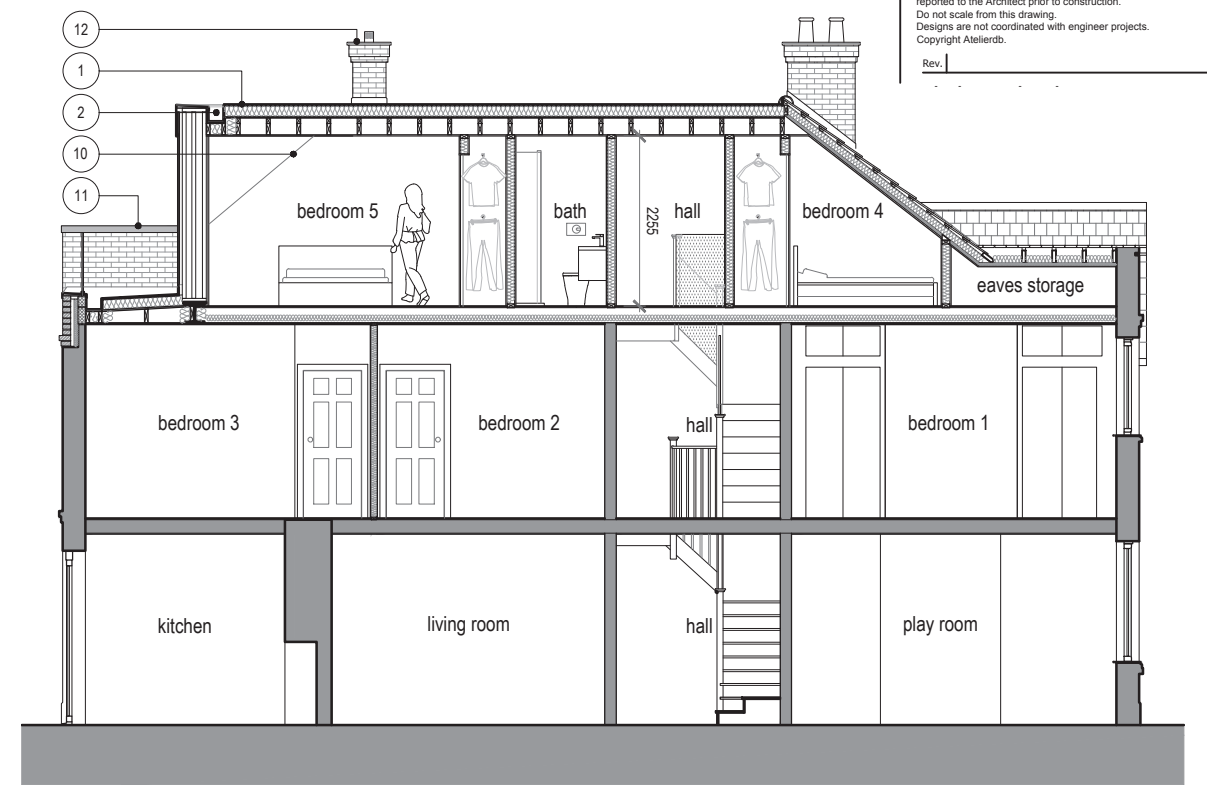
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existing section aa

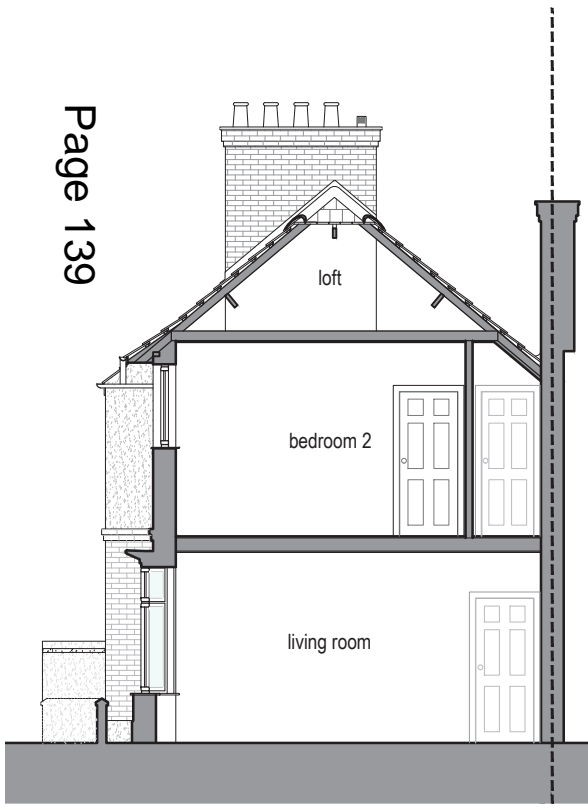


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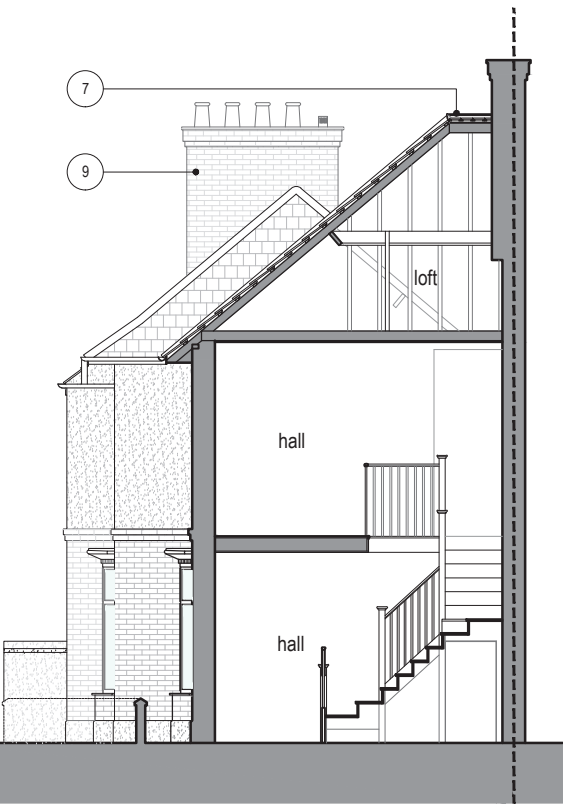


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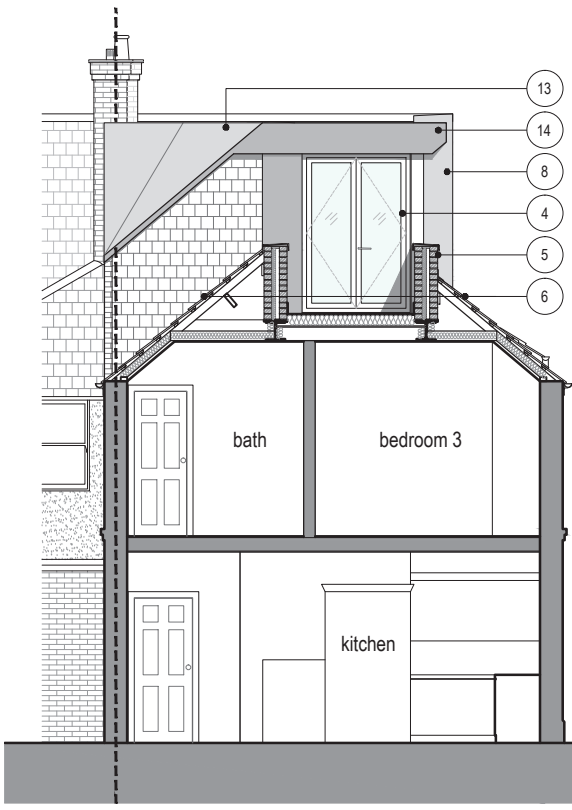
Page 139



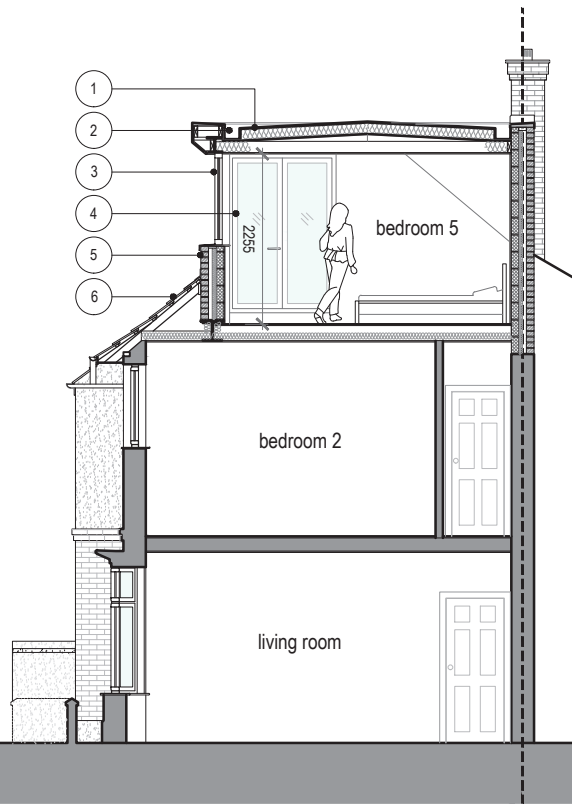
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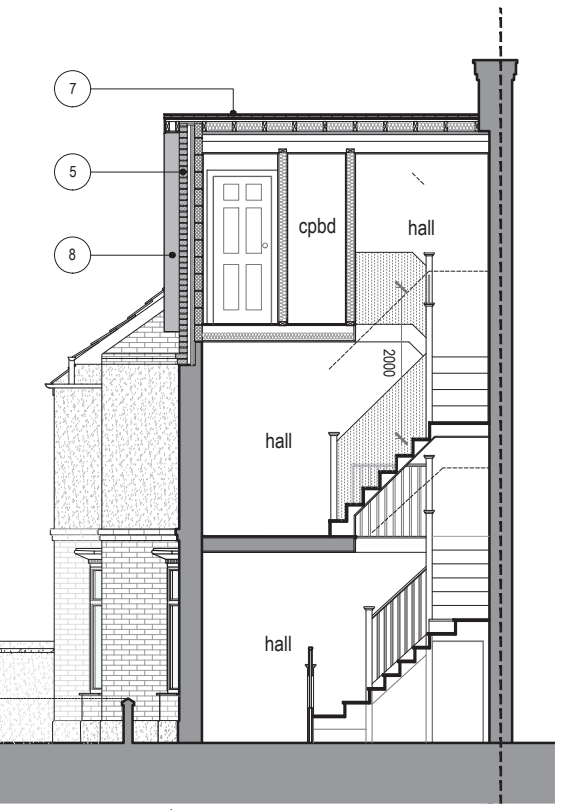
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proposed section bb



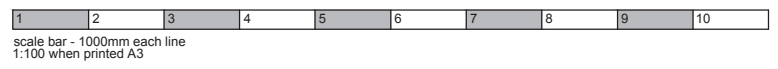
proposed section cc



proposed section dd

- Legend
- 1 new warm flat roof material / colour - grey fibreglass
 - 2 new box gutter material / colour - grey fibreglass
 - 3 new window material / colour - grey aluminium
 - 4 new glazed double doors material / colour - grey aluminium
 - 5 new cavity wall material - bricks to match existing
 - 6 existing red clay tiles retained
 - 7 existing ridge line retained and extended with matching tiles
 - 8 new box window frame material / colour - VMzinc pigmento red
 - 9 existing chimney to be removed
 - 10 chamfered ceiling within bedroom
 - 11 zinc capping to cavity wall material / colour - VMzinc quartz zinc
 - 12 chimney to neighbouring property extended in bricks to match existing
 - 13 chamfered roof material / colour - VMzinc pigmento red
 - 14 roof fascia cladding material / colour - VMzinc pigmento red

PLANNING
Date: 16.09.2015



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Client
Mr Calladine and Ms Dougan

Project
80 Melbourne Road, SW19 3BA

Drawing
Existing + Proposed Sections

Scale
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Date
16.09.2015

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Drawing No.
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Revision
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Status
Planning

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Committee: Planning Applications

Date: 10th December 2015

:

Wards: All

Subject: Planning Appeal Decisions

Lead officer: Head of Sustainable Communities

Lead member: Chair, Planning Applications Committee

Contact officer: Stuart Humphryes

Recommendation:

That Members note the contents of the report.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 For Members' information recent decisions made by Inspectors appointed by the Secretary of State for Communities and Local Government in respect of recent Town Planning Appeals are set out below.
- 1.2 The relevant Inspectors decision letters are not attached to this report, but can be seen on the Council web-site with the other agenda papers for this meeting at the following link:

http://www.merton.gov.uk/council/committee.htm?view=committee&com_id=165

DETAILS

Application Number:	15/P0691
Site:	75, Circle Gardens, Merton Park SW19 3JT
Development:	Erection of first floor side extension
Recommendation:	Refuse Permission (<i>Delegated Decision</i>)
Appeal Decision:	DISMISSED
Date of Appeal Decision:	6 th November 2015

Link to Appeal Decision

http://planning.merton.gov.uk/MVM.DMS/Planning%20Application/1000087000/1000087998/15P0691_Appeal%20Decision%20Notice.pdf

Application Number: **15/P0880**
Site: 13 Savona Close, West Wimbledon SW19 4HT
Development: Remodelling front façade with first floor front extension
Recommendation: Refuse Permission (*Delegated Decision*)
Appeal Decision: **DISMISSED**
Date of Appeal Decision: 4th November 2015

Link to Appeal Decision

http://planning.merton.gov.uk/MVM.DMS/Planning%20Application/1000088000/1000088179/15P0880_Appeal%20Decision%20Notice.pdf

Application Number: **15/P1360**
Site: The former Allied Irish Bank, 201 The Broadway SW19 1FF
Development: Change of use from bank to residential
Recommendation: Refuse Permission (*Delegated Decision*)
Appeal Decision: **DISMISSED**
Date of Appeal Decision: 17th November 2015

Link to Appeal Decision

http://planning.merton.gov.uk/MVM.DMS/Planning%20Application/1000088000/1000088635/15P1360_Appeal%20Decision%20Notice.pdf

Alternative options

- 3.1 The appeal decision is final unless it is successfully challenged in the Courts. If a challenge is successful, the appeal decision will be quashed and the case returned to the Secretary of State for re-determination. It does not follow necessarily that the original appeal decision will be reversed when it is re-determined.
- 3.2 The Council may wish to consider taking legal advice before embarking on a challenge. The following applies: Under the provision of Section 288 of the Town & Country Planning Act 1990, or Section 63 of the Planning (Listed Buildings and Conservation Areas) Act 1990, a person or an establishment who is aggrieved by a decision may seek to have it quashed by making an application to the High Court on the following grounds: -
1. That the decision is not within the powers of the Act; or
 2. That any of the relevant requirements have not been complied with; (relevant requirements means any requirements of the 1990 Act or of the Tribunal's Land Enquiries Act 1992, or of any Order, Regulation or Rule made under those Acts).

1 CONSULTATION UNDERTAKEN OR PROPOSED

1.1. None required for the purposes of this report.

2 TIMETABLE

2.1. N/A

3 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

3.1. There are financial implications for the Council in respect of appeal decisions where costs are awarded against the Council.

4 LEGAL AND STATUTORY IMPLICATIONS

4.1. An Inspector's decision may be challenged in the High Court, within 6 weeks of the date of the decision letter (see above).

5 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

5.1. None for the purposes of this report.

6 CRIME AND DISORDER IMPLICATIONS

6.1. None for the purposes of this report.

7 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

7.1. See 6.1 above.

8 BACKGROUND PAPERS

8.1. The papers used to compile this report are the Council's Development Control service's Town Planning files relating to the sites referred to above and the agendas and minutes of the Planning Applications Committee where relevant.

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Committee: Planning Applications Committee

Date: 10th December 2015

Agenda item:

Wards: All

Subject: PLANNING ENFORCEMENT - SUMMARY OF CURRENT CASES

Lead officer: HEAD OF SUSTAINABLE COMMUNITIES

Lead member: COUNCILLOR LINDA KIRBY, CHAIR, PLANNING APPLICATIONS COMMITTEE

Contact Officer Sam Amoako-Adofo: 0208 545 3111
sam.amoako-adofo@merton.gov.uk

Recommendation:

That Members note the contents of the report.

1. Purpose of report and executive summary

This report details a summary of case work being dealt with by the Planning Enforcement Team and contains figures of the number of different types of cases being progressed, with brief summaries of all new enforcement notices and the progress of all enforcement appeals.

Current Enforcement Cases:	847 ¹ (865)	New Appeals:	0 (3)
New Complaints	40 (62)	Instructions to Legal	2
Cases Closed	58 (35)	Existing Appeals	9 (9)
No Breach:	33	<hr/>	
Breach Ceased:	25	TREE ISSUES	
NFA ² (see below):	-	Tree Applications Received	43 (58)
Total	58 (35)	% Determined within time limits:	90%
New Enforcement Notices Issued		High Hedges Complaint	0 (1)
Breach of Condition Notice:	0	New Tree Preservation Orders (TPO)	0 (4)
New Enforcement Notice issued	4	Tree Replacement Notice	0
S.215: ³	0	Tree/High Hedge Appeal	0
Others (PCN, TSN)	0		
Total	5 (5)		
Prosecutions: (instructed)	0 (0)		

Note (*figures are for the period 3rd – 30th November 2015*). The figure for current enforcement cases was taken directly from M3 crystal report.

¹ Totals in brackets are previous month's figures

² confirmed breach but not expedient to take further action.

³ S215 Notice: Land Adversely Affecting Amenity of Neighbourhood.

2.00 New Enforcement Actions

2.01 117 Haydons Road South Wimbledon SW19. The Council served an enforcement notice on 9th November 2015 against the unauthorised change of use of the former public house into eight self-contained flats. The notice would come into effect on 15th December unless there is an appeal prior to that date and the requirement would be to cease using the building as residential units within 6 months.

Some Recent Enforcement Actions

2.02 112 Edgehill Road Mitcham CR4 An enforcement notice was issued on 26th October 2015 against the erection of a 'canopy type' rear extension. The requirement is to demolish the structure within one month of the effective date unless an appeal is made before 5th December 2015 which is the effective date.

2.03 4 Sunnymead Avenue Mitcham CR4- The Council served an enforcement notice against a front roof alteration and rear dormer on 26/10/15. The notice comes into effect on 5/12/15 unless an appeal is made prior to that date. The requirement is to demolish the unauthorised roof extension within one month.

The Council has been notified of an appeal but no further details have been provided.

- 2.04 10 Lammas Avenue Mitcham CR4-** The Council served an enforcement notice on 19th October 2015 against the erection of a rear roof extension to the property. The requirement is to demolish the extension and reinstate the roof slope using similar materials at the adjoining properties. Following further discussions, the notice was withdrawn to allow an amended application to be submitted for consideration. If implemented it would overcome the need for enforcement action otherwise a fresh notice can be issued.
- 2.05 61 Commonsides West Mitcham CR4** An enforcement notice was issued on 12th October 2015 against a roof alteration at the property with a requirement to remove the unauthorised roof and replace with the original flat roof. The notice would come into effect on 20/11/15 unless there is an appeal prior to that. The compliance period is one month.
- 2.06 1 Dovedale Rise, Mitcham CR4 -** The Council served an enforcement notice on 17th August 2015 against the erection of four outbuildings in the rear garden of the property with a requirement to demolish these structures within three months of the effective date. The notice came into effect on 25th September as there was no appeal prior to that date. The compliance period expires on 25th December 2015. The required steps must be completed before that date to prevent a potential prosecution.
- 2.07 32 Consfield Avenue KT3.** The Council issued an enforcement notice on 24th June 2015 against the unauthorised erection of a single storey rear extension. The notice came into effect on 30th July 2015 as no appeal was registered before that date. The main requirement is to remove the structure within one month of the effective date. The owner has indicated a retrospective planning application would be submitted for a smaller extension but this has been delayed. An extension has been agreed for an application to be submitted as failure could result in prosecution for non-compliance.
- 2.08 Burn Bullock, 315 London Road, Mitcham CR4.** A Listed Buildings Repair Notice (LBRN) was issued on 27th August 2014 to require a schedule of works to be carried out for the preservation of the Building which is listed. The notice came into effect immediately and as a first step requires the owner to submit an application for planning and listed building consent by 27th October 2014 for consideration.

Listed Building Consent was granted on 3rd March 2015 to cover the required works which include:

- 1) The roof and rainwater goods,
- 2) Masonry, chimney and render repairs
- 3) Woodwork, glazing and both internal and external repairs.

Officers inspected the property with a representative from English Heritage on 17th September and it appeared that works have been halted.

On 6/11/15 an extension (ref 15/P2924) was granted to allow the required works to be completed. It has been confirmed that works on site, which stopped due to

the builders moving to another job, would resume on Tuesday 8th December 2015.

The Car lot – Most of the cars have now been removed – the remaining cars are broken and need to be towed or carried on transporters.

3.0 New Enforcement Appeals

None

3.1 Existing enforcement appeals

- **18 Morton Road, Morden SM4** The Council served an enforcement notice on 29th June 2015 against the erection of an outbuilding with a requirement to demolish the structure within two months of the effective date of the notice of 6/8/15. The Council has been notified of an appeal and a questionnaire and relevant policies have been sent to the Inspectorate. This relates to a planning appeal rather than an enforcement appeal.

The enforcement notice is effective but no action would be taken until the current planning appeal has been decided.

- **2 Cavendish Road, Colliers Wood SW19** - The Council issued an enforcement notice on 18th August 2015 against the unauthorised erection of a first floor extension to an existing structure. The notice would have come into effect on 30th September 2015 but the Council has been notified of an appeal. The main requirement is to remove the first floor structure within one month of the effective date. The Council's questionnaire and policies sent to the Inspectorate.

The Council's questionnaire and attachments has been sent in compliance with the agreed programme. .

- **61 The Quadrant SW20** - The Council issued an enforcement notice on 25th August 2015 against the unauthorised erection of a single storey rear extension. The notice would come into effect on 6th October 2015 unless there is an appeal prior to that date. The main requirement is to demolish the structure within three months of the effective date. The Council's questionnaire and policies sent to the Inspectorate.

The Council's statement is due on 4/12/15

- **14 Glenthorpe Road Morden SM4** An enforcement notice was issued against the erection of a raised timber decking with uprights and a polycarbonate lean-to with roofing. The requirements are to remove these structures within one month of the effective date. The owner has appealed and the council's statement was sent on 5/10/15.

The next stage is a date for the inspector site visit.

- **36 Deal Road SW17** An enforcement notice was issued on 6th July 2015 against the conversion of the property from two into three self-contained

flats involving the use of the roof space as a self-contained flat. The notice would have come into effect on 10th August 2015 but an appeal has been registered.

The main requirement of the notice would be for the use of the building as three self-contained flats to cease within 6 months.

The next stage is the appeal site visit to be scheduled by the inspectorate.

- **24 Greenwood Close SM4** An enforcement notice was issued on 20th July 2015 against the unauthorised erection of a detached bungalow. The notice would have come into effect on 25th August 2015 but an appeal has been registered.

The main requirement of the notice is for the unauthorised building to be demolished within three months.

The Council's statement was sent on 1/12/15. PINS have confirmed an extension to 5/1/16 at the request of the appellant as they want two other planning appeals for the same development to be co-joined and dealt with by one inspector.

- **163 Central Road, Morden SM4**, An enforcement notice was issued on 9th April 2015 against the unauthorised conversion of an outbuilding into residential accommodation. The notice would have come into effect on 19th May 2015 but an appeal was registered and is proceeding under written representations. The requirements are for the unauthorised use to cease and the landlord to remove all partitions, facilities, fixtures and fittings facilitating the use of the outbuilding as a bedsit within four months.

The next stage is the appeals site visit to be arranged by PINs.

- **14 St James Road, Mitcham**, An enforcement notice was issued on 29th April 2015 against the unauthorised conversion of the property into two flats. An appeal has been registered and is proceeding by written representation. If the appeal is dismissed and the notice is upheld, the requirements would be for the owners to cease the use of the property as flats and remove all fittings and partitions facilitating the unauthorised use within three months.

Inspector site visit took place on 24/11/15 and a decision is expected within 2 – 5 weeks.

- **204 Tamworth Lane, Mitcham CR4**, - An enforcement notice was issued on 11th May 2015 against the unauthorised erection of a second single storey rear extension and raised patio. An appeal has been registered and is proceeding under written representation. The main requirement of the notice is for the unauthorised extension to be demolished within 3 months.

An inspector site visit took place on 24/11/15 and a decision is expected within five weeks.

3.2 Appeals determined –

None

Prosecution case.

None

3.4 Requested update from PAC

(a) **19 Laings Avenue, Mitcham, CR4** (para. 2.05) – Councillor Philip Jones queried the issue of an enforcement notice in relation to the overgrown condition of the rear garden of this property in view of past advice from officers about courts rejecting notices relating to back gardens. Officers indicated that one factor was the extent to which the rear garden was visible from the public realm and undertook to check the position in this case (and advise Councillor Philip Jones).

In this case there is a gap between nos 15 and 17 Laings Avenue that allows the rear overgrown garden at 19 Laings Avenue to be seen from the public realm to support enforcement action.

(b) **18 Morton Road, Morden, SM4** (para. 3.4 (d) – Officers undertook to update Councillor Philip Jones regarding the investigation into the alleged use of this property as a bed and breakfast establishment.

The investigation is on-going.

The Town and Country Use Classes Order states that (C3) family dwelling can have up to six residents living together in a dwelling house as a single household without the need for planning permission. Thus planning permission may not be required when a household takes in lodgers sharing its living accommodation. Given this the use of part of a private house for the provision of bed and breakfast accommodation may be deemed ancillary in certain circumstances.

Many local authorities adopt rules of thumb which are used to determine whether planning permission is required and it is common for guest use of up to two rooms in a house to be tolerated. Further Planning inspectors also adopt a flexible approach to this. The important consideration is whether the use has any adverse impact on the residential amenity of the adjoining properties in terms of noise or increased parking.

Sufficient evidence of any adverse impact is needed as a basis for enforcement action and therefore the need for an investigation.

(c) **3 Thornton Hill, Wimbledon, SW19**– Councillor Daniel Holden advised that he had reported an enforcement issue at this property to the Enforcement Team the previous week but had yet to receive a response, and undertook to give details to officers after the meeting.

The complaint of “working outside of hours” Saturday afternoons and Sundays was passed to Environmental Health (HR) who have written to the developers and the neighbours.

The neighbours were asked to contact EH if works were carried out outside of the permitted hours again, no further complaints received.

The allegation of “not building to the approved scheme” clarification of what possible deviation/s there may be is being progressed.

4. Consultation undertaken or proposed

None required for the purposes of this report

5 Timetable

N/A

6. Financial, resource and property implications

N/A

7. Legal and statutory implications

N/A

8. Human rights, equalities and community cohesion implications

N/A

9. Crime and disorder implications

N/A

10. Risk Management and Health and Safety implications.

N/A

11. Appendices – the following documents are to be published with this report and form part of the report Background Papers

N/A

12. Background Papers

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