

Merton Council

Development and Planning Applications Committee

Membership

Councillors:

Aidan Mundy (Chair)
Matthew Willis (Vice-Chair)
Simon McGrath
Sheri-Ann Bhim
Michael Butcher
Edward Foley
Billy Hayes
Dan Johnston
Thomas Barlow
Martin Whelton

Substitute Members:

Susie Hicks
Caroline Charles
Kirsten Galea
Nick McLean
Stephen Mercer
Stuart Neaverson

Date: Thursday 24 August 2023

Time: 7.15 pm

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

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Development and Planning Applications Committee

24 August 2023

- | | | |
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| 1 | Apologies for absence | |
| 2 | Declarations of Pecuniary Interest | |
| 3 | Minutes of the previous meeting | 1 - 26 |
| | <ul style="list-style-type: none">• 26 April 2023• 15 June 2023• 20 July 2023 | |
| 4 | Town Planning Applications | |
| | The Chair will announce the order of Items at the beginning of the Meeting.
A Supplementary Agenda with any modifications will be published on the day of the meeting.
Note: there is no written report for this item | |
| | Please note that members of the public, including the applicant or anyone speaking on their behalf, are expressing their own opinions and the Council does not take any responsibility for the accuracy of statements made by them. | |
| 5 | 565 Kingston Road, Raynes Park, London SW20 8SA | 27 - 138 |
| | Application No: 23/P0455
Ward: Raynes Park
Recommendation: Grant Permission Subject to Section 106
Obligation or any other enabling agreement | |
| 6 | Planning Appeal Decisions | 139 -
144 |
| | Officer Recommendation:
That Members note the contents of the report. | |
| 7 | Planning Enforcement - Summary of Current Cases | 145 -
156 |
| | Officer Recommendation:
That Members note the contents of the report. | |
| 8 | Glossary of Terms | 157 -
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Note on declarations of interest

Members are advised to declare any Disclosable Pecuniary Interest 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. For further advice please speak with the Managing Director, South London Legal Partnership.

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Agenda Item 3

All minutes are draft until agreed at the next meeting of the committee/panel. To find out the date of the next meeting please check the calendar of events at your local library or online at www.merton.gov.uk/committee.

DEVELOPMENT AND PLANNING APPLICATIONS COMMITTEE

26 APRIL 2023
(7.15 pm - 11.17 pm)

PRESENT Councillors Councillor Aidan Mundy (in the Chair),
Councillor Simon McGrath, Councillor Sheri-Ann Bhim,
Councillor Michael Butcher, Councillor Edward Foley,
Councillor Susie Hicks, Councillor Dan Johnston,
Councillor Gill Manly, Councillor Martin Whelton and
Councillor Thomas Barlow

ALSO PRESENT: Jonathan Berry (Head of Development Management and
Building Control) Tim Lipscomb (Principle Planning Officer),
Stuart Adams (Area Manager, Development Management –
South), Jayde Watts (Democratic Services Officer)

IN ATTENDANCE Amy Dumitrescu (Democracy Services Manager)
REMOTELY:

1 APOLOGIES FOR ABSENCE (Agenda Item 1)

There were no apologies for absence.

2 DECLARATIONS OF PECUNIARY INTEREST (Agenda Item 2)

Declarations of interest were made by Councillor Thomas Barlow who informed the committee that he would not take part in the discussion or vote on item 5 of the agenda.

There were no further declarations of interest.

3 MINUTES OF THE PREVIOUS MEETING (Agenda Item 3)

RESOLVED: That the minutes of the meeting held on 16 March 2023 are agreed as an accurate record.

4 TOWN PLANNING APPLICATIONS (Agenda Item 4)

The Committee noted the amendments and modifications to the officer's report. The Chair advised that the agenda would be taken in the published agenda order.

Please note that members of the public, including the applicant or anyone speaking on their behalf, are expressing their own opinions and the Council does not take any responsibility for the accuracy of statements made by them.

5 WIMBLEDON CHASE RAILWAY STATION, KINGSTON ROAD & 45-48
ROTHESAY AVENUE, RAYNES PARK, LONDON, SW20 8JT (Agenda Item
5)

The Planning Officer presented the report.

The committee received presentations from two objectors who stated:

- Approving this development in its current form would do more harm than good.
- Development was too high and would impact daylight and privacy on both sides of the station as well as impact mental health.
- Merton's Local Plan designates Wimbledon Chase as a neighbourhood parade and 'not appropriate for tall buildings'. Merton Council's tall building paper quotes 'new developments should not significantly alter the skyline' but this proposal would.
- The application went against Merton policy CS14 and if approved would open the gates for future high-rise developments.
- The development did not match the height of the existing parade so would ask the council to limit the height to match the existing parade.
- Daylight calculation used central London allowances which were inappropriate for Greater London.
- The development only offered 20% affordable housing.
- The proposal did not meet DMH2 and H11.3 of the Council's building requirements.
- The lack of step free access was unacceptable and went against London Plan Policy D5.
- Pipe work was unable to cope with the volume of sewage in the area, the addition of 74 homes would make things worse. Only a sub analysis had been undertaken with no sewage calculations considered.
- Size and bulk of the building was not in keeping of the area due to height, weight and style which also lacked quality.
- Concerns were raised within the report such as ventilation, overheating and a single lift.
- Residents were alarmed by the lack of sunlight caused by such a tall building.
- The development had a high number of single aspect units with, for example, no windows in bathrooms with many on the first floor facing directly onto the railway embankment.
- The Transport Officers Report highlighted concerns about resident safety during the build with a high risk to the public during the unloading of materials, particularly on the corner of Rothesay Avenue, Kingston Road and where the bus stop was.
- There were safety concerns over where the temporary exit was proposed to be on Chaseside Avenue as the current pavement did not meet safety standards.
- No feasibility study into how the new station entrance could be achieved without breaching safety standards or disruption to Chaseside Avenue residents.

- Not safe for school children who would need to pass the construction site and for those who used school buses.

The committee received presentations from Ward Councillors Anthony Fairclough and Councillor Victoria Wilson who raised points including:

- Para 2.16 of the report stated that Merton did not have a five-year supply of deliverable housing and an application could be resisted where the reverse effect of granted permission would outweigh the benefits.
- The development would be at least three storeys higher and nearly double the height of the next tallest building. The NPPF stated that an application must respect the appearance, materials, scale, bulk, proportions and character of their surroundings. The report highlighted that planning officers were not keen on the height, bulk and massing of the application.
- Planning officers pushed for affordable housing which was a positive but there was a recent example of the Bushey Road development who were not able to find a registered provider for a similar number of units to this application. If the developer was unable to find a registered supplier for the affordable units, would they amend the plans and reduce the heights.
- The policy position would be for 40% affordable housing, moving to 50% in the emerging forward plan but this scheme would only provide half of this.
- The proposed development would not have step free access. Although this could be obtained via government funding, this would not be guaranteed and would be a separate decision to that of the committee.
- 44 of the 74 units would be single aspect which would not be in accordance with the planning rules. Climate change has resulted in more intense summers and the limited ventilation options in single aspect accommodations would put residents at risk from overheating.
- As this was a residential area, if the application were to be approved would a condition of no construction work Saturdays be considered.
- As the Council tried to increase the boroughs canopies through planting new trees, it would make no sense to fell the mature trees on Kingston Road.

The committee received presentation from the agent Jonathan Murch and the Stakeholder Manager Patrick Ladbury, who raised points including:

- The scheme presented had taken five years and evolved considerably over that time with the assistance from Planning officers.
- Although the site would be taller than its surroundings, this would be appropriate due to its location on top of a public transport node and at the heart of a local centre.
- The scheme would provide a new entrance to Wimbledon Chase Station and had the full support of Network Rail.
- Due to the height of the station's platforms, the central location between the tracks and the distance to Kingston Road, step free access would cost in the region of £9 million pounds which could not be met by this scheme. The proposed design safeguarded the future construction of step free access without the need for station closure.

- An application to the government for step free funding had been submitted, with a decision expected in autumn.
- The scheme would contribute 74 new homes and contribute to the Councils housing targets.
- The viability of the development was reviewed by two different consultancy practices, and both confirmed viability challenges. Despite this they have agreed to provide 20% affordable housing which would include large three- and four-bedroom family homes for social rent.
- The schemes relationship with neighbouring properties had been carefully considered.
- The officers report recommended for the application to be granted.
- The current entrance to the station was old, in poor condition, had poor lighting, poor flooring with manholes, risk of flooding and was an inefficient use the space.
- It had been difficult for the station team to manage the space due to two lease agreements in place but the new entrance would help with this.
- The application would provide better staff facilities, better lighting and better flooring with a safer entrance.
- The development would provide a storage place for bins and gritting units.
- In their experience, applications for step free funds are more often approved when there was a designed scheme.

The Chair invited Councillor Stephen Alambritis, Cabinet Member for Transport, to address the committee who raised points including:

- It remained a key commitment for Merton Council to make public transport accessible for everyone.
- Merton Council had worked hard to make it easier for those with mobility restrictions to use stations within Merton via step free access.
- The Council Leader had contacted the Transport Minister about the redevelopment of Wimbledon Chase Station and appealed for the government to use the Access For All Scheme for step free access to the Thames Link Station which would be decided in Autumn.
- This opportunity to make Wimbledon Chase station more accessible should not be missed.
- Additional housing for Merton residents would be welcomed alongside the opportunity to improve access for residents with mobility impairments.
- Work with Network Rail and Southwestern Railways had taken place at Motspur Park Station to make the station fully accessible through the access for all scheme which had developed plans for a new covered footbridge with full access by lifts, stairs, new lighting and security cameras.
- Delivering step free access at Wimbledon Chase Station would benefit the local community.

In response to questions raised, Planning Officers advised:

- Page 56 of the report highlighted that the Council was obliged to maintain a five-year supply of deliverable available sites which was significantly increased by the London Plan, known as the Step Change in Housing delivery. At present Merton could not demonstrate a five-year supply of deliverable housing and as advised by the NPPF there was a presumption in favour of sustainable development and therefore developments should only be refused if the adverse effect of doing so would outweigh the benefits. In summary this would mean that if Merton did not meet its housing supply, greater weight would need to be given to the provision of housing in the planning balance.
- Whether the adoption on the Local Plan would assist in the five-year supply would depend on if the Councils position on the methodology of working out the five-year supply was accepted by the inspector.
- Merton Council had put forward a staggered housing supply which would mean that the Council would not meet the housing supply set out by the London Plan in the first few years but would exceed it in the years to follow.
- As the Council at present could not demonstrate a five-year housing land supply as per the current requirement of the national policy framework, it meant that the Councils current adopted policy was out of date which was why careful consideration must be given. Social economic and environmental considerations remained an important area of consideration however planning inspectors had given great weight to there not being a five-year housing land supply. Merton Council have attempted to change the Local Policy but at present this would be outweighed by national policy. Therefore, careful consideration would be required when making a decision on this application based on there not being a five-year housing land supply as well as this being a brownfield site.
- There was a policy requirement for a percentage of affordable housing to be provided however this would be subject to financial viability based on the surplus of profit which would determine how many units of affordable housing could be offered.
- An assessment took place on the original scheme, which was for more units than the current application and this indicated that five units of affordable homes could be provided. The scheme had since been scaled down due to concerns with bulk and massing, so a subsequent viability assessment was commissioned. The second assessment concluded that there would only be a profit uplift of around £60,000 when worked out against the accepted and established methodology. The applicant had since made an offer of 20% and it is for such reasons that officers have recommended that the provision of affordable housing carried significant weight.
- There would be some windowless bathrooms due to no access to an external wall. To address concerns of mould, this would be managed via extractor fans.
- The viability assessment was based on a reasonable developer profit which would be between 15% - 25%. There would be profit on this development, up to 17.5% and then £60,000 beyond that.
- Commercial use would be retained with a wide frontage with a shopfront that had a regular footprint.
- If a registered provider could not be found, a commuted sum could be secured as an alternative.

- Section 106 would ensure that if the 20% affordable homes could not be met, a new planning application would be required.
- Amendments have been made to address concerns of massing and it is considered that a significantly taller building could be accommodated on the site.
- The BRE guidelines stated that if a window was completely unfettered it had a 40% visible sky component which shouldn't be reduced to less than 27%. As this application fell to the mid-teens it had been looked at closely and was supported by a number of appeals.
- A provision to extend the Car Club for longer than 3 years could be included in a Section 106 legal agreement.
- Concerns with flooding would be addressed by building regulations but the response from Thames Water has not highlighted concerns.
- A condition is included which requires that an ecological assessment is carried out. It is possible to update such a condition to include swift boxes and insect boxes.
- Section 106 allowed parking permits for registered disabled occupiers and it was possible for the committee to include affordable units within this. If such condition was to only apply to the three and four bedroom units it would need to be looked into further and if the committee agreed, this could then be added.
- A condition was included in the modification sheet for landscaping although the wording would be updated.
- No trees would be removed but there was a requirement to prune some alongside tree protection measures for existing street trees.
- A condition could be included for a local liaison group to be implemented.

The Chair invited the applicant to respond to clarify details raised within questions from the committee.

The applicant informed the committee of the following:

- An example of another scheme like this application where step free access had been tunnelled through an embankment would be Peckham Rye Station.
- Windowless bathrooms were not unusual. They would use mechanical ventilation with heat recovery that formed part of a system that would ventilate the whole property. This would be a more energy efficient ventilation system.
- The housing mix was good for the location. The larger homes had been allocated for social renting and the smaller units for private renting.
- An agent had been appointed to address 7 registered providers of which 2 had shown a strong interest but there would not be any further commitment until the planning application was agreed.
- The application was presented to the Design Review Panel in March 2020.
- Comfort cooling had been provided for the single aspect accommodations.
- The design officer raised concerns about the cycle storage. The reason for 2 doors at the back was due to the fire strategy so a door could not be removed.

The doors would be 1200 wide which was in line with the Cycle Design Standards with enough space for larger bikes.

- The doors have been situated for fire reasons and had to remain closed but could be fob operated. In the case of a lift breaking down or a fire which necessitated access the doors would fail-safe open.
- Restricted construction work on a Saturday morning would lengthen the development time and there would also be an impact to cost. An option could be that where possible, quiet activities such as painting would occur on Saturday mornings.

The Chair invited Councillor Stephen Alambritis, Cabinet Member for Transport to respond to clarify details raised within questions from the committee.

Councillor Stephen Alambritis informed the committee of the following:

- The ambition of step free access for all has not changed and the aim was for step free access at Wimbledon Chase.

In response to concerns raised by the Council's Transport Planner in relation to the proposed loading bay (and potential omission of the loading bay), Officers suggested that this matter be resolved through discussions between the applicant, planning officer and Transport Planner to ensure that a satisfactory solution is achieved prior to the issuing of the permission.

The Chair moved to the vote on the Officers' recommendation with the following additional conditions and changes to the s.106 agreement which carried:
Votes For – 6, Against – 3 , Abstentions – 1.

- Car Club Membership extended to 5 years
- Family sized affordable housing units to have access to parking permits
- Swift bricks, insect boxes and bat boxes condition to be included, hedgehog tunnels to be further investigated.
- Condition - No noisy works and no use of heavy machinery or equipment on Saturday mornings.
- Condition - Details of management of fob controlled access for all residents to doors between the two cores.
- Condition – Addition to Construction Management Plan condition to include a Local Liaison Group.

RESOLVED: That the Committee GRANTED Planning Permission Subject to Conditions

6 THE WHITE HART, 144 KINGSTON ROAD, WIMBLEDON, SW19 1LY
(Agenda Item 6)

The Planning Officer presented the report.

The committee received presentations from two objectors who stated:

- The building would be two storeys too high, three times higher than the sheltered housing and twice the height of the buildings in Kingston Road.
- Pavement at 3.9 meters would be too narrow.
- Missed opportunity of Cycle Lane.
- Merton highways and TfL stated that no reversing would be permitted from Kingston Road, the number of vehicle movement and the length of construction would be significantly increased.
- The legacy of existing developments would be destroyed if this proposal was not amended.
- Reference to the 2021 application should be considered invalid.
- This development would not meet the values laid out in the Merton planning policy.
- Brick cladding had been proposed instead of traditional hand laid bricks.
- The applicant failed to listen to local residents.
- The use of a pub should be included in the new development

The committee received presentations from Ward Councillor John Braithwaite and Councillor Mike Brunt.

Councillor John Braithwaite raised points including:

- Although there was support for student accommodation, residents were concerned with the height and mass of the building. Residents would prefer if the development was reduced by at least one floor or set back further from Rutlish Road.
- The governments published national design guide had not been taken into consideration.
- The junction of Kingston Road, Rutlish Road and the Tram track remained one of the most dangerous in the area so a cycle lane would be beneficial.

Councillor Mike Brunt raised points including:

- Emphasised and agreed with points raised in relation to the size and bulk of the building.
- If the development was further back from Rutlish Road and Kingston Road it would reduce the impact.
- Encouraged by the positive response to a cycle lane particularly if it went as far as Dorset Road.
- An established community liaison group would be beneficial beyond construction.

The committee received presentations from the applicant, Jayne Knowles and the Managing Director Justin Elcombe who raised points including:

- University Arts London was ranked number 2 in the world for art design education and has been part of the community for a long time with graduates that have been known internally.
- Many students had long commutes to campus due to limited university halls which were spread across London, with the closest halls of residence currently in Streatham.
- The University encouraged students from less affluent backgrounds into education, which was further supported with affordable accommodation.
- The proposed 271 rooms allowed for all first-year students to be offered accommodation close to the college.
- It has taken five years to identify this site.
- The design would be highly sustainable and energy sufficient which evolved with the collaboration of planning officers, design panel, local councillors, local residents and local interest groups. The hope was for this to continue with a construction resident working group.
- Apprenticeship training and construction jobs would be offered.
- The pavement width on Kingston Road would be more than doubled from 1.7 to 4.5, the tram path would be widened and the building would be set back from two meters up to four meters. Rutlish Road increased from two meters to three meters.
- There would be new trees and landscaping, improved access to the tram stop and a new independent convenience store and café.

The Chair invited Councillor Stephen Alambritis, Cabinet Member for Transport, to address the committee who raised points including:

- Merton Council installed segregated cycle tracks at numerous locations.
- TfL stated that the widening of Kingston Road would be a benefit and supported the proposal.
- The new pavement width would be wide enough for shared use space or a segregated cycling facility, which would be beneficial.

In response to questions raised, Planning Officers advised:

- The previous application was not determined, and no Council decision was made although it did reach a point where the application was largely supported.
- The suggestion of a Cycle Lane to the frontage was supported by transport colleagues and as the applicant indicated a willingness, officers were happy to look into this further.
- There were measures and safeguards within Section 106 which ensured that the cost of rent would be carried out in a way that was recognised in the industry and could be reasonably controlled.
- The Council Highway Authority and Transport Planner raised concerns of reversing in from Kingston Road. This could be addressed by a pre

commencement condition that no development would be permitted until a plan was agreed. Planning was required to limit the impact of construction as far as reasonably possible, but it was not a area where they could reasonably refuse permission if mitigation could be put in place. A conversation took place with Future Merton who were satisfied that this could be resolved via a condition.

- A condition could be included to further enforce that students were not allowed cars whilst in their halls.

The Chair invited the applicant to respond to clarify details raised within questions from the committee.

The applicant informed the committee of the following:

- The highest point of the building would be on Kingston Road and then scaled down to be in scale with houses on Rutlish Road.
- A condition to address construction concerns would be supported. At the earlier stage of construction, it would be likely that vehicles could be turned around onsite and other solutions were possible as construction progressed.
- A construction residents association group would help to minimise disruption to residents and keep residents informed.
- TfL did not object to the method of construction and it was agreed that there would be no uploading or offloading from Kingston Road.
- The bathroom doors within the accommodations would open inward to avoid door clashing.
- The university allocated timeslots for parents to drop off and pick up students. For international students, the University offered a collect and drop off service from the airport to the student halls.
- There would be a designated area for service deliveries to help avoid deliveries on residential roads.
- The tenancy would prohibit students from owning a car whilst in their halls which the University would enforce. If students did not comply, they would be asked to leave.

In response to a suggestion that a cycle lane be included to the frontage of the site, Officers will engage in discussions with the applicant and Transport Planner to identify whether this can reasonably be provided, prior to the issuing of a permission.

The Chair moved to the vote on the Officers' recommendation and the below condition which carried:

Votes For – 8, Against – 2, Abstentions – 0.

- Copies of the tenancy agreements were to be shared to provide assurance that everyone was signed up to not owning a car in the area, which would exclude students with disabilities.
- A pre commencement condition that no development would be permitted until a revised Construction Management Plan was agreed, to overcome the

- concerns identified by the Council's Transport Planner in regard to construction vehicles reversing into Rutlish Road from Kingston Road.
- A construction resident and ongoing community resident group be established.
 - Details of provision of bat boxes and any details of enhancements that could be made for hedgehogs if feasible
 - No heavy machinery on a Saturday but if there was a need the applicant would apply for an exemption which would be reviewed by officers.

The minutes should record that a condition would be applied to allow exemption from the parking ban for any disabled student who needs a car, so that they can have a permit to park in a designated blue bay.

RESOLVED: That the Committee GRANTED Planning Permission Subject to Conditions

7 OBJECTION TO THE MERTON (NO.784) TREE PRESERVATION ORDER 2022 AT 12 THURLESTON AVENUE, MORDEN, SM4 4BW (Agenda Item 7)

The Head of Development Management and Building Control presented the report and drew members attention to the location plan.

The Chair moved to the vote on the Officers' recommendation which carried:

Votes For – 10, Against – 0, Abstentions – 0.

RESOLVED: That the Merton (No.784) Tree Preservation Order 2022 be confirmed without modification.

8 DECISION LOG (Agenda Item 8)

This item was deferred.

9 PLANNING APPEAL DECISIONS (Agenda Item 9)

This item was deferred.

10 PLANNING ENFORCEMENT - SUMMARY OF CURRENT CASES (Agenda Item 10)

This item was deferred.

11 LETTER FROM MERTON COUNCIL (Agenda Item 11)

This item was deferred to July 2023.

12 GLOSSARY OF TERMS (Agenda Item 12)

13 MODIFICATIONS SHEET (Agenda Item 13)

PLANNING APPLICATIONS COMMITTEE

15 JUNE 2023

(19.15 – 23.20)

PRESENT Councillor Aidan Mundy (in the Chair), Councillor Matthew Willis, Councillor Sheri-Ann Bhim, Councillor Michael Butcher, Councillor Edward Foley, Councillor Susie Hicks, Councillor Dan Johnston, Councillor Martin Whelton, Councillor Thomas Barlow, Councillor Billy Hayes

ALSO PRESENT Jonathan Berry (Head of Development Management and Building Control), Stuart Adams (Area Manager, Development Management – South), Awot Tesfai (Senior Estates Development Manager), Leigh Harrington (Planning Officer), Tara Butler (Programme Manager), Jayde Watts (Democratic Services Officer)

1 . APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor McGrath, Councillor Suzie Hicks attended as substitute.

3. DECLARATIONS OF PECUNIARY INTEREST

Councillor Sheri-Ann Bhim informed the committee that she worked in the same vicinity as one of the public speakers and has been informed that she can still take part in the discussion and vote of item 7.

There were no other declarations of interest.

3. MINUTES OF THE PREVIOUS MEETING

RESOLVED: That the minutes of the meeting held on 26 April 2023 were agreed as an accurate record with updated wording to the condition on Item 6 related to terms of residents which confirmed disabled residents who required a car would be exempt.

4. TOWN PLANNING APPLICATIONS

The Committee noted the amendments and modifications to the officer's report. The Chair advised that the agenda would be taken in the published agenda order.

Please note that members of the public, including the applicant or anyone speaking on their behalf, are expressing their own opinions and the Council does not take any responsibility for the accuracy of statements made by them.

5. Private Planning Mandatory Training

Members of the Development and Planning Application Committee received annual training from Jon Berry (Head of Development Management and Building Control).

6. High Path Estate, South Wimbledon, SW19 2TG

The Planning Officer presented the report.

The committee received presentations from two objectors who stated:

- Demolition instead of refurbishment would not help global warming or local dust pollution as construction accounted for 45% of all CO2 emissions with 51% of all emissions from a home emitted before residents moved in.
- Existing three and four storey apartments in High Path Estate could have an additional floor above with new installation.
- 49.6% affordable homes and the uplift in number of homes in the development was not enough to address the number of residents registered as homeless.
- Shared ownership required a minimum annual income of £30,000 which wouldn't help local residents in need.
- Gas meter and flue would be built on the eastern flank of the resident's wall and wrapped around the southern rear of the garden which encased the gas flue and external gas meters.
- Site inspection stated the development was situated 107 meters from the resident's home which was incorrect and updated in the modification document.
- Development would be five storeys larger than the resident's property and out of character for the area.
- The daylight and overwhelming shadow document 22 concluded that 15 and 21 Merton High Street would have significant overshadowing and the development would directly overlook the gardens and windows of residential homes.
- Despite numerous attempts to contact the developer, there has been no response.
- The bulk, mass and height failed London Borough of Merton's 2018 Estates Local plan Policy EPH8 as well as policy DMD2 2014 and Merton's 2021 draft plan policy D12.3.
- Main concern was with Plot 1 which would impact the property of the resident.

- If the application was granted, they would engage the Member of Parliament from Richmond and Morden and request this was called into the Secretary of State or for a Judicial Review.

The committee received presentations from Ward Councillor Eleanor Stringer, Councillor Mike Brunt and Councillor John Braithwaite.

Councillor Eleanor Stringer raised points including:

- There was a desperate need for regeneration of the development as well new homes in Merton, particularly affordable social homes.
- The development would deliver 568 additional units, 227 of which were affordable.
- Although the viability report suggested that the number of affordable homes could not be increased, they would be keen to have a condition to keep this under review.
- Height was of concern to residents, particularly for those close by but on the whole the development seemed to be designed to have as low impact as possible on the surrounding area.
- Impact on local economy, community and environment needed to be considered and provision of the community centre was welcomed.
- The Urban Greening Factor fell short of the London guidelines so would like assurances that mature tree removal was limited with a condition which required mature trees to be replaced with mature trees if possible.
- Impressed with the quality and design of the build in design phase one.

Councillor Mike Brunt raised points including:

- Welcomed new homes in Merton, particularly near South Wimbledon Tube Station which provided good transport links for residents.
- Despite the outdoor community space provided, there was an emphasis on St John's Church to be the main source of community space which would not be enough considering the increase in properties and residents. More community space provisions and discussions with South Wimbledon Community Association and St Johns Church would be desired.
- There was scope for more community provisions such as the use of the District Scout Association grounds.
- Echoed the concerns of 21 Merton High Street as meters and flues were on the boundary.

Councillor John Braithwaite raised points including:

- Happy to see the development going ahead and residents have been delighted with their new homes.
- Would like to see an absolute minimum of single aspect units.

- Due to the length of time for development, the existing residents should not be forgotten.
- Happy with the cycle storage and would like to see this in the existing blocks.
- Units already built seemed to have designed out a lot of anti-social behaviour.
- Echoed points made with regards to community space.

The committee received presentation from the applicant Brian Ham who raised points including:

- 1.8 billion has been invested in the regeneration of High Path, Eastfields and Ravensbury Estates and to date delivered 155 new homes, all of which have been for either a High Path or Ravensbury Estate families.
- The next 54 homes are well advanced, the first phase at Eastfields will begin soon as well as work on 113 homes at High Path.
- High Path was the largest of the three estates and was crucial to the regeneration programme.
- Changes were made to the original master plan to address challenges such as climate emergency, economics of building new affordable homes, housing policy, construction inflation and house price instability.
- To add further value changes such as fossil fuel free energy systems and an increase in the number of affordable homes were included.
- The proposal was designed to retain many of the master plan principles which included access and movement strategy, the layout and street network, open space and public realm strategies and principles of high quality architecture and landscaping.
- The main revisions involved an amended scale and massing strategy with a net uplift of 568 homes.
- The Merton Regeneration Programme would now deliver nearly 3300 homes and allowed for existing residents to be rehoused earlier which included all social and affordable rent homes.
- Chronic overcrowding has been addressed. An example of a 6 person family who lived in a one bedroom flat would now be placed in a three bedroom duplex during phase 1.
- 40% of the additional homes were affordable with the majority in the social rent tenure.
- Energy Efficiency measures connected to a district heat network, powered by air source heat pumps would deliver fossil fuel free energy.
- The proposal brought an opportunity to build additional affordable homes, improve the financial viability for Eastfields and Ravensbury and would allow existing residents to be rehomed quicker.
- Of the 600 homes from the original High Path Estate, approximately 40% were sold through Right to Buy. Such homes could not be counted as affordable which left only 60% which could be offered as affordable homes.

- A lot of time was spent considering the pros and cons of regeneration as opposed to demolition. Demolition was the option which provided viability for high quality efficient affordable homes.

The Chair invited Councillor Stephen Alambritis, Cabinet Member for Transport, to address the committee who raised points including:

- The regeneration of High Path Estate was not only critical for improved housing conditions across the whole programme but also to provide a pipeline of new housing over the next 10 years.
- The approved master plan provided a network of well designed streets for walking and cycling throughout the neighbourhood.
- The new park was welcomed for residents of the estate and for the whole of South Wimbledon which provided pleasant walking routes between South Wimbledon Tube Station and Harris Academy at Merton Abbey Mills.
- Supported the cycle parking made available for residents and encouraged more EV charging points.
- Transport contributions would be requested towards healthy street improvements in and around the estate
- The most recent tube station to go step free was Moorgate in 2022 and the next station was Knightsbridge in 2023.
- Step free access was wanted for South Wimbledon Tube Station. These plans provided funding for a feasibility study for a second entrance to South Wimbledon Station, leading to step free access.

In response to questions raised by the committee, Planning Officers advised:

- This was an outline plan application for phases 4-7 of the development and the reserve matter would be submitted in 2026/2027
- In 2018 the Council adopted an estates local plan after working alongside Clarion for five years. Clarion reviewed their homes across Merton to ensure homes were of good sustainability standards and fit for the future which highlighted homes which could not reasonably be brought up to those standards.
- Officers acknowledged and confirmed that the objections from 21 Merton High Street were received and responded to in the Modification sheet.
- Site one did join the neighbouring property and planning officers assessed the impact on the north of the proposed site and south of Merton High street
- Plot 1 of the development, which joined 21 Merton High Street, would extend its height by 2.5 meters. Assessments on daylight, sunlight, overshadowing, height and massing was undertaken and concluded that the 2.5meter height increase did not have a significant impact on the adjoining property.

- Site visits were conducted over a 6-month period to review the adjoining flank wall and gas meter. This was viewed as a reserve matter related to party wall matters and was not a planning consideration, although officers recognised its importance.
- The existing community centre would be replaced at phase two of the development and would be extended to meet modern facilities. Whilst there would initially be a loss of space, a temporary provision would be provided until the permanent one was ready. Up to 750 square meters of community floor space was proposed to accommodate and replace St John of the Devine Church space.
- The proposals accorded with the London Plan Policy S1 and the Core Planning Strategy Policy CS13.
- The urban green factor, based on The London Plan G5, was 0.30 and short of the target of 0.40. When making a balanced decision other factors such as open space created in the public realm needed to be considered.
- As per Section 106 Heads of Terms, officers would review the requirement for a feasibility test by TfL and if required all contributed funds would be spent on the development.
- The London Plan has set guidance on moving to electrical cars but during the lifetime of the development things will change. Adding the infrastructure at this stage may mean that in 5-6 years' time when technology has changed, the development would be set back which could impact viability. Maybe an informative or condition could be applied to ensure continuous monitoring took place.
- Reserve matters would be brought back to members and would include matters such as layout, scale, appearance and landscaping.
- Condition 19, Demolition and Construction Method Statements gave local authority a great degree of control to address concerns raised around dust, emissions and air quality. This condition also addressed noise impact and vibration. This has been complied with during phase 1 of the development.

The Chair invited the applicant to respond to clarify details raised within questions from the committee.

The applicant informed the committee of the following:

- Conversations with St Johns Church took place over a long periods of time and they were currently awaiting a response on their proposals which included a temporary solution as part of phase 3 and a long-term solution as part of phase 6 or 7. At bare minimum St Johns Church will get a replacement of what they currently have.
- Community space would be at the East and West of the development as part of phase 2
- Trees were planted five years ago for the site.
- TfL have requested a contribution of £100,000 for the feasibility study at South Wimbledon Station. Before committing, they want clarification on the

likelihood of matters progressing should the feasibility study be carried out and completed.

- An office would be on the site.
- For EV Charging, the power had been put into the infrastructure to meet increased demand. They have not placed all machines yet to avoid vandalism, unnecessary maintenance and evolving technology. The machine would communicate when demand peaked and can be monitored a year in advance of demand.
- EV Charging points was part of a communal system. Costs of installation would be covered by the development.
- In due course, 100% of the disabled parking bays would be EV powered.
- They have not seen any details from TfL on how step free access would be implemented at South Wimbledon Station. It is unclear at this stage how feasible step free access would be.
- Happy to include swift boxes.
- EV charging would be included to 20% of disabled parking bays from the outset and as demand increased they would increase the number of EV disabled parking bays.
- There would be rapid EV charging points although unsure on the percentage at this stage. The likelihood was that individuals would be using the EV charging points overnight but they would review the evidence and take it from there. The TfL report from 2021 identified around 12.5% of new cars registered in London in 2020 were electric vehicles. Providing 20% upfront still provided more than the predicted demand. Annual travel plan monitoring would also take place.
- Due to the commercial construction industry, they could not give a guarantee on whether they would face the same challenges experienced with Ravensbury Estate. They were working hard to get the Ravensbury development back on track and were optimistic that there would only be a 4-month delay before completion.
- 30% of residents experienced overcrowding in their old properties, none will be overcrowded in their new properties when they moved in.
- They planned for all residents with existing parking to have parking at their new homes.
- The Design Framework was an element used to design the masterplan and would be used throughout the development to ensure compliance.
- There would be an underground refuse system with large subterranean containers that allowed waste to be dropped through the top. There would also be separate food waste recycling stations available.
- Although the development presented a different management challenge, work was underway to create a business management plan for the estate. Happy to share the management plan with the committee once available.

The Chair moved to the vote on the Officers' recommendation with the following additional conditions and informatives: Votes For – 10, Against – 0 , Abstentions – 0.

CONDITIONS;

- To move towards 100% EV charging bays, there would be a monitoring exercise to stay at least 1 year ahead of demand and a process to allow residents to secure EV charging units within a reasonable timeframe upon request.
- That the submission of management plans be reviewed by the committee annually.

INFORMATIVES:

- Access to the gas meter on 21 Merton High Street be reviewed as a reserve matter
- On site office to also be staffed outside of normal working hours
- Continued monitoring to address concerns raised around dust, emissions and air quality
- Swift boxes to be included in the development

RESOLVED: That the Committee GRANTED Planning Permission Subject to Conditions and Informatives.

7. Eddie Katz, 42 Station Road, Colliers Wood, London, SW19 2LP

The Planning Officer presented the report.

The committee received presentations from Ward Councillor Mike Brunt and Councillor John Braithwaite.

Cllr Mike Brunt raised points including:

- Would like it guaranteed that a full environmental study of both sides of the river was undertaken to ensure the ecosystem was not disturbed by the construction of the bridge.
- Requested that lighting for residents on the bridge was kept low and that something was in place to stop skateboards and e-bikes from coming straight from the bridge.
- Concerned with the construction period and wanted to know if it was possible for construction to be accessed from the roundabout on Meratun Way, through part of the Sainsburys site, as residents on Station Road have had enough due to ongoing construction in the area.

Councillor John Braithwaite raised points including:

- Supportive of the development due to the number of affordable homes.
- Echoed points made by Cllr Brunt about construction access through Station Road and the effect of traffic, particularly on Abbey Road which was particularly dangerous during traffic.
- Improved cycle and walking access would be welcomed whilst the site was built.
- Overall happy with the scheme.

The committee received presentations from the agent, Giuseppe Cifaldi who raised points including:

- The application was an amendment to the permission granted on 8 November 2022 for 42 Station Road.
- Height, mass and general principle of development had already been found acceptable.
- Since the application was accepted, the site was acquired by Clarion Housing Group and was an integral part of Merton's Regeneration Programme.
- There have been two consultation meetings with residents, most recently in April 2023, where many residents expressed interest in moving to Station Road and selected new homes based on their housing requirements and needs.
- Approval of the amendments would accelerate the regeneration of Eastfields.
- If permission was granted it was anticipated that construction would be completed by November 2025 which allowed residents to move in 5 years earlier than originally planned.
- Original scheme was granted with 40% affordable housing and only 11 family sized units. The section 73 application was required to change its tenure to an entirely social rented scheme which now provided 24 family sized dwellings.
- Section 73 proposals were amended post submission to include an additional staircase in the northern block with amendments made inline with the governments consultation on fire regulations.
- Other fire safety measures included fire evacuation lifts to both blocks, ventilation extraction lobbies, sprinkler systems throughout, fire doors and fire-resistant materials. Merton's Build Control Officer confirmed the fire strategy as appropriate and in line with regulations.
- The proposal continued to deliver a high architectural scheme with minor external changes in response to the reduced number of units which were found acceptable by Planning and Design Officers.
- The development provided new affordable homes for resident who wished to move from Eastfields.
- The proposal delivered a 100% social rented scheme with a voluntary decant for resident of Eastfields.
- Removal of studio units for larger family apartments was in response to the need of more affordable family homes.

- The revised plan provided a dedicated play area of 306 square meters, 300 square meters of playable landscape across the site, enhanced urban greening, an amended energy strategy to reduce carbon output, maintenance of the pedestrian footbridge and a car free scheme.
- The native British trees had a longer and more enduring impact on the local habitat and was more conducive for wildlife.

In response to questions raised by the committee, Planning Officers advised:

- Members found the bridge acceptable with the conditions attached to the previous application which addressed ecology concerns. This condition was still to be applicable.
- They would like to place a condition which prevented people from riding through the site
- Part of the road north of the roundabout was privately owned by Sainsburys so they would have to review whether it was feasible to get a truck into the site via this route, but this would need to be reviewed by the applicants architect and the highways team
- They would place a waste management condition to ensure an appropriate system was in place. The plan was that waste was placed in a designated area which was collected and then the waste management team on site would return the emptied bins. The time frame for this would be arranged through the applicants waste management scheme and our waste operatives.
- It was not a policy requirement to provide a cycling hub, only to provide secure accessible storage space.
- There was a concern of the terrace going. The positioning was never great at the back of the building on the north side. The applicants were concerned that with more children there was an increased risk of accidents.
- The applicant wanted to balance the quantity of trees with quality of trees. They planned to put in native British trees which needed more space amongst them, so although there were less trees they were of better quality. The trees would be semi-mature heavy standard sized trees as well as shrubs.
- Details for Swift boxes was passed on to the applicant. They investigated whether hedgehogs were conducive to riverfronts and had an ecological management plan in place to ensure there was green uninterrupted space.
- NPPF clause as stated on page 135 of the report would give the committee grounds to refuse an application if it was felt that there was a failure to maintain its standards, but justification would need to be considered.

The Chair invited the applicant to respond to clarify details raised within questions from the committee.

The applicant informed the committee of the following:

- The bridge was an obligation from the first application and a requirement from the Council.

- They have continued negotiation with the land owners and were happy for a condition to be included in relation to site access near the roundabout if this was possible.
- Food waste bins would be provided.
- A dedicated site office was not intended for this site and would be facilitated from High Path Estate, 5 walking minutes away. There was an existing operational office on the ground floor of High Path which would be maintained until a bigger office was available.
- They intended to have a cycle hub which would be looked at further at a later stage of development.
- There were 48 requests to move into the new apartments. If residents preferred a house they had the option to wait for when houses were available as Eastfields was developed.
- The development would be 100% social rent that decants across Station Road, with no leaseholders or freeholders. Out of approximately 400 residents, 48 families expressed that they would like to move into Station Road. The move would be on a voluntary basis so it may be that those families did not require a car and preferred to be closer to transport links. Those with cars would have alternative choices.
- They only retain the initial nomination rights to facilitate the decant of existing residents. Anything above that, Merton Council would have nomination rights for.
- There would be 500 square meters of commercial space in Station Road so if management felt there was a need to have a presence there this would be considered. All reasonable endeavours would be explored to have an active cycle hub on the premises which would be a great fit.
- They gave reassurance that some form of cycle calming installation would be put in place at the bridge.
- With more families than planned in the original application and an increased risk of having children on the then planned terrace, they took a view that it was unsafe and would impact the apartments immediately adjacent and overlooking that roof terrace. Instead, they introduced a play trail at ground level in addition to the play space.
- The play space was enhanced from what was previously deemed acceptable. The space increased from 200 square meters to 306 square meters and in addition had trail routes around the site. They were happy for a condition to be added to further discuss the like for like aspect of the play facilities.

The Chair moved to the vote on the Officers' recommendation and the below condition which carried: Votes For – 10 , Against – 0 , Abstentions – 0.

CONDITIONS:

- Waste collection would be managed through the waste management plan
- Reasonable endeavours for a cycle hub infrastructure

- Swift and insect boxes with further ecology measures to be included
- EV parking to be provided for 1 of the 3 disabled parking spaces which would increase to meet demand
- A detailed report on the play space facilities to ensure features are like for like
- Submission of a management plan of the site office which details how residents would have access to support when needed
- Appropriate gates for cycle access

RESOLVED: That the Committee GRANTED Planning Permission Subject to Conditions

8. Planning Enforcement – Summary of Current Cases

The report was noted.

9. Clarion Wandle Bridge Construction

In order to deliver the footbridge, consent was required from Sainsbury's and Merton Highways. To date an oversells licence was secured with Sainsburys and an easement was in position to pass the footbridge over that part of the river. There was an outstanding easement with Merton Highways which they were chasing and was the only required consent needed.

The design of the bridge was ongoing with their design team and looked at safety, lighting and environmental impact which formed part of the conditions already in place.

The designs would be shared with the committee in 6 months time.

The intentions of the footbridge were for people to dismount off their bikes and carry it over the bridge.

10. Planning Enforcement – Summary of Current Cases

This item was deferred.

11. Letter from Merton Council

This item was deferred.

All minutes are draft until agreed at the next meeting of the committee/panel. To find out the date of the next meeting please check the calendar of events at your local library or online at www.merton.gov.uk/committee.

DEVELOPMENT AND PLANNING APPLICATIONS COMMITTEE

20 JULY 2023

(7.25 pm - 7.29 pm)

PRESENT Councillors Councillor Aidan Mundy (in the Chair),
Councillor Matthew Willis, Councillor Simon McGrath,
Councillor Michael Butcher, Councillor Edward Foley,
Councillor Billy Hayes and Councillor Dan Johnston

1 APOLOGIES FOR ABSENCE (Agenda Item 1)

Apologies for absence were received from Councillor Whelton and Councillor Sheri-Ann Bhim.

2 DECLARATIONS OF PECUNIARY INTEREST (Agenda Item 2)

There were no declarations of interest.

3 MINUTES OF THE PREVIOUS MEETING (Agenda Item 3)

RESOLVED: That the minutes of the meeting held on 15 June 2023 were agreed as an accurate record.

The chair informed members that the following changes to conditions and informatives were to be made:

Agenda Item 6. High Path Estate, South Wimbledon, SW19 2TG

- A management plan would be required in relation to the office space which would detail how this would be accessed by residents and in an emergency how would residence gain support straight away.
- That the informative in relation to swift boxes and insect boxes was a condition

Agenda Item 7. Eddie Katz, 42 Station Road, Colliers Wood, London SW19 2LP

- That the play space be developed using play values
- That the parking condition mirrored what was agreed for agenda item 6, High Path Estate and that a management plan was shared.

4 ENFORCEMENT REPORT (PRIVATE SESSION) (Agenda Item 4)

5 WORKSHOP DEVELOPMENT POLICY AND COMMITTEE PROCESSES (PRIVATE SESSION) (Agenda Item 5)

6 TRAINING (PRIVATE SESSION) (Agenda Item 6)

PLANNING APPLICATIONS COMMITTEE

24 AUGUST 2023

CASE OFFICER REPORT

APPLICATION NO.

23/P0455

DATE VALID

01/03/2023

Site Address:

565 Kingston Road, Raynes Park, London SW20 8SA

Ward:

Raynes Park

Proposal:

DEMOLITION OF 3 SINGLE STOREY LIGHT INDUSTRIAL UNITS TO ENABLE REDEVELOPMENT TO PROVIDE 9 X RESIDENTIAL UNITS; SCHOOL (AGES 9- 13) WITH PUPIL CAPACITY OF 180; TEACHING COLLEGE; WORKSPACE; COMMUNITY CENTRE; AMENDED ACCESS; AND ASSOCIATED CAR PARKING

Drawing Nos:

See condition 2

Contact Officer:

Stephen Hill

RECOMMENDATION

Grant Permission Subject to Section 106 Obligation or any other enabling agreement

CHECKLIST INFORMATION

Is a screening opinion required	No
Is an Environmental Statement required	No
Press notice	Yes
Site notice	Yes
Design Review Panel consulted	No
Number of neighbours consulted	45
External consultations	By letter and site notice
Internal consultations	As described in report
Controlled Parking Zone	Yes - W7

1. INTRODUCTION

This application is being brought to the Planning Applications Committee for determination due to scale and nature of the development and number of objections received.



2. THE SITE AND SURROUNDINGS

- 2.1 The Site (565 Kingston Road, Raynes Park, London SW20 8SA) is located on the north side of Kingston Road, 10-minutes walking distance from Raynes Park Station. The east and north of the site are characterised by two storey residential properties. The recently built Dundonald Church development to the west is a part 3, part 5 storey building with church use at the lower three levels, shared with residential accommodation at third floor, and residential accommodation above. To the west of the Dundonald Church site is 579-587 Kingston Road, that has planning permission for a four-storey office and residential development (to date no works have commenced on the site).
- 2.2 The existing site comprises approximately 1,050sqm of B2 use and is in use as a battery manufacturer. The site provides vehicle access on Kingston Road serving an area of hardstanding and parking, with an internal route through to a rear car park which can also be accessed separately from Abbott Avenue at the rear. Pedestrian and vehicular access is from Kingston Road, or a gate to the rear on Abbott Avenue.



Fig 1 – The existing streetscene with application site on right (source – Streetview)

2.3 The site has the following designations and restrictions:-

- Controlled parking zone (CPZ) – Yes (W7)
- Conservation Area or Listed Building – No
- PTAL – 4
- Tree Protection Orders – No
- Flood Zone – 1 (low probability of flooding and some risk of surface water).

3. CURRENT PROPOSAL

3.1 The application comprises the demolition of 3 single storey light industrial units to enable redevelopment to provide 9 x residential units; school (ages 9- 13) with pupil capacity of 180; teaching college; workspace; community centre; amended access; and associated car parking.

3.2 The lawful use of the existing premises is currently light industrial (Use Class E (g)) and was most recently occupied by a manufacturer of batteries.

3.3 The redevelopment would comprise a mixed-use development comprising two separate buildings and associated playground and car parking.

3.4 The proposed main building (“the Principal Building”) would be five stories, stepping down to three-storeys then two stories at the rear. It would include a 180-pupil Special Educational Needs (SEN) school for neurodiverse children ages 9-13. The school would provide specialist education and support for children diagnosed with dyslexia, dyspraxia and other neurodiverse learning

difficulties. Nine residential units are proposed on the top two floors, facing Kingston Road.

- 3.5 The proposal also includes a smaller building on the eastern side of the Site (“the Secondary Building”) to accommodate a mix of community and educational uses. The building would be a mixed-use building accommodating a ‘family community hub’ on the ground floor; an office for Christian ministry workspaces on the first floor; and a college of theology on the second floor.

Ground Floor

The applicant states that it is anticipated that the family community hub will provide services and support such as a food bank, parenting classes, breastfeeding advice and support, and Family Finance support (e.g. CAP).

First Floor

At first floor level the flexible ‘WeWork’ would be a style serviced office and meeting space with shared facilities.

Second Floor

The second floor is proposed as a Theological College that will provide a new teaching facility or the potential to be used as a satellite campus to the Oak Hill College which is located in North London. The collage is anticipated to have close connections to the adjoining school and church with a direct link bridge proposed to access the SEN school to enable integration.

- 3.6 A play area for the school is proposed to the rear of the site.
- 3.7 Two disabled spaces will be provided at the front of the site as well as an on-site loading area.



Fig 2 – The Proposal – new school (left) and hub building (right)

Amendments

- 3.8 The original proposal for three disabled parking bays with disabled vehicles reversing onto the Site has been amended and there are now two disabled bays proposed.
- 3.9 The scheme was amended on 23 June 2023 to set back the massing of the eastern side of the Secondary Building on first and second floor. A consultation was undertaken on the amended scheme.
- 3.10 A further amendment was made on 9 August and 11 August to correct plans to show the correct number of parking bays, and to reflect the addition of more solar panels at the request of the Sustainability Officer.

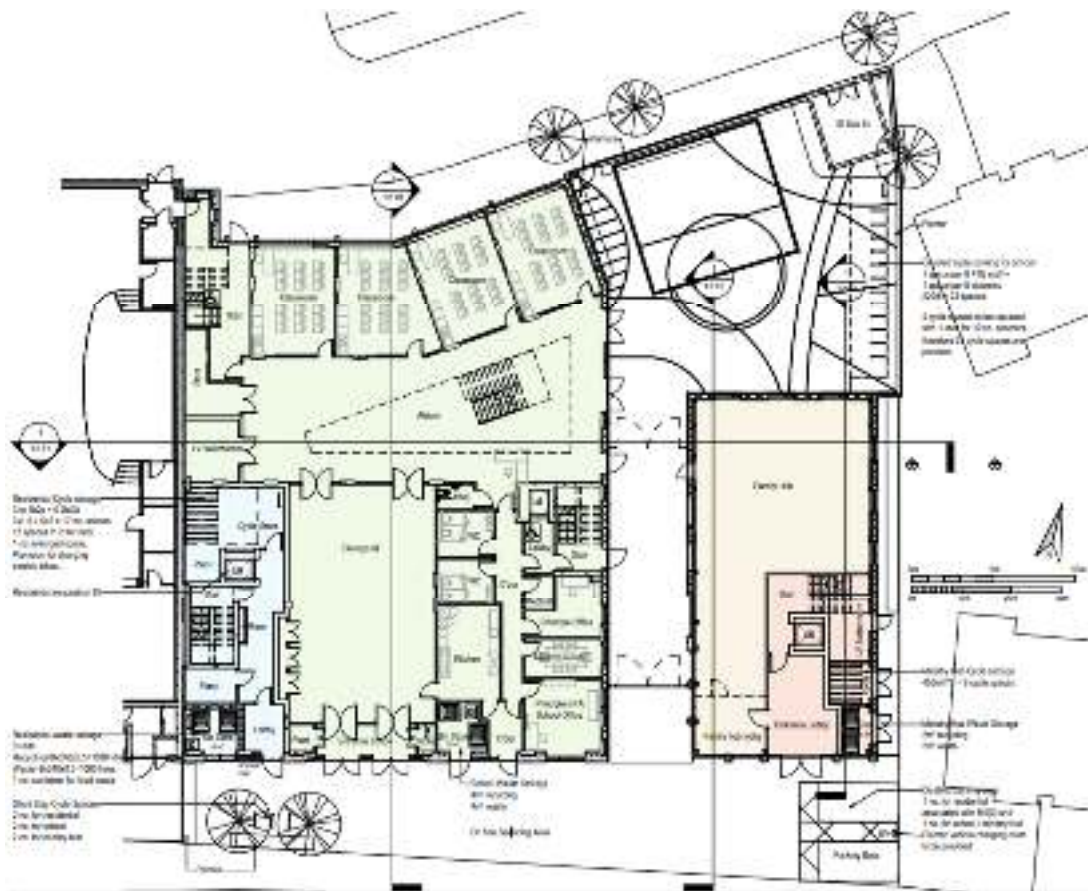


Fig 3 – Proposed Site Plan

4 PLANNING HISTORY

No. 565 Kingston Road (Application Site)

- 4.1 WIM298 - REPLACE STORAGE BUILDING – Refuse Permission - 07/04/1949
- 4.2 WIM2017 - OFFICE BUILDING AND COVERED WAY – Grant Permission - 12/08/1954

- 4.3 WIM7748 - USE FOR ASSEMBLY, STORAGE AND DISPLAY OF PRINTING MACHINERY – Permission not required
- 4.4 MER18/71 - ERECTION OF A HOUSING FOR A BOILER – GRANT PERMISSION SUBJECT TO CONDITIONS - 04/02/1971
- 4.5 MER1098/71 - ERECTION OF LOADING BAY – GRANT PERMISSION - 06/01/1972
- 4.6 MER608/72 - INTERNALLY ILLUMINATED SIGN – REFUSE PERMISSION - 06/07/1972
- 4.7 MER325/82 - ERECTION OF BOUNDARY FENCING AND GATES TO CAR PARK AT REAR OF FACTORY – GRANT PERMISSION SUBJECT TO CONDITIONS - 29/07/1982
- 4.8 MER245/83 - OUTLINE USE OF SITE FOR CAR PARK – NO FURTHER ACTION - 31/12/1983
- 4.9 MER633/83 - REDEVELOPMENT OF SITE TO PROVIDE A TWO-STOREY INDUSTRIAL/OFFICE/STORAGE BUILDING WITH CAR PARKING - 16/03/1984
- 4.10 99/P0595 - ERECTION OF ADDITIONAL FLOOR TO EXISTING BUILDING - Grant Permission subject to Conditions - 04/07/2000
- 4.11 91/P1005 - ERECTION OF AN ADDITIONAL FLOOR TO EXISTING LIGHT INDUSTRIAL BUILDING AT 565 KINGSTON ROAD AND PROVISION OF 18 CAR PARKING SPACES ON LAND AT NO. 72 ABBOTT AVENUE – GRANT PERMISSION SUBJECT TO S106 - 13/02/1992
- 4.12 20/P2927 - EXTERNAL ALTERATIONS TO EXISTING BUILDINGS. ERECTION OF NEW GATES AND RAILINGS - Grant Permission subject to Conditions - 13/11/2020

Dundonald Church Site Adjacent

- 4.13 17/P0763 - Demolition of existing church building (No.577 Kingston Road – Use Class D1) and erection of a part 5 storey building (to Kingston Road) and part 3 storey building (to Abbott Avenue) to provide replacement church building (Use Class D1) at ground, first and part second floor and 15 residential units (Use Class C3) at second, third and fourth floor; retention of car parking; provision of cycle parking and landscaping to Kingston Road frontage; together with provision of waste storage at ground floor level - Grant Permission Subject to Section 106 Obligation or any other enabling agreement - 29/11/2018
- 4.14 19/P1406 - PPLICATION FOR VARIATION OF CONDITION 2 (APPROVED PLANS) ATTACHED TO LBM PLANNING APPLICATION 17/P0763 (DATED 29/11/2018) RELATING TO THE Demolition of existing church building (No.577 Kingston Road - Use Class D1) and erection of a part 5 storey building (to

Kingston Road) and part 3 storey building (to Abbott Avenue) to provide replacement church building (Use Class D1) at ground, first and part second floor and 15 residential units (Use Class C3) at second, third and fourth floor; retention of car parking; provision of cycle parking and landscaping to Kingston Road frontage; together with provision of waste storage at ground floor level (Amendment involves reconfiguration of internal layout to provide three additional flats and associated external alterations) - Grant Variation of Condition - 10/09/2019

- 4.15 19/P2033 - APPLICATION FOR NON-MATERIAL AMENDMENTS TO LBM PLANNING PERMISSION 17/P0763 FOR:- The Demolition of existing church building (No.577 Kingston Road - Use Class D1) and erection of a part 5 storey building (to Kingston Road) and part 3 storey building (to Abbott Avenue) to provide replacement church building (Use Class D1) at ground, first and part second floor and 15 residential units (Use Class C3) at second, third and fourth floor; retention of car parking; provision of cycle parking and landscaping to Kingston Road frontage; together with provision of waste storage at ground floor level - Grant non-material amendment to planning permission - 23/08/2019
- 4.16 19/P3247 - APPLICATION TO DISCHARGE CONDITIONS 6 (SITE WORKING METHOD STATEMENT), 7 (CONSTRUCTION LOGISTICS PLAN) AND 35 (ARBOCULTURAL METHOD STATEMENT) ATTACHED TO VARIATION OF CONDITION APPLICATION LBM REF.19/P1406 (DATED 10/9/2019), WHICH VARIED CONDITION 2 OF LBM PLANNING PERMISSION 17/P0763 FOR THE DEMOLITION OF EXISTING CHURCH BUILDING (NO.577 KINGSTON ROAD - USE CLASS D1) AND ERECTION OF A PART 5 STOREY BUILDING (TO KINGSTON ROAD) AND PART 3 STOREY BUILDING (TO ABBOTT AVENUE) TO PROVIDE REPLACEMENT CHURCH BUILDING (USE CLASS D1) AT GROUND, FIRST AND PART SECOND FLOOR AND 15 RESIDENTIAL UNITS (USE CLASS C3) AT SECOND, THIRD AND FOURTH FLOOR; RETENTION OF CAR PARKING; PROVISION OF CYCLE PARKING AND LANDSCAPING TO KINGSTON ROAD FRONTAGE; TOGETHER WITH PROVISION OF WASTE STORAGE AT GROUND FLOOR LEVEL (AMENDMENT INVOLVED RECONFIGURATION OF INTERNAL LAYOUT TO PROVIDE THREE ADDITIONAL FLATS AND ASSOCIATED EXTERNAL ALTERATIONS) - Discharge of Conditions Approved in full - 10/02/2020
- 4.17 19/P3402 - APPLICATION TO DISCHARGE CONDITION 20 (FINISHED FLOOR LEVELS) ATTACHED TO VARIATION OF CONDITION APPLICATION
- 4.18 19/P1406 (DATED 10/09/2019) RELATING TO LBM PLANNING APPLICATION 17/P0763 FOR THE DEMOLITION OF EXISTING CHURCH BUILDING (NO.577 KINGSTON ROAD - USE CLASS D1) AND ERECTION OF A PART 5 STOREY BUILDING (TO KINGSTON ROAD) AND PART 3 STOREY BUILDING (TO ABBOTT AVENUE) TO PROVIDE REPLACEMENT CHURCH BUILDING (USE CLASS D1) AT GROUND, FIRST AND PART SECOND FLOOR AND 15 RESIDENTIAL UNITS (USE CLASS C3) AT SECOND, THIRD AND FOURTH FLOOR; RETENTION OF CAR PARKING; PROVISION OF CYCLE PARKING AND LANDSCAPING TO KINGSTON ROAD FRONTAGE; TOGETHER WITH PROVISION OF WASTE STORAGE AT GROUND FLOOR LEVEL

(AMENDMENT INVOLVES RECONFIGURATION OF INTERNAL LAYOUT TO PROVIDE THREE ADDITIONAL FLATS AND ASSOCIATED EXTERNAL ALTERATIONS) - Discharge of Conditions Approved in full - 21/01/2020

- 4.19 19/P3518 - APPLICATION TO DISCHARGE CONDITION 29 (DELIVERY AND SERVICING PLAN) ATTACHED TO VARIATION OF CONDITION APPLICATION REF.19/P1406 (DATED 10/09/2019), VARYING LBM PLANNING APPLICATION 17/P0763 (DATED 29/11/2018) RELATING TO THE Demolition of existing church building (No.577 Kingston Road - Use Class D1) and erection of a part 5 storey building (to Kingston Road) and part 3 storey building (to Abbott Avenue) to provide replacement church building (Use Class D1) at ground, first and part second floor and 15 residential units (Use Class C3) at second, third and fourth floor; retention of car parking; provision of cycle parking and landscaping to Kingston Road frontage; together with provision of waste storage at ground floor level (Amendment involves reconfiguration of internal layout to provide three additional flats and associated external alterations) - Discharge of Conditions Approved in full - 06/11/2019
- 4.20 19/P3669 - APPLICATION TO DETERMINE WHETHER PRIOR APPROVAL IS REQUIRED IN RESPECT OF THE PROPOSED DEMOLITION OF FORMER CHURCH, COMPRISING 2 STOREY CONCRETE FRAME TO FRONT ELEVATION AND SINGLE STOREY STEELFRAME TO REAR AND SIDE ELEVATIONS - Prior Approval Not Required - 27/11/2019
- 4.21 19/P3694 - APPLICATION FOR DISCHARGE OF CONDITION 18 (SURFACE WATER DRAINAGE) ATTACHED TO VARIATION OF CONDITION 19/P1406 (DATED 10/09/2019) WHICH VARIED LBM PLANNING APPLICATION 17/P0763 RELATING TO - The Demolition of existing church building (No.577 Kingston Road - Use Class D1) and erection of a part 5 storey building (to Kingston Road) and part 3 storey building (to Abbott Avenue) to provide replacement church building (Use Class D1) at ground, first and part second floor and 15 residential units (Use Class C3) at second, third and fourth floor; retention of car parking; provision of cycle parking and landscaping to Kingston Road frontage; together with provision of waste storage at ground floor level (Amendment involves reconfiguration of internal layout to provide three additional flats and associated external alterations) – Grant discharge of conditions - 28/08/2020
- 4.22 19/P3821 - APPLICATION TO DISCHARGE CONDITION 31 (LANDSCAPING SCHEME) ATTACHED TO VARIATION OF CONDITION APPLICATION LBM REF.19/P1406 (DATED 10/09/2019), WHICH VARIED LBM PLANNING PERMISSION REF.17/P0763 (DATED 29/11/2018), FOR THE DEMOLITION OF EXISTING CHURCH AND ERECTION OF A PART 5 STOREY BUILDING (TO KINGSTON ROAD) AND PART 3 STOREY BUILDING (TO ABBOTT AVENUE) TO PROVIDE REPLACEMENT CHURCH BUILDING (USE CLASS D1) AT GROUND, FIRST AND PART SECOND FLOOR AND 15 RESIDENTIAL UNITS (USE CLASS C3) AT SECOND, THIRD AND FOURTH FLOOR; RETENTION OF CAR PARKING; PROVISION OF CYCLE PARKING AND LANDSCAPING TO KINGSTON ROAD FRONTAGE; TOGETHER WITH PROVISION OF

WASTE STORAGE AT GROUND FLOOR LEVEL - Discharge of Conditions
Approved in full - 11/11/2019

- 4.23 19/P4348 - APPLICATION TO DISCHARGE CONDITION 22 (GROUND CONTAMINATION REPORT) ATTACHED TO VARIATION OF CONDITION APPLICATION LBM REF.19/P1406 (DATED 10/09/2019) ATTACHED TO LBM PLANNING APPLICATION 17/P0763 (DATED 29/11/2018) RELATING TO THE DEMOLITION OF THE EXISTING CHURCH BUILDING (577 KINGSTON ROAD - USE CLASS D1) AND ERECTION OF A PART FIVE STOREY BUILDING (TO KINGSTON ROAD) AND A PART 3 STOREY BUILDING (TO ABBOT AVENUE) TO PROVIDE A REPLACEMENT CHURCH BUILDING (USE CLASS D1) AT GROUND, FIRST AND PART OF SECOND FLOOR AND 15 RESIDENTIAL UNITS (USE CLASS C3) AT SECOND, THIRD AND FOURTH FLOOR; RETENTION OF CAR PARKING; PROVISION OF CYCLE PARKING AND LANDSCAPING TO KINGSTON ROAD FRONTAGE; TOGETHER WITH PROVISION OF WASTE STORAGE AT GROUND LEVEL (AMENDMENT INVOLVED RECONFIGURATION OF INTERNAL LAYOUT TO PROVIDE THREE ADDITIONAL FLATS AND ASSOCIATED EXTERNAL ALTERATIONS)
- Discharge of Conditions Approved in full - 24/02/2020
- 4.24 20/P1498 - NON-MATERIAL AMENDMENT TO APPLICATION REFERENCE 19/P1406 (APPLICATION FOR VARIATION OF CONDITION 2 (APPROVED PLANS) ATTACHED TO LBM PLANNING APPLICATION 17/P0763 - AMENDMENTS TO INCLUDE:- A slight revision to the design for the central entrance bay; New design for the cross on the tower; Removal of tower clock on eastern elevation; Removal of hit-and miss brickwork within the tower to allow greater outlook and light into windows; Alterations to some of the window design and framing; Removal of proposed lighting on the front elevation; Use of solid panels for the plant screening at roof level; Glazed balustrading for the top floor apartments; and Relocation of the Church Hall rooflight - Grant non-material amendment to planning permission - 01/07/2020
- 4.25 20/P1549 - APPLICATION TO DISCHARGE CONDITION 22 (GROUND CONTAMINATION REPORT) ATTACHED TO VARIATION OF CONDITION APPLICATION LBM REF.19/P1406 (DATED 10/09/2019) ATTACHED TO LBM PLANNING APPLICATION 17/P0763 (DATED 29/11/2018) RELATING TO THE DEMOLITION OF THE EXISTING CHURCH BUILDING (577 KINGSTON ROAD - USE CLASS D1) AND ERECTION OF A PART FIVE STOREY BUILDING (TO KINGSTON ROAD) AND A PART 3 STOREY BUILDING (TO ABBOT AVENUE) TO PROVIDE A REPLACEMENT CHURCH BUILDING (USE CLASS D1) AT GROUND, FIRST AND PART OF SECOND FLOOR AND 15 RESIDENTIAL UNITS (USE CLASS C3) AT SECOND, THIRD AND FOURTH FLOOR; RETENTION OF CAR PARKING; PROVISION OF CYCLE PARKING AND LANDSCAPING TO KINGSTON ROAD FRONTAGE; TOGETHER WITH PROVISION OF WASTE STORAGE AT GROUND LEVEL (AMENDMENT INVOLVED RECONFIGURATION OF INTERNAL LAYOUT TO PROVIDE THREE ADDITIONAL FLATS AND ASSOCIATED EXTERNAL ALTERATIONS)
- Partial Grant Discharge of Condition - 25/08/2020

- 4.26 20/P2558 - APPLICATION FOR ADVERTISEMENT CONSENT FOR THE DISPLAY OF 3X TEMPORARY PANEL SIGNS TO CONTAINER UNIT DURING CONSTRUCTION - Grant Advertisement Consent - 07/10/2020
- 4.27 20/P3759 - APPLICATION TO DISCHARGE CONDITION 4, 9, 22 AND 24 ATTACHED TO VARIATION OF CONDITIONS 19/P1406, WHICH VARIED LBM PLANNING PERMISSION 17/P0763 RELATING TO: The Demolition of existing church building (No.577 Kingston Road - Use Class D1) and erection of a part 5 storey building (to Kingston Road) and part 3 storey building (to Abbott Avenue) to provide replacement church building (Use Class D1) at ground, first and part second floor and 15 residential units (Use Class C3) at second, third and fourth floor; retention of car parking; provision of cycle parking and landscaping to Kingston Road frontage; together with provision of waste storage at ground floor level (Amendment involves reconfiguration of internal layout to provide three additional flats and associated external alterations) - Discharge of Conditions Approved in full - 20/04/2021
- 4.28 21/P0712 - APPLICATION TO DISCHARGE CONDITIONS 14, 16, 20, 32, 33, 34 AND 38 ATTACHED TO VARIATION OF CONDITIONS 19/P1406, WHICH VARIED LBM PLANNING APPLICATION 17/P0763 (DATED 29/11/2018) RELATING TO: The Demolition of existing church building (No.577 Kingston Road - Use Class D1) and erection of a part 5 storey building (to Kingston Road) and part 3 storey building (to Abbott Avenue) to provide replacement church building (Use Class D1) at ground, first and part second floor and 15 residential units (Use Class C3) at second, third and fourth floor; retention of car parking; provision of cycle parking and landscaping to Kingston Road frontage; together with provision of waste storage at ground floor level (Amendment involves reconfiguration of internal layout to provide three additional flats and associated external alterations) - Discharge of Conditions Approved in full - 20/04/2021.
- 4.29 21/P1398 - APPLICATION FOR DISCHARGE OF CONDITION 37 (ARB REPORT) ATTACHED TO LBM PLANNING PERMISSION 19/P1406 (CHURCH AND 15 FLATS) – Undetermined
- 4.30 21/P1422 - APPLICATION FOR ADVERTISEMENT CONSENT FOR THE DISPLAY OF 1 x INTERNALLY ILLUMINATED SIGNAGE ABOVE ENTRANCE AND 1 x INTERNALLY ILLUMINATED CROSS ON CHURCH TOWER/SPIRE – Undetermined

579-589 Kingston Road

- 4.31 16/P1208 - DEMOLITION OF EXISTING BUILDINGS AND REDEVELOPMENT OF SITE TO PROVIDE OFFICES (1201 SQ.M - CLASS B1) AND RESIDENTIAL (99 UNITS - CLASS C3) ACCOMMODATION IN BUILDINGS OF TWO - SIX STOREYS, PROVISION OF CAR PARKING (24 CARS, 12 DISABLED SPACES), CYCLE PARKING (224 SPACES), VEHICLE ACCESS, LANDSCAPING, PLANT AND ASSOCIATED WORKS - Grant Permission Subject to Section 106 Obligation or any other enabling agreement - 10/10/2018 – this scheme being taken forward

- 4.32 19/P1676 - SCHEME A - DEMOLITION OF EXISTING BUILDINGS AND REDEVELOPMENT OF SITE TO PROVIDE OFFICE SPACE AND RESIDENTIAL UNITS IN BUILDINGS OF TWO TO SIX STOREYS, COMPRISING 118 SELF-CONTAINED FLATS, CAR AND CYCLE PARKING, VEHICLE ACCESS, LANDSCAPING, PLANT AND ASSOCIATED WORKS - ALLOWED ON APPEAL
- 4.33 19/P1675 - SCHEME B - DEMOLITION OF EXISTING BUILDINGS AND REDEVELOPMENT OF SITE TO PROVIDE OFFICE SPACE AND RESIDENTIAL UNITS IN BUILDINGS OF TWO TO SEVEN STOREYS, COMPRISING 124 SELF-CONTAINED FLATS, CAR AND CYCLE PARKING, VEHICLE ACCESS, LANDSCAPING, PLANT AND ASSOCIATED WORKS - ALLOWED ON APPEAL 12-11-2021

5 CONSULTATION

- 5.1 The application has been advertised by major notice procedure and letters of notification to the occupiers of neighbouring properties (45).

In response to the consultation, 23 letters of objection were received. The letters of objection raise the following points:

- Noise from school
- Over intensive use of site
- Residents will be disturbed by children
- Affect on value of nearby houses
- School kitchen will produce unpleasant smells
- Disruption due to construction.
- Increase in crime and anti social behaviour
- Privacy of houses on Abbot Avenue affected
- Outlook from Abbot Ave impeded by massing
- Excessive height and scale
- Excessive massing
- Overshadowing
- Out of keeping with low rise buildings in the area
- Impact on parking
- Increased traffic
- Playground too small
- Concern about onward educational pathway of students
- Unsuitable for school due to main road
- Loss of light to flats above Dundonald Church
- Outlook from flats in Dundonald Church apartments, obstructing East-facing flat's views

- Impact on local plumbing and drainage systems which are already overloaded
 - Potential for fire to spread to flats above church
 - Danger from demolition and construction
 - Abbot Avenue will become a drop off zone
 - Only nine car parking spaces
 - Concern building may have asbestos contained within it
 - Bus system will not be used or enforced
- 5.1 Two further representations were submitted in relation to the amended plans further to the consultation of 23 June 2023, stating that the impact on daylight and sunlight to properties to the east were not sufficiently mitigated.

5.2 **The Wimbledon Society**

“Most houses in Abbott Avenue appear to be set back some 5m from the highway, sometimes more. However, the proposal shows the proposed north-facing classrooms at ground, first and second floors coming well forward of this, up to the back edge of the public footway.

There is concern that the street scale and character would significantly change, and the outlook from the houses opposite would be unreasonably affected. Local Plan Policy DM D2 A1 & 6 refers. This classroom block should instead reflect the established street scale and form and be set back.

The transport assessment suggests that 148 car spaces are available within 500m of the site for drop-off. With the experience that the Council now has on the operation of ‘school streets’, whether the transport arrangements for pupils are workable is something that needs detailed study. The anticipated minibus turning and stopping pathways could with advantage be illustrated on the forecourt landscape drawing.

At 2.3, it should be noted that the speed limit is 20mph not 30: and that there are marked cycleways on both sides of Kingston Road, which we believe may be part of the Borough’s ‘strategic’ cycle network.

The outdoor play space appears to be unreasonably cramped for a school with this number of pupils.

That the single small on-site tree is to be lost and replaced by three new trees is noted. The three trees in the adjoining Abbott Avenue public footway are (rightly) shown as retained, but the health of two of them may be of concern. The Council may wish to consider whether they are best left in place or should be replaced.

Although the approach to energy needs is understood, might there be a case for enlarging the proposed solar arrays, in place of some of the green roofed areas?

In any future development on this site, the potential effect of construction traffic on the residents of Abbott Avenue could be highly disruptive.

Accordingly, it would be expected that the Council would put in place sufficient measures to limit such activity.”

5.3 **Merton Cycling Campaign:**

We wish to register our concerns about the proposed development of a school on this site (565 Kingston Rd, Raynes Park).

First, we have significant concerns about the quality of the supporting documents in regard to travel:

We note from the supporting documents that the school is intended to be an SEN school. The catchment area of the school is likely therefore to be quite large therefore students will tend not to live within walking distance. This of course is the nature of any SEN school. We see the School Travel Plan expects a significant number of students and staff to use active travel. The needs of SEN students reinforce the need for high-quality active travel provision in the area, if the active travel aspirations in the School Travel Plan are to be met.

What is rather extraordinary is that the School Travel Plan makes no mention of the SEN intake of the school. SEN students have very different travel requirements to students at "mainstream" schools. It is of great concern that these needs have neither been noted nor taken into account in the School Travel Plan. One might be tempted to conclude that the STP has been copied from a standard template rather than prepared with the specialist nature of the school as its primary consideration.

We also note that the Transport Assessment has clearly been copied from materials prepared for Harris Academy, as references to Harris Academy remain in the document (Section 6). Also Appendix K is specifically about Harris Academy. We have to question, therefore, whether this document has any value, given that a significant part of the material does not actually pertain to the proposed school. This casts further doubt on the value of the STP and the concern that it is simply a "template" document.

In summary, this is not a typical school, will not have typical travel patterns or travel needs, and these important issues have been ignored by the applicant in the documents we've referenced.

Second, we have concerns about the impact the school is likely to have on road danger for cyclists, and especially for students using active travel:

Background: There is significant motor traffic along Kingston Road and no traffic calming. There is a nominal 20mph speed limit but this is widely ignored. There are no pedestrian crossings near the site (the nearest being at the Lower Downs Road junction, requiring a 500m roundtrip diversion). There is no parking nearby on Kingston Road (other than 3 metered bays for the parade of shops just east of Dorien Rd) and little parking on nearby streets. There are cycle lanes on both sides of Kingston Road which are of poor quality and not LTN1/20 compliant. There is a good-quality cycle track past Wimbledon Chase Primary school that runs near to the proposed site. The Lower Downs Rd/Kingston Rd junction is busy and significantly dangerous. The Railside Path is also a possible connection to the school

site, but Lower Downs Road, which would link to the school, is a rat-run and very hostile for cycling.

Kingston Road is part of an established and official east-west cycle route that connects to Raynes Park and Kingston to the west, and to Colliers Wood in the east. Parts of this route are high quality e.g. the C31 Beeline and the Chase Path, and some parts such as Kingston Road itself are of poor quality.

1. We note the school is an SEN school and as such many students will not live locally and this will lead to school journeys being of significant distance. This in turn will increase the number of journeys by car to the school, in the absence of any effective policy of mitigation. The Council's declared policy is to reduce motor traffic.

2. In general, parents who drive their child to school tend to park near their school, and many ignore parking restrictions, park illegally on the pavement or in cycle lanes. This creates road danger for children, pedestrians and cyclists. Additionally, parents tend to manoeuvre in a dangerous manner (perform 3-point turns, reverse etc.). Therefore we believe a school street will be required here. The Council and police do not have sufficient resources to address the problems listed; occasional enforcement won't be enough. We know this from other sites. We imagine that an argument will be made that Kingston Road cannot be a school street due to its importance as a link road. In that case, either this site cannot be used as a school, or the Council need to explain how the problems listed will be mitigated.

3. Parents are unlikely to want their child to cycle to school given the current poor quality of connections. While the Chase Path is good quality, a segregated link from the Lower Downs Rd junction would be required. Similarly from other directions, segregated or low-traffic links would be required to enable cycling to school.

4. Being a moderately busy road, Kingston Road has air pollution levels above WHO guidelines, as represented on the London Air Quality map. The Council needs to address this. Air quality is a huge public health issue and children are particularly vulnerable to its effects. Either schools should be situated in areas currently with good air quality, or traffic volumes reduced to address poor air quality.

5. The existing Kingston Road cycle lanes are of poor quality, but generally speaking at commute times the north side is usually free of vehicles parked in the cycle lane. As described above, this will change with the presence of a school. The lanes will need physical protection to prevent illegal parking and dangerous vehicle movements, and to make them usable by students and parents wishing to cycle to school. To permit a new school site in the proposed location without adequate measures to address the traffic, parking and road danger problems that will inevitably follow effectively will create significant additional road danger for cyclists, which is directly opposed to the Council's policy to improve conditions for cycling.

6. Crossings. Students living south of the school will need to cross Kingston

Road. An additional crossing of Bushy Road is in the LIP3 plans. Clearly it is not realistic for pedestrians wishing to cross directly to the school to divert a significant distance (500 - 700m) to the existing crossings at Lower Downs Road and Approach Road. Therefore we believe that a new crossing is required in front of the school site.

7. Permeability. It would be highly desirable to take the opportunity of the site redevelopment to add a link from Kingston Road to Abbott Avenue, to enable cyclists and pedestrians to take a safer, less polluted and more direct route to Lower Downs Road.”

5.4 **Transport for London**

- 5.4.1 The site of the development is located less than 340 metres from the A298 Bushey Road, which forms part of the Strategic Road Network (SRN). TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN.
- 5.4.2 The site has a Public Transport Access Level (PTAL) of 4, on a scale ranging from 0 to 6b where 6b represents the greatest level of access to public transport services.
- 5.4.3 TfL understands that the proposal entails the erection of 2 3-storey buildings to provide, 9 residential units (3 x 1 bed, 6 x 2 bed), a SEN school to accommodate 180 pupils ages 9-13, a community hub (232sqm), and an office for Christian ministry workspaces (228 sqm).
- 5.4.4 The cycle parking is not compliant with Policy T5 of the London Plan. To be in accordance the application should provide 18 long-stay and 2 short-stay cycle parking spaces for residential, 29 long-stay and 2 short-stay cycle parking spaces for the SEN school, 2 long-stay and 2 short-stay cycle parking spaces for the family hub, and 3 long-stay cycle parking spaces for offices.
- 5.4.5 All cycle parking spaces should be located in a secure, sheltered and accessible location, and should meet design standards set out in Chapter 8 of the London Cycle Design Standards (LCDS).
- 5.4.6 It is understood from the plans that the applicant is proposing the school playground be used as an ad-hoc carpark for events or Sunday Church Service. TfL is not supportive of this as the proposal is in a PTAL 4 zone and having car parking encourages car journeys to church service which is not in accordance with Policy T1 of the London Plan.
- 5.4.7 It is understood that the applicant is proposing 3 disabled persons parking bays, of which 1 is for residential uses and 2 are for the school and ministry hub, this is acceptable.
- 5.4.8 The trip generation is acceptable.
- 5.4.9 TfL recommends that there is a travel plan for the school and that it is STARs compliant, this can be provided prior to decision or secured by condition.

- 5.4.10 TfL requests that the application addresses points 4 and 6 prior to being supportive of the application.”

Officer Comment

- 5.4.11 Please see paragraph 7.2 regarding the Applicant and Council’s response to TFL’s concerns in paragraph 5.4.4 and 5.4.6.
- 5.4.12 The amount of cycle parking is considered appropriate due to the inclusion of scooter parking 10 scooters on one of the stands in place of cycle parking. It is considered that this is appropriate for the age group using the Site.
- 5.4.13 The proposal for parking in the playground is not in fact part of the application and the Applicant accepts that a change of use application would be required in order to park cars in the future. If the applicant were to consider this, it would be subject of a separate application and consultation with neighbours.

5.5 **Thames Water**

- 5.5.1 With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.
- 5.5.2 There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimise the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way.
- 5.5.3 We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.
- 5.5.4 Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:
- “A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be

directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line.

- 5.5.5 Please refer to the Wholesale; Business customers; Groundwater discharges section.
- 5.5.6 Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity,
- 5.5.7 on the information provided.

Water Comments

- 5.5.8 The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission.

“No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes you need to follow if you’re considering working above or near our pipes or other structures.”

- 5.5.9 Thames Water recommends the following informative be attached to this planning permission.

“Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.”

- 5.5.10 If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.
- 5.5.11 On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application.

5.6 Internal consultees

5.6.1 Councils Highway Officer

“The Highways section must be contacted regarding any proposed S38 or S278 works required.” Conditions as set out in draft Schedule of Conditions.

5.6.2 Councils Transport Planning Officer

Local Highway Network

- Kingston Road is a London Distributor Rd which forms part of the A238 and is a two-way road lying in a largely east to west orientation between Merton Park Parade to the east and Approach Road to the west. The road operates with a speed limit of 20mph, with a single lane of traffic provided in either direction.
- Single yellow line restrictions are in place on the northern side of the carriageway, with a mixture of single and double yellow lines on the southern side of the Kingston Road. A bus stop is also located immediately west of the site on the north side of Kingston Road.
- There are also advisory cycle lanes on both sides of Kingston Road.

Parking Restrictions on Kingston Road:

- The existing single yellow line waiting restrictions on the northern side of Kingston Road have historically been adequate to prevent issues with parking. However, there have recently been increasing issues and complaints from the public in relation to obstructive parking on this section of Kingston Road in the evenings and on Sundays, particularly associated with Dundonald Church activities. This parking blocks the advisory cycle lane resulting in potential danger to cyclists and can cause congestion resulting in significant delays to the frequent bus services that operate on Kingston Road. To address these parking issues, Merton Council carried out a statutory consultation to amend the parking restrictions to double yellow line ‘At any time’ waiting and loading restrictions. However, due to objections received from Dundonald Church, the scheme has not been approved to be implemented at this time and the Council would need to reconsult in due course. These changes to parking restrictions are considered essential to protect the footway and cycle lanes, prevent unsafe manoeuvres and prevent congestion, particularly delays to emergency services and buses on this frequent route.
- The applicant had previously been informed of the proposed introduction of “At any time” waiting restrictions at pre- application stage and has considered this within the transport assessment. Without these restrictions, the proposed development will exacerbate the existing parking issues and obstruction on this section of Kingston Road, by creating additional parking demand from new residents and their visitors; school drop-offs and pickups; evening/ Sunday events associated with

the other community and training hub uses (the scale and timings of which have not been adequately specified in the TA). There will also be additional issues with the parking of vehicles during the construction phase of the development.

- Therefore, without the implementation of the Council's proposed amendments to introduce "At any time" waiting restrictions, the application would have a detrimental impact on highway safety and access and would not be deemed to be acceptable on highways grounds. To protect the highway safety and access of all road users, it is recommended that a condition is applied that states that "no development shall commence until a scheme to introduce "At any time" waiting restrictions on Kingston Road has been implemented or at the very least, a condition will be placed that there will be no occupation until the necessary at any time waiting and loading restrictions are in place.

Abbott Avenue

- Abbott Avenue lies to the north of the site and is a quiet residential cul-de-sac. A mixture of restrictions are in place, with both single and double yellow restrictions and parking bays on both sides of the carriageway.

Controlled Parking Zone

- The site is surrounded by a Controlled Parking Zone (CPZ) ('A1'), which is in operation from Monday to Friday 8.30am – 6.30pm on Monday to Friday, with some neighbouring roads accommodating permit holder bays and very few shared use bays (permit holders and pay and display) with a maximum 5 hour stay. These bays are extremely popular.

PTAL

- The site achieves a PTAL rating of 4, which represents a 'good' level of accessibility to public transport.

Parking Survey

- Parking stress surveys were carried out on the 8th and 10th December 2022.
- The Parking stress had reached a peak of 83.9% at 10am during the weekday with 771 cars park and 148 spaces observed.
- The results from the Sunday data suggest that parking stress reached a peak of 93.2% at 8pm with 867 vehicles parked, with 63 spaces available.
- The overnight parking surveys also indicates the stress reached 98.46% with approximately 82-84 spaces available.
- Although the two-day surveys indicate high parking stress values, and on the surface there appears to be adequate parking available for any overspill, given the current level of current activities by the Church and potential activities by this development, and the potential parking that is likely to be generated by the development there is some concern.

Disabled parking

- Three disabled parking bays should be provided (one of which will be for the residential aspect of the proposals, with the remaining two spaces associated with the flexible use on-site) as per initial submission, however, the bays were to be provided at the front of the site and to access the 3 on-site disabled parking bays, motorists would need to reverse into the site from Kingston Road which is not acceptable.
- To prevent reversing into or from Kingston Road, due to site constraints, it has been agreed that there will only be two disabled parking spaces. The loss of one space will facilitate the necessary on-site turning manoeuvre.
- Each of the disabled parking spaces will be fitted with an active electric vehicle charging point.

Residential Parking

- No on-site car parking is provided for the 9 residential units.
- Permit free option would be acceptable subject to the applicant enters into a Unilateral undertaking which would restrict future occupiers of residential units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.

Cycle parking

- A total of 5 long-stay spaces will be provided for staff, with 19 spaces provided for pupils alongside 10 scooter spaces, which will replace 4 standard cycle parking spaces. In the event that scooter spaces are not utilised, consideration should be given to additional cycle parking. Under no circumstance should the space be utilised for car parking space.
- For visitors, 3 Sheffield stands providing 6 spaces will be provided at the frontage of the site.
- Male and female changing facilities, showers and lockers have also been provided.
- A total of 17 long-stay cycle parking spaces have been provided for the residential aspect of the proposals. This is in accordance with standards when based on an accommodation mix of 3 x 1b2p, 4 x 2-bed and 2 x 3-bed – this equates to 3 x 1.5 spaces and 6 x 2 spaces = 16.5 spaces, so rounding up to 17 long-stay spaces. 2 short-stay spaces have been provided within the forecourt for visitors.
- For the SEN school, when based on a total of 220 students/staff, this equates to a requirement of 27.5 spaces, therefore rounded up to 28 long-stay spaces. A total of 26 long-stay spaces have been provided, as one hoop was replaced with parking for up to 10 scooters. This was deemed appropriate by the applicant considering the ages of the future pupils and therefore some would use a scooter to travel to school.

- The 2 short-stay spaces are provided within the forecourt.
- For the family hub / office, a total of 6 long-stay spaces have been provided. This is one additional space than what is required, with 2 short-stay spaces provided within the forecourt.
- This is considered acceptable and the arrangement meets the intentions of the London Plan

Servicing

- The proposals will incorporate an on-site loading bay to ensure that all servicing and refuse collection takes place on-site, with all manoeuvres in a forward gear.
- The provision of an on-site loading area ensures that delivery vehicles will not stop on the highway adjacent to the site.
- Deliveries will be scheduled to take place outside of the school pick-up / drop-off times to ensure that the loading bay remains available for the school minibus.
- The swept path analysis as shown for vehicles attracting to the site are acceptable.

Trip Generation

- The trip generation impact of the proposals has been considered in relation to the surrounding highway network in the peak periods and suggest that the proposals will not have a significant or adverse effect. However, there are some concerns that the methodology used to determine the modal split of the school underestimates the potential number of car trips to the site, particularly as SEN schools tend to have a larger catchment areas and the age of pupils may make independent travel less likely, particularly students in the lower years.

Travel Plan

- To reduce transport impacts associated with all uses of the site, it will be essential that the travel plan commits to the implementation of robust measures, including the provision of a mini-bus service, a 'kiss-and walk' system, breakfast and after school clubs (staggered timings).
- For a new development uses such as this, ambitious modal split targets should be set to be achieved from first occupation when travel patterns are first established. It is not considered appropriate to introduce modal split targets that reduce car use over time as set out in the submitted draft travel plan. A final travel plan, which includes a commitment to a robust set of measures and appropriate modal split targets, will be required to be submitted for approval prior to first occupation of the development. After the first year of occupation, an updated school led travel plan which must be TfL STARS compliant and includes actual baseline student travel data should also be submitted for approval, with ongoing monitoring required thereafter on an annual basis in conjunction with the TfL schools STARS travel plan programme.

- To ensure the delivery and monitoring of the approved travel plans (school, community hub, the office / workspaces and the training hub) and associated measures are robust and enforceable, it is expected that this is secured via S106 agreement. A sum of £4,000 (four thousand pounds) is sought to meet the costs of monitoring both travel plans over five years, secured via the Section106 process

The Healthy Streets Assessment

- The Healthy Streets Assessment analysed the walking / cycling routes to / from public transport facilities and local amenities.
- The recommendation for a crossing to be installed near the site with tactile paving, dropped kerbs and potentially a pedestrian refuge island. However, due to the narrowness of the carriageway a pedestrian island is not a viable option and given the nature of Kingston Road, consideration must be given to a formal crossing. Funding for this crossing will be in excess of £90k and would need to be secured via Section106 process
- The applicant to discuss with the LBM Transport Planning Department for implementation of a scheme.

Recommendation: The proposal is likely have a significant impact on the surrounding highway network unless the appropriate restrictions and measures are in place.

- Raise no objection subject to:-
 - “At any time” waiting restrictions being implemented on the northern side of Kingston Road to prevent obstructive parking and ensure safety and access for all highway users.
 - Disabled bays (with EVCP): Consider an alternate location.
 - Cycle provision (secure and undercover). As shown to satisfy the London Plan Standards
 - Healthy Street Assessment: Implementation of Pedestrian crossing to negotiate with LBM Transport Planning.
 - Applicant enters into a Unilateral undertaking which would restrict future occupiers of residential units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.
 - Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.
 - School Travel Plan: A sum of £2,000 (two thousand pounds) is sought to meet the costs of monitoring the travel plan over five years, secured via the Section106 process.

A travel plan (community hub, the office / workspaces and the training hub) - A sum of £2,000 (two thousand pounds) is sought to meet the

costs of monitoring the travel plan over five years, secured via the Section106 process. “

Summary of further Transport Planners' Comments

- 5.6.3 A condition restricting waiting time on Kingston Road needs to be prior to commencement as this will ensure restrictions are in place during construction (will facilitate construction management plan etc) occupation. It would be more challenging if we waited until occupation as this may be considered as unreasonable whilst the school is ready to be occupied but may be held up by objections, say from the Church. It is more beneficial and prudent to have it in place at commencement as it will manage construction phase and the site would not need to wait to be occupied once completed.
- 5.6.4 The crossing on Kingston Road needs to be funded as a contribution as it would need to cover staff, survey and design costs. If it is not implemented the outstanding money will be returned.
- 5.6.5 The Council requires an additional charge of £8k for school keep clear zig zag marking and signage outside their front gate It covers the cost of the road marking, posts and signage plus staff costs. Also, as it is a London distributor road, it will need to be carried out off peak and our contractors charge for off peak and they would also traffic management to ensure flow of traffic is maintained.”

5.7 **Councils Flood Officer**

No objection subject to conditions set out in the Schedule of Conditions under 'Flood Risk and Drainage'.

5.8 **Councils Structural Engineer**

“I have reviewed the drawings and it doesn't look like I need to be consulted on this since no basement is proposed and the development doesn't have any significant effect on the stability of the highway.”

5.9 **Councils Air Quality Officer**

“The applicant has submitted an Air Quality Assessment report dated 20/01/2023 and produced by SRE.

Air Quality

Air quality conditions for future occupiers of the proposed development have been shown to be acceptable, with concentrations below the air quality objectives throughout the site.

Impacts during the demolition and construction phases, such as dust generation and plant vehicle emissions, are predicted to be of short duration and only relevant during this period.

Air Quality Neutral

The transport related emissions associated with the proposed development is below the relevant benchmarks. The proposed development therefore

complies with the requirement that all new developments in London should be at least air quality neutral. Heat and power will be supplied by electricity so there will be no building emissions.

Based on the information above, I have no objections subject to the following conditions (See Schedule of Conditions).”

5.10 **Councils Contaminated Land Officer**

No objection subject to conditions set out in the Schedule of Conditions under ‘Contaminated Land’.

5.11 **Councils Environmental Health Officer**

“Further to your consultation in relation to the above planning application, should you be minded to approve the application then I would recommend the following planning conditions (see Schedule of Conditions under ‘Noise’)”

5.12 **Councils Refuse and recycling Officer**

- “The submitted Waste Management Strategy for the development is considered acceptable at this stage and the Proposed Development has been designed in line with LBM waste management guide .
- In mixed use developments such as this, separate stores for residual and recycling containers must be provided for the domestic and commercial aspects of the development. Domestic and commercial waste must not be mixed together- No further concern
- Adequate arrangements are in place for the segregation of household waste from commercial waste.
- Residential Waste Storage/Collection Arrangement – For this block of 9x residential units, provision have been made for the following sets recommended bins:
 - 1x 1100L euro bin for refuse
 - 1x 1100L euro bin for co-mingled recycling
 - 1 x 240L wheelie bin for food waste recycling
 - - No further concern.
- As an informative, provisions for bulky waste storage arrangement onsite should be considered. Residents can book the council chargeable service.”

5.13 **Councils Sustainability Officer**

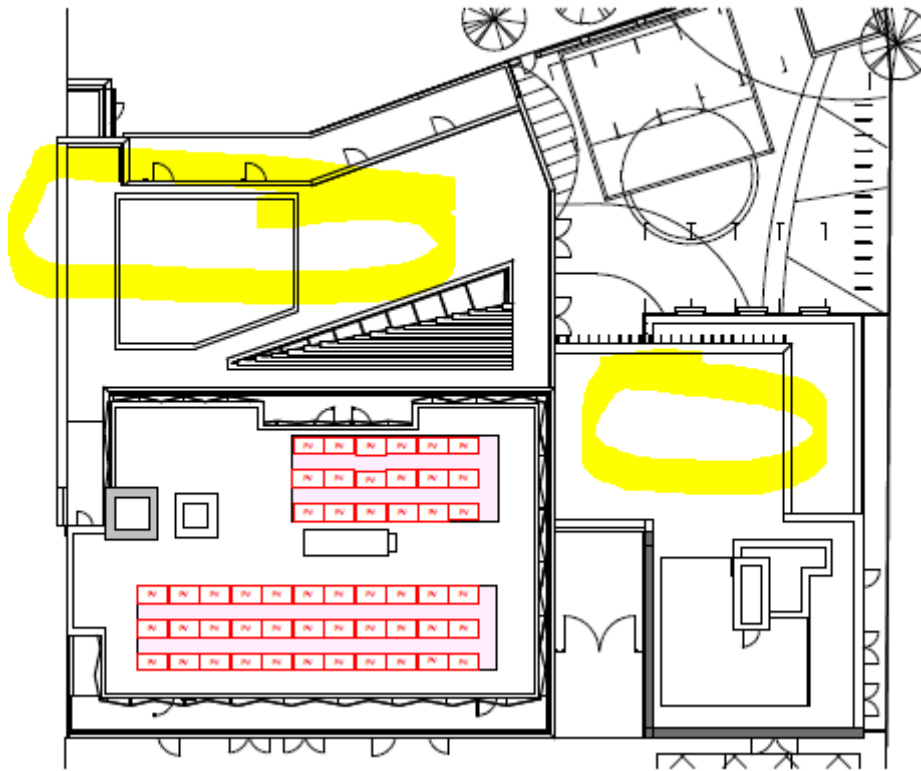
Details to follow for mod sheet

5.14 **Councils Tree Officer**

No objection subject to conditions set out in the Schedule of Conditions under ‘Ecology’

Sustainability Officer

- “Energy Statement – the applicant is proposing to achieve a 67% and 51% improvement against Part L 2021 for the domestic and non-domestic development respectively, which should be commended.
- SAP evidence and carbon reporting spreadsheet – Please can the applicant provide the GLA’s carbon reporting spreadsheet in Excel format? **This has been provided.**
- Be Lean – the applicant is proposing to achieve a 14% and 30% improvement against Part L 2021 through energy efficiency alone for the domestic and non-domestic elements respectively in line with the GLA’s minimum requirements; this will need to be confirmed once the Excel carbon reporting spreadsheet has been provided. **This has been confirmed.**
- Be Clean – The applicant is not proposing to connect to a district heating network given the absence of an existing or proposed DHN in proximity to the site. The applicant is proposing to provide heat to the development using an air source heat pump-led building level network.
- Be Green –
- ASHPs – the applicant is proposing to install dedicated building-level, air source heat pumps to provide the space heating and domestic hot water to the development via LTHW generation for the school and residential areas. High efficiency Variable Refrigerant Volume/Flow (VRV/VRF) equipment will operate as the main communal heating to the ministry hub as well as providing cooling to the development. Please can the applicant provide a plan showing the proposed locations of the proposed heating and cooling systems? The energy statement refers to Appendix A.6 but it doesn’t look like this has been provided. It is not clear if the residential units and the school will be connected to the same LTHW network specified in section 8.5 of the energy statement. Please can the applicant also clarify the proposed specification for the VRV/VRF system? **These have been provided.**
- Solar PV – the applicant is proposing to install 17.34 kWp solar PV. The applicant has provided a roof plan which includes other roof space without PV. In line with the GLA’s guidance on preparing energy assessments, all development must demonstrate how renewable energy has been maximised on site. Please can the applicant clarify if/how solar PV has been maximised on the roof space available? **It looks like there is more roof space available on the roof plan provided (yellow highlights below) which have not been utilised for solar PV so it is not clear if solar PV has been maximised. Please can the applicant clarify why these areas of roof cannot be used for additional solar PV?**



- Carbon Offset Contributions – The applicant is proposing to offset the carbon shortfall of 7tCO₂ (5.3tCO₂ + 1.7tCO₂) through a contribution of £19,802.24 (£14,984 and £4,818.24). This will need to be confirmed once all comments above and below have been addressed.
- Be Seen – The applicant has provided a commitment to monitor and report its energy performance post-construction in accordance with the 'Be Seen' guidance. This will need to be secured via appropriate legal wording.
- Overheating Assessment – the applicant has carried out an overheating assessment under DSY 1, 2 and 3. The CIBSE compliance criteria are met in all residential rooms modelled under DSY1, and a significant proportion of the rooms under DSY2 and DSY3, without blinds through the use of natural ventilation via openable windows/doors and increased mechanical ventilation. The BB101 compliance criteria for schools are met in 33% of teaching spaces (for the 2020s DSY1 weather scenario) through the use of natural ventilation via openable windows/doors and increased mechanical ventilation. The CIBSE compliance criteria was not met in the ministry hub (for the 2020s DSY1 weather scenario) through the use of natural ventilation via openable windows/doors and increased mechanical ventilation, therefore active cooling is proposed in this area.
- *Active cooling is proposed in the non-compliant areas of the SEN School, and the Ministry Hub. Active cooling is proposed within the elements of the SEN School and Ministry Hub which do not comply*

with BB101 and TM52 (see appendix A.8). It is proposed that VRF systems will be provided for cooling for the ministry hub. These systems use highly efficient air source heat pumps and are expected to achieve an EER of at least 4.26. Please can the applicant clarify if there should be an appendix A.8? *this has been provided*”

- https://planning.merton.gov.uk/MVM.DMS/Planning%20Application/1000121000/1000121288/23P0455_Energy%20Assessment%20and%20Sustainability%20Strategy%20Report%2006.pdf
- BREEAM – The Applicant has provided a BREEAM pre-assessment which indicates that the development is targeting a BREEAM rating of Excellent which meets Merton’s minimum requirements. This should be secured via pre-occupation condition.
- Internal water use – the Energy Statement indicates that the applicant is looking to achieve BREEAM standards to reduce their water consumption. However, the applicant will also need to demonstrate how the residential elements of the development will achieve internal water usage rates of less than 105 litres per person per day. This will also need to be secured via legal wording. *Please can the applicant confirm where they have demonstrated that they will achieve internal water usage rates of 105 litres per person per day in the residential units? “*

5.15.1 On 11 August 2023 the Applicant submitted further plans with the additional solar panels. These are being reviewed by the Sustainability Officer and her comments will be confirmed within the Modification sheet for member information.

6 POLICY CONTEXT

List of relevant planning policies

National Planning Policy Framework (2021)

- Chapter 2 Achieving sustainable development
- Chapter 3 Plan-making
- Chapter 4 Decision-making
- Chapter 5 Delivering a sufficient supply of homes
- Chapter 6 Building a strong, competitive economy
- Chapter 8 Promoting healthy and safe communities
- Chapter 9 Promoting sustainable transport
- Chapter 11 Making effective use of land
- Chapter 12 Achieving well-designed places
- Chapter 14 Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 Conserving and enhancing the natural environment
- Chapter 16 Conserving and enhancing the historic environment

London Plan 2021

- Policy SD10 Strategic and local regeneration
- Policy D1 London’s form, character and capacity for growth

- Policy D2 Infrastructure requirements for sustainable densities
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D5 Inclusive design
- Policy D6 Housing quality and standards
- Policy D7 Accessible housing
- Policy D8 Public realm
- Policy D11 Safety, security and resilience to emergency
- Policy D12 Fire safety
- Policy D13 Agent of Change
- Policy D14 Noise
- Policy H1 Increasing housing supply
- Policy H2 Small sites
- Policy H3 Meanwhile use as housing
- Policy H4 Delivering affordable housing
- Policy H5 Threshold approach to applications
- Policy H6 Affordable housing tenure
- Policy H7 Monitoring of affordable housing
- Policy H9 Ensuring the best use of stock
- Policy H10 Housing size mix
- Policy H11 Build to Rent
- Policy H12 Supported and specialised accommodation
- Policy H16 Large-scale purpose-built shared living
- Policy S1 Developing London's social infrastructure
- Policy S2 Health and social care facilities
- Policy S3 Education and childcare facilities
- Policy S4 Play and informal recreation
- Policy S5 Sports and recreation facilities
- Policy E1 Offices
- Policy E2 Providing suitable business space
- Policy E4 Land for industry, logistics and services to support London's economic function
- Policy E10 Visitor infrastructure
- Policy E11 Skills and opportunities for all
- Policy G1 Green infrastructure
- Policy G5 Urban greening
- Policy G6 Biodiversity and access to nature
- Policy G7 Trees and woodlands
- Policy SI 1 Improving air quality
- Policy SI 2 Minimising greenhouse gas emissions
- Policy SI 4 Managing heat risk
- Policy SI 5 Water infrastructure
- Policy SI 7 Reducing waste and supporting the circular economy
- Policy SI 8 Waste capacity and net waste self-sufficiency
- Policy SI 12 Flood risk management
- Policy SI 13 Sustainable drainage
- Policy T2 Healthy Streets
- Policy T3 Transport capacity, connectivity and safeguarding
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car parking
- Policy T6.1 Residential parking
- Policy T6.2 Office parking

- Policy T6.5 Non-residential disabled persons parking
- Policy T7 Deliveries, servicing and construction

Merton Core Strategy (2011)

- Policy CS 4 Raynes Park Local Centre
- Policy CS 8 Housing Choice
- Policy CS 9 Housing Provision
- Policy CS 12 Economic Development
- Policy CS 13 Open space, nature conservation, leisure and culture
- Policy CS 14 Design
- Policy CS 15 Climate Change
- Policy CS 16 Flood Risk Management
- Policy CS 17 Waste Management
- Policy CS 18 Active Transport
- Policy CS 19 Public Transport
- Policy CS 20 Parking, Servicing and Delivery

Merton Sites and Policies Plan (2014)

- DM H2 Housing mix
- DM H3 Support for affordable housing
- DM C1 Community facilities
- DM C2 Education for children and young people
- DM E1 Employment areas in Merton
- DM E3 Protection of scattered employment sites
- DM E4 Local employment opportunities
- DM O1 Open space
- DM O2 Nature Conservation, Trees, hedges and landscape features
- DM D1 Urban design and the public realm
- DM D2 Design considerations in all developments
- DM EP2 Reducing and mitigating noise
- DM EP3 Allowable solutions
- DM EP4 Pollutants
- DM F1 Support for flood risk management
- DM F2 Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure
- DM T1 Support for sustainable transport and active travel
- DM T2 Transport impacts of development

7 PLANNING CONSIDERATIONS

7.1 Principle of development

- 7.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise.

Loss of existing building/use

- 7.1.2 The Applicant seeks to change the use of the existing light manufacturing

premises (Class E) to a mix of uses. The existing building is not within a Conservation Area and nor does it carry any heritage significance through local or statutory listing. Therefore, there is no policy barrier to the demolition of the building.

- 7.1.3 The loss of the existing commercial facility must be justified in accordance with policy. The policy relevant in this instance is LB Merton's *DM E3 Protection of Scattered Employment Sites*, which says:-

“(a) Proposals that result in the loss of scattered employment sites will be resisted except where:

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

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

(iii) it has been demonstrated to the council's satisfaction that there is no realistic prospect of employment or community use on this site in the future. This may be demonstrated by full and proper marketing of the site at reasonable prices for a period of 30 months (2½ years).

(b) If proposals do not meet these policy requirements, the council will seek measures to mitigate against the loss of employment land. Such measures may include:

(i) providing employment, as part of a mixed-use scheme on-site;

or

(ii) providing alternative sites for employment use (for instance, 'land swaps').”

- 7.1.4 The Applicant has stated that the school will provide approximately 46 jobs for teaching staff, and there is likely to be more employment ancillary to the school and associated with the other educational and community uses. The 'Homes and Communities Agency's employment densities guide ("the HCA Guide") has been used to assess the number of jobs that the existing light industrial Site would provide. The existing buildings have approximately 1050 sqm of floorspace which according to the HCA Guide could generate approximately 21 jobs in its current light-industrial use.

Whilst the existing employment use for 21 jobs would be lost, the school and ancillary uses will generate 46 or more jobs and there is net gain of jobs. The proposal would therefore be in accordance with (b) part (i) of policy DM E3. In addition, officers take a balanced view, weighing up the benefits of housing provision and the considerable community benefit of the school and other facilities against the loss of the commercial unit.

Education and Community Facilities

- 7.1.5 Merton Council recognises the increasing pressure on state school places and plans for future population growth.

“DM C2 Education for children and young people

Policy aim

To ensure there are sufficient school places of a suitable modern standard to meet statutory requirements while also ensuring sufficient choice of school places and a sufficient number of children’s day care facilities.

Policy - schools

- (a) Development proposals for new schools and/or improved educational facilities for children and young people will be supported, particularly where new facilities are required to provide additional school places in an area to meet an identified shortfall in supply.”

The Applicant has identified a need for the provision of SEN Education

The provision of school places generally is in line with a projected growth in demand in school places is set out in paragraphs 19.11 - 19.15 of the Core Strategy and part a. of Policy CS 11.

- 7.1.6 In principle therefore, an educational facility of this kind in a sustainable location is supported, and it is the view of Officers that there is no ‘in principle’ objection to a school on this site.

- 7.1.7 Merton’s Policy DM C2 states that education facilities such as those for adult training need to be assessed by means of Policy DM C1 ‘Community facilities’ and this policy applies to all of the other non-residential uses proposed.

- 7.1.8 DM C1 Community facilities aims to ensure the provision of sufficient, accessible, well-designed community facilities and states that proposals for new development and improvements (including expansion) to existing community facilities, health and places of worship will be supported where all the following criteria are met:-

- i. services are co-located where possible;
- ii. facilities are provided in accessible locations with good links to public transport;
- iii. the size of the development proposed is in relation to its context;
- iv. appropriate access and parking facilities are provided, relative to the nature and scale of the development;
- v. the proposed facilities are designed to be adaptable and suitable to accommodate a range of services; and
- vi. the use(s) do not have an undue adverse impact on the amenities of nearby residents and businesses.

The assessment of this criteria forms the substance of the remainder of this Committee Report in addition to other planning considerations. However, in principle, a community use on this site is welcomed and will be supported in accordance with the above policy.

Principle of Housing

- 7.1.8 National Planning Policy Framework (NPPF) 2021 - Paragraph 124 explains planning decisions should support development that makes efficient use of land, taking into account the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; the desirability of maintaining an area's prevailing character and setting, and the importance of securing well-designed, attractive and healthy places. NPPF Paragraph 125 states that it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. The National Planning Policy Framework requires Councils to identify a supply of specific 'deliverable' sites sufficient to provide five years' worth of housing with an additional buffer of 5% to provide choice and competition.
- 7.1.9 Policy H1 of the London Plan 2021 states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher densities. Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space. Policy H1 of the London Plan 2021 has set Merton a ten-year housing target of 9,180 new homes. The proposal would make a valuable contribution to meeting that target and providing much needed new housing.
- 7.1.10 The proposal to provide a residential use to this site is considered to respond positively to London Plan and Core Strategy planning policies to increase housing supply and optimise sites

Merton's five year land supply

- 7.1.11 Merton currently does not have a five-year supply of deliverable housing. It is therefore advised that members should consider this position as a significant material consideration in the determination of planning applications proposing additional homes. Where local planning authorities cannot demonstrate a five year supply of deliverable housing sites, relevant decisions should apply the presumption in favour of sustainable development. This means that for planning applications involving the provision of housing, it should be granted permission unless:

- the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed;

or

- any adverse effect of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole

7.1.12 In real terms, if Merton continues to not meet its housing supply, then greater weight will need to be given to delivering more housing in the planning balance. Therefore, it is important that the Council seeks to deliver new housing now and make the most efficient use of sites to deliver new homes with appropriately designed buildings. The scheme is considered to make efficient use of the site with a good quality development that respects the character and appearance of the area without being harmful. The additional accommodation created on the site will make a valuable contribution towards Merton meeting its housing targets.

Small Sites

7.1.13 The application site has a site area of 0.187 hectares. The application site therefore falls under planning policy H2 (Small Sites) of the London Plan 2021. Following on from the housing targets set out above, small sites are expected to deliver 2,610 new homes over the 10 year period (2019/20 - 2028/29). Policy H2 sets out that for London to deliver more of the housing it needs, small sites (below 0.25 hectares in size) must make a substantially greater contribution to new supply across the city. Therefore, increasing the rate of housing delivery from small sites is a strategic priority. Achieving this objective will require positive and proactive planning by boroughs both in terms of planning decisions and plan-making.

Conclusion on principle of development

7.1.14 The proposal is considered to respond positively to London Plan and Core Strategy planning policies to meet increased housing targets and the provision of education and community facilities.

7.1.15 The principle of development is therefore considered to be acceptable subject to compliance with the relevant policies of the Development Plan.

7.2 TRANSPORT AND HIGHWAYS

7.2.1 Policy T6 of the London Plan states that the Mayor will support developments, which generate high levels of trips at locations with high levels of public transport accessibility and which improves the capacity and accessibility of public transport, walking and cycling. At a local level Policy CS.19 of the Core Planning Strategy states that the Council will ensure that proposals do not have an adverse effect on transport within the vicinity of

the site. Policy CS.18 promotes active transport and encourages design that provides attractive, safe, covered cycle parking.

- 7.2.2 The Council's Transport and Highways Officers' comments are set out in section 5.7.

Assessment of access to the site

- 7.2.3 The primary means of access to and from the site for deliveries; disabled vehicles; the mini-bus service; overflow parking; and other authorised uses will be via a pull in area at the front of the site.

- 7.2.4 There are two dropped kerbs which will enable vehicles to come onto the forecourt of the site and exit in forward gear. This maintains the existing vehicle access into the site, although the existing dropped kerb at the eastern access into the site will be extended by approximately 10m, to ensure that an on-site loading bay can be accommodated. The surfacing of the footway will be different from the site which will ensure that motorists are aware that it is a continuation of the existing footway therefore providing priority to pedestrians walking along the southern boundary of the site. The proposed arrangement is shown in the below images (Fig 4):-



Fig 4 – Pull in area at front of Site

- 7.2.5 There will be emergency and occasional pedestrian only access from Abbot Avenue. The gate at the rear on Abbot Avenue will be used only rarely and for emergencies and this will be controlled by planning condition.

- 7.2.6 This arrangement has been carefully considered and is acceptable to Officers. The two dropped kerbs will mean that vehicles can easily pull into the Site and leave it safely by joining Kingston Road with the direction of the traffic. There is no need for reversing or turning on site, and vehicles

can safely wait and load/unload within the Site boundary.

- 7.2.7 There will be pedestrian access at the front of the Site on Kingston Road.

Local public transport

- 7.2.8 The Site has a PTAL rating of 4 indicating a good level of public transport.

- 7.2.9 The nearest bus stop 'Sydney Road' is located directly adjacent to the site on Kingston Road providing access to eastbound services. The opposing 'Sydney Road' bus stop providing access to westbound services is located approximately 70m from the site. Both bus stops comprise sheltered seating and timetable information. Additional bus stops are located on Bushey Road, within reasonable walking distance of the site. There are 4 bus routes available within the PTAL defined bus stop walking distance of 640m." Raynes Park Railway Station is located approximately 600m west of the site (8minutes' walk) and is operated by South Western Railway. There are approximately 12 off-peak services departing the station towards Wimbledon and London Waterloo each hour, with 8 off-peak services departing in the opposite direction towards several destinations including Hampton Court, Shepperton, Chessington South and Dorking.

- 7.2.10 Wimbledon Railway Station is the following station on from Raynes Park Railway Station towards London Waterloo, which is a station providing several interchange opportunities including to London Underground District Line, Tramlink and Thameslink services.

- 7.2.11 Wimbledon Chase Railway Station is located approximately 750m south east of the site (9 minutes' walk), providing access to Thameslink services, operating between St Albans City and Sutton, with 2 off-peak services operating in either direction each hour.

- 7.2.12 Dundonald Road Tram Station is located approximately 1.3km north-east of the site (16 minutes'), providing access to tram services operating between Beckenham Junction and Wimbledon, with a service approximately every 3-5 minutes.

- 7.2.13 Officers consider that the provision of public transport is sufficient to maintain the additional and more intensive use of the Site and to convey children and staff to and from the school without resorting to car driving. Whilst car driving is inevitable to some extent, this has been discouraged and is addressed in more detail below at paragraph 7.2.24-43

Disabled access

- 7.2.14 There will be two disabled bays and this has been agreed with transport planners. Disabled vehicles will access the Site using the slip road (it should be noted that following negotiations with the Council, the paragraph 4.20 of the Transport Statement has been superseded and vehicles will not be required to reverse onto the Site).

- 7.2.15 The level of parking is considered appropriate by Officers.

Cycle Parking

- 7.2.16 Planning Policy T5 (Cycling) of the London Plan 2021 states that

development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2. In accordance with Table 10.2, residential dwellings should provide 1 space per studio/1 person 1 bedroom dwelling, 1.5 spaces per 2 person 1 bedroom dwelling and 2 spaces per all other dwellings. For developments with 5-40 dwellings, 2 additional short stay spaces are required.

School and hub cycle parking

- 7.2.17 Five long-stay spaces will be provided for staff, with 19 spaces provided for pupils and alongside 10 scooter spaces. Three Sheffield stands providing six spaces will be provided at the front of the site. Male and female changing facilities, showers and lockers would be provided.
- 7.2.18 TFL have objected to this level of cycle parking for the school.
- 7.2.19 The Applicant has addressed this point in an email of 23 May 2023, as follows:-

“A total of 17 long-stay cycle parking spaces have been provided for the residential aspect of the proposals. This is in accordance with standards when based on an accommodation mix of 3 x 1b2p, 4 x 2-bed and 2 x 3-bed – this equates to 3 x 1.5 spaces and 6 x 2 spaces = 16.5 spaces, so rounding up to 17 long-stay spaces. 2 short-stay spaces have been provided within the forecourt for visitors.

For the SEN school, when based on a total of 220 students/staff, this equates to a requirement of 27.5 spaces, therefore rounded up to 28 long-stay spaces. A total of 26 long-stay spaces have been provided, as one hoop was replaced with parking for up to 10 scooters. This was deemed appropriate considering the ages of the future pupils and therefore some would use a scooter to travel to school. If this is unacceptable, then the 10 scooter spaces can be replaced with a hoop to get to 28 long-stay spaces. Again, the 2 short-stay spaces are provided within the forecourt.

For the family hub / office, a total of 6 long-stay spaces have been provided. This is one additional space than what is required, with 2 short-stay spaces provided within the forecourt.”

- 7.2.20 The Council’s Transport Planners concur with this assessment and stated in an email of 23 May 2023:-

“I concur with WSP assessment of cycle parking in reply to TfL comments on this application.”

- 7.2.21 The provision of cycle parking for the school and hub is therefore broadly compliant with the London Plan and the technical deviation is explained and justified by the provision of facilities for other sustainable modes of transport, namely 10 scooters, that are likely to be used by the age group who will be using the school.

7.2.22 The proposals are considered appropriate and acceptable.

Residential cycle parking

7.2.23 The provision of cycling parking for 17 bikes in the residential element of the proposal is provided in a separate room on the ground floor lobby area and complies with policy.

Servicing/refuse

7.2.24 Policy CS20 of Merton's Core Planning Strategy states that the Council will require developments to incorporate safe access to and from the public highway as well as on-site parking and manoeuvring for emergency vehicles, refuse storage and collection, and for service and delivery vehicles.

7.2.25 An on-site loading bay is proposed, with all manoeuvres in a forward gear, so the highway is not obstructed. Officers repeat the assessment of this "in/out" arrangement which is considered safe and acceptable.

7.2.26 The Council's Highways officer and Refuse Officer are in support of the arrangement.

Parking pressure

7.2.27 Planning Policy T6 Car parking of the London Plan 2021 states that Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

Residential

7.2.28 Residents of the residential units will be unable to apply for permits. There will inevitably be more visitors using spaces outside of controlled hours and the Transport Statement notes reasonable capacity in the immediate area based on survey data.

School/community use

7.2.29 The school will provide no on-site parking for staff and forbid staff from driving to work. Whether or not this is strictly enforceable in practice, it is a significant disincentive, and the only option for them would be limited time paid parking in any event.

7.2.30 The Transport Statement says of the data:-

"parking utilisation reached a peak of 83.9% at weekday with 771 cars park and 148 spaces observed. Parking stress is typically considered to occur once utilisation reaches 90%, therefore demonstrating that there is parking capacity available on the network during weekday hours."

7.2.31 On the basis of this data and given that almost any site location in the borough will suffer some parking pressure, Officers consider that the

existing situation is amenable to the addition of these community uses and there is no evidence that the area will suffer from pressure that would be a sufficient ground to refuse the application. The situation is significantly mitigated by the controlled hours, and the condition that the applicant has agreed that will prevent development until further restrictions are put in place on Kingston Road. Importantly, future residents will be restricted from applying for parking permits and therefore the levels of parking availability for existing local residents will not be impacted by the proposals. The greatest contribution to parking pressure in this location is the Church and, unsurprisingly, this pressure is most intense on a Sunday, which is unlikely to coincide with the demands of the school.

- 7.2.32 The highest rate of parking is overnight, but the nature of the community uses and the relatively small number of units means that overnight parking pressure is unlikely to increase significantly overnight, and if it does there is no reason to conclude that occupancy of will become intolerable due to an additional nine apartments.
- 7.2.33 This is a sustainable location and benefits from local bus routes and two mainline train stations. The Transport Statement also notes the *“excellent network of footpaths, cycle facilities and public transport services.”*
- 7.2.34 It is therefore considered that the impact on parking would not be severe; has been mitigated by measure taken by the school and Officers through conditions; and would not justify refusal of these community uses in this location.

Dangerous obstruction on Kingston Road

- 7.2.35 There is potential for the highway on Kingston Road to be obstructed and the biggest risk factor is the inevitability that some parents will drop children at school, often during peak hours. This has the potential to obstruct the highway and cycle lane. Officers are cognisant of this risk, have listened to representations on the issue from residents and the cycling action campaign, and taken care to reduce the impact so that cycling, and driving, on Kingston Road is as safe as possible. There is thankfully a low incidence of recorded collisions causing serious injury involving cyclists on Kingston Road. However, officers want to improve this situation and not increase risk.
- 7.2.36 Officers believe that some parents will inevitably drop off children and the priority is to ensure the safety of the highway. Based on comparisons with a similar school, albeit a mainstream school, the Transport Statement assessed likely droppings off at 20% translating as around 36 drop-offs per day. Children will arrive at different times so these would take place throughout the day. Parents dropping off children would be able to stop in any vacant parking bays on local roads surrounding the site. The Transport Survey noted 148 spaces within a 500m walking distance of the school. It concludes that there would be sufficient space for parents to drop off children and the Councils Transport Planner accept these conclusions. The applicant will be encouraged through monitoring of the Travel Plan to continue to take steps to discourage driving children to school, but the likely worst case is in any event within tolerable limits in terms of local parking.

- The act of dropping off/picking up is by its nature short-lived.
- 7.2.37 The Applicant has indicated it will explore a 'kiss and walk' service, in which parents would drop their children off at either Dundonald Recreation Ground or Prince George's Field, and members of staff would then be available to walk pupils safely to the school. This will be monitored and encouraged through the Travel Plan.
- 7.2.38 Officers consider it unlikely that Abbot Avenue will be impacted at all by dropping off, as there will be no pedestrian entrance there. We are aware that residents of Abbot Avenue are understandably concerned about this risk, and believe they can be reassured: there would be simply no reason for cars to drop off at the rear where there is no means of access, requiring the child to retrace their steps all the way round back to the front entrance.
- 7.2.39 The existing vehicle access to the site on Abbot Avenue will be removed which will improve the situation for residents of that street.
- 7.2.40 The school will implement a mini-bus service to collect children from local stations. The number of buses and different collection points which will be determined once the school has a better idea of where children are arriving into. This will be monitored by the Council via the Travel Plan.
- 7.2.41 The Applicant has agreed a condition that will preclude the commencement of any development until 'no stopping' restrictions on parking have been implemented along Kingston Road between Raynes Park Station and the junction of Kingston Road and Lower Downs Road, or some other arrangement is agreed that is acceptable to the Council.
- 7.2.42 The Council is preparing to consult on a Traffic Management Order that would restrict stopping on this stretch of road.
- 7.2.43 Officers consider that 24 hour no stopping restrictions will certainly mitigate the impact of the school on the highway and cycle lane.
- 7.2.44 The impact of dropping off on cyclist and pedestrian safety is one that plagues all schools and a range of measures are used to discourage it. In addition to the Traffic Management Order that would be a condition of this permission, the school will discourage dropping off and will be investigating a drop-off area close to the site where pupils can be left by parents and escorted to the school by staff.
- 7.2.45 The Council has required a contribution for keep clear 'zig-zag' lines and associated signage outside the school.
- 7.2.46 The Council's Transport Officers support the proposal on the basis of the inclusion of these conditions.

Safety of pedestrians crossing Kingston Road

- 7.2.47 Officers have identified the risk to pedestrians crossing Kingston Road, and such crossings would plainly increase. It was noted in the Transport Statement, that in terms of Active Walking:

"the worst performing part of the route is closest to the site. Near to the site there are no formal pedestrian crossings which may make it

difficult for vulnerable pedestrians to cross the A238 Kingston Road, which has a moderate to high level of vehicle traffic. There are also fewer active frontages near to the site, particularly on the northern side of the road, which may make this part of the route less appealing and less likely to be used by pedestrians. In addition, the route lacks foliage and shade throughout, with there being no obvious stopping points for pedestrians.”

7.2.48 The following measures are proposed by the Applicant which are to be secured by enabling agreement: _

- The provision of improved pedestrian crossing facilities near the site to enable better access to Raynes Park Railway Station and the A238 Kingston Road westbound bus stops.
- The provision of tactile paving at the David Lloyd / A298 Bushey Road crossing.
- Relocation of the half-on/half-off footway parking on-street, to increase the footway effective width on Kingston Road. It is noted that this may not be possible as it will restrict the flow of vehicle traffic, unless parking is removed in part to introduced relief areas.
- Installation of CCTV cameras along the off-road pedestrian / cyclist route, along with more lighting in the tunnel beneath the railway bridge.
- Introduction of dropped kerbs and tactile paving at the junction of Lower Downs Road and Abbott Avenue / Toynbee Road.

Traffic and Highways Management during the construction process

7.2.49 The Applicants will be required by condition to submit a Demolition and Construction Management Plan detailing how the construction process will be managed. This would ensure that impact on the highway and neighbouring properties is reduced as much as possible.

Conclusion of Transport and Highways section

7.2.50 Officers consider that the highways impacts are low to moderate and do not come close to the threshold of severity under the NPPF. The risk to cyclists and other users of Kingston Road is mitigated by the introduction of “no stopping” restrictions on Kingston Road.

7.3 Neighbouring Amenity

7.3.1 Planning Policy D6 (Housing quality and standards) of the London Plan 2021 states that the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

7.3.2 Planning policy CS policy 14 of Merton’s Core Planning Strategy and policy DM D2 of Merton’s Sites and Policies Plan seek to ensure new developments does not unacceptably impact on the amenities of the

occupiers of any adjoining and nearby surrounding properties. Planning policy DM D2 (Design considerations in all developments) states that amongst other planning considerations that proposals will be expected to ensure provision of appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy, to both proposed and adjoining buildings and gardens.

7.3.3 Daylight and Sunlight

7.3.4 The Building Research Establishment (BRE) numerical guidelines should be considered in the context of the National Planning Policy Framework (NPPF), which stipulates that local planning authorities should take a flexible approach to daylight and sunlight to ensure the efficient use of land. The NPPF states:

“Local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)”.

7.3.5 The application is accompanied by a Sunlight and Daylight Analysis by eb7 Consulting. The report states that the potentially affected properties are on Abbott Avenue to the north and north west; houses on Kingston Road to the south; two storey residential properties to the east; and on the western boundary, the five storey Dundonald Church and residential development.

7.3.6 Officers accept that the Site is currently very significantly under-developed given its location, and any intensification of the use of the site will lead to built form that will cause some reduction in daylight to its neighbours. The question is whether this impact is significant enough to be unacceptable.

7.3.7 The properties or groups of properties are considered in turn.

69-71 Abbott Avenue and 7 Clandon Terrace

7.3.8 These residential dwellings located to the east of the application site caused most concern to officers due to the initial plans which showed the Secondary Building close to the boundary at ground and first floor level, with a set back at second floor level.

7.3.9 Officers required the Applicant to amend this scheme and resubmit a further proposal which stepped back the first floor of the Secondary Building, and stepped back the second floor even further, thereby alleviating the impact of the presence of the building. The building had already been moved away from the boundary and set back at second floor level following feedback from Officers at pre-application stage.

7.3.10 The plan before members now has the proposed ground, first and second floors inset approximately 1.2m, 5m, and 7m respectively from the site

boundary with these neighbouring properties. The inseting and staggered built form will help to reduce bulk and massing when viewed from these neighbouring properties.

7.3.11 The amended proposal was assessed by eb7 in an addendum report dated 23 June 2023.

7.3.12 A first floor terrace area is proposed, however this is small in size and set 3m away from the site boundary with these properties. Given the small size of the terrace (which would limit its use), the 1.7m fence enclosing it; and the distance away from the neighbouring properties it is considered that there would be no undue loss of amenity



Fig 4a – section showing enclosure of terrace

7.3.13 Officers are therefore very much aware of the relationship with these neighbours and the impact of the updated scheme is considered below.

69 (ground floor)- and 71 (first floor) Abbott Avenue

7.3.14 The properties are flats within a semi detached building.

Daylight and Sunlight impact

7.3.15 In terms of Daylight and Sunlight to the windows of these properties, there is only one window (window 'W3-L' in the Daylight and Sunlight report), which does not meet the guidance. This window would have a 'Vertical Sky Component' of .77 of what was enjoyed previously, against a target of .80. This is considered a slight miss of the target.

- 7.3.16 The absolute value (not the impact of the proposal) is 27% of visible sky which is high.
- 7.3.17 Importantly, this is a secondary window serving a dual-aspect kitchen so there is an alternative and primary source of light.
- 7.3.18 Given the marginal deviations from the guidance in relation to a secondary window, these impacts are considered acceptable.
- 7.3.19 The 'No Sky Line' assessments show no material change to the daylight distribution to habitable rooms and overall daylight to all rooms at these properties would remain high.
- 7.3.20 The impact on daylight and sunlight to these properties are considered acceptable.

Visual impact

- 7.3.21 Officers were primarily concerned about the overall sense of enclosure to these properties.
- 7.3.22 The properties are currently adjacent to a high single storey industrial building with pitched roof which is 19m in height at its ridge. There is therefore an existing presence on the site when viewed from these windows and gardens.
- 7.3.23 The additional massing of the hub will undoubtedly present an increase in built form on the neighbouring plot, but due to the set backs, its presence will not be overwhelming and will not enclose the windows or gardens.
- 7.3.24 There is no overlooking of these neighbouring properties as there are no windows on this side of the hub.



Fig 4b – Rear of hub building stepped away from neighbouring properties

60;62;64;66 Abbott Avenue

Daylight and sunlight

7.3.25 Compliant with BRE Guidelines

Visual impact

7.3.26 These properties will face the rear of the development on the opposite side of the road facing the playground and the Secondary Building which is significantly set back, and to a lesser extent the rear of the Principal Building. There is therefore no significant visual impact, overlooking or overbearing presence.

68 Abbott Avenue

Daylight and Sunlight

7.3.27 Window W2 forming part of a bay falls below target but the bays retains a value of 0.79 times the former, which is an unnoticeable deviation from the target of 0.80. The overall impact is compliant with BRE Guidelines.

Visual impact

7.3.28 This property will face the rear of the school on the opposite side of the road. The front windows of this house will now face the school which is set back on upper levels so there is no overbearing impact on the street or facing properties.

7.3.29 The rear first floor windows of the school, and the 1.8m balustrades at second floor level will be obscure glazed. The rear windows and balconies of the residential apartments above are significantly set back from the boundary and there is a substantial separation distance. There will be no line of sight from the balconies to the windows of the houses on Abbot Avenue and in any event the separation distance is over 25m.

7.3.30 There is therefore no significant visual impact, overlooking or overbearing presence.

70 Abbot Avenue

Daylight and sunlight

7.3.31 Window W5 records 0.77 times its former value, marginally below the BRE target of 0.80, but the mean weighted reduction to this living room complies with the BRE guidelines.

7.3.32 Compliant

Visual impact

7.3.33 This property will also face the rear of the school on the opposite side of the road. The front windows of this house will now face the school which is set back on upper levels so there is no overbearing impact on the street or facing properties.

7.3.34 The rear windows of the school and balustrades will be obscure glazed. The rear windows and balconies of the residential apartments above are significantly set back from the boundary and there is a substantial separation distance. There will be no line of sight from the balconies to the windows of the houses on Abbot Avenue and in any event the separation distance is over 25m.

7.3.35 There is therefore no significant visual impact, overlooking or overbearing presence.

72 Abbott Avenue

Daylight and sunlight

7.3.36 Compliant. Windows W1 and W2 record 0.74 and 0.73 respectively but a dual aspect reception/living space: a mean weighted reduction is appropriate and the weighted loss to the room is 0.84, therefore compliant.

Visual impact

7.3.37 The situation is identical to that in 70 Abbot Avenue above and there are no unacceptable visual impacts.

65-67 Abbot Avenue

Daylight and Sunlight

7.3.38 Compliant with BRE Guidelines.

Visual impact

7.3.39 These properties do not face the proposal and are not immediately adjacent to it, and there is no significant visual impact.

1-5 Clandon Terrace

Daylight and Sunlight

7.3.40 Compliant with BRE Guidelines.

Visual impact

7.3.41 These properties do not face the proposal and are not immediately adjacent to it, and there is no significant visual impact.

490-494 Kingston Road

Daylight and sunlight

7.3.42 Compliant with BRE Guidelines.

Visual impact

7.3.43 These properties are on the opposite side of Kingston Road and do not immediately face the proposal and are also not adjacent to it. The proposal is visible but there is no overlooking or overbearing presence from this distance.

498 Kingston Road

Daylight and sunlight

- 7.3.44 The results of the VSC assessments indicate that two windows within this property will fall marginally below the BRE target of 0.80. Window W1 serving a living room will be reduced to 0.75 times its former value which is a minor deviation from the 0.80 target.
- 7.3.45 At the first-floor level, window W1 to a bedroom achieves .77 times its former value which is a minor deviation. The NSL results are compliant with guidelines.

Visual impact

- 7.3.46 This property on the opposite side of Kingston Road. There is therefore a significant separation. The proposal is visible and will be a new presence when compared to the underdeveloped site, but there is no overlooking or overbearing presence from this distance.

500 Kingston Road

Daylight and sunlight

- 7.3.47 W1 and W2 serving a ground-floor living room will be reduced to below the VSC BRE target to 0.71 and 0.72 times of their former value respectively.
- 7.3.48 These are considered minor effects and both these windows retain absolute VSC values of 24% or higher which is considered to be a good retained daylight level for a typical urban location.
- 7.3.49 Two habitable rooms that will fall below the BRE's NSL target of 0.80: the living room (R4) will fall to 0.68 times its former value, and first floor bedroom (R5) will fall to 0.78 times its former value.
- 7.3.50 The living room suffers a reduction, but it is nonetheless a moderate impact which would not impact on the enjoyment of the room, and which would likely arise as a consequence of any significant built form on the Site.

Visual impact

- 7.3.51 This property is on the opposite side of Kingston Road. There is therefore a significant separation. The proposal is visible and will be a new presence when compared to the underdeveloped site, but there is no overlooking or overbearing presence from this distance.

502 Kingston Road

Daylight and sunlight

- 7.3.52 The VSC results indicate that W1 and W2 at the ground floor level will both be reduced to 0.70 times their former value, but absolute VSC levels are more than 23% which is acceptable.
- 7.3.53 Three windows on the first floor living room fail the BRE target at

.75/.74/.74 vs 0.80 of their previous, but the absolute VSC levels above 24% which is acceptable

- 7.3.54 Room R5 on the ground floor will be reduced to 0.59 times its former NSL value but daylight penetration remains good.

Visual impact

- 7.3.55 This property on the opposite side of Kingston Road. There is therefore a significant separation. The proposal is visible and will be a new presence when compared to the underdeveloped site, but there is no overlooking or overbearing presence from this distance.

504 Kingston Road

Daylight and sunlight

- 7.3.56 Two windows at the ground floor fall to 0.69 times their former VSC value. but retain absolute VSC values of greater than 22% which is considered good for an urban location.
- 7.3.57 Three first floor windows experience minor reductions below the BRE target to 0.74 times their former value but retain high absolute VSC values of greater than 24% which is acceptable.
- 7.3.58 The ground floor bedroom suffers a reduction of .44 of its former NSL value but it is accepted that this is a bedroom and not primary living space.

Visual impact

- 7.3.59 This property on the opposite side of Kingston Road. There is therefore a significant separation. The proposal would be visible and will be a new presence when compared to the underdeveloped site, but there is no overlooking or overbearing presence from this distance.

508 Kingston Road

Daylight and sunlight

- 7.3.60 Four windows serving two living rooms would achieve .73/.74 of former VSC, slightly below target and the kitchen window .69. The kitchen is too small to be habitable. The absolute VCS for the living rooms is low but the reductions are only slightly below target and therefore the change will not be noticeable so as to effect the enjoyment of the living room facing the road.
- 7.3.61 A living room window on the first floor achieves .74 of its former value which is slightly below the target.
- 7.3.62 The first floor bedroom windows which achieve .74/.75 of their former VSC still retain absolute VSC above 24% which is acceptable.

Visual impact

- 7.3.63 This property on the opposite side of Kingston Road. There is therefore a significant separation. The proposal is visible and will be a new presence

when compared to the underdeveloped site, but there is no overlooking or overbearing presence from this distance.

510 Kingston Road

Daylight and sunlight

- 7.3.64 The ground floor living room achieves .73 of its former value which is a minor miss of the .8 target and would not affect the enjoyment of the room.

Visual impact

- 7.3.65 This property on the opposite side of Kingston Road. There is therefore a significant separation. The proposal is visible and will be a new presence when compared to the underdeveloped site, but there is no overlooking or overbearing presence from this distance.

South side of Kingston Road - summary

- 7.3.66 Whilst there are reductions of light to the front of some of the properties on Kingston Road, opposite the development Site, the absolute values are acceptable. The position of these windows facing a major road, have to date enjoyed an open outlook and an unusual amount of light due to the single storey building currently on the Site, which only occupies part of it.
- 7.3.67 The Site is grossly underdeveloped for this location and is now an outlier on this section of Kingston Road. It is therefore inevitable that there will be loss of light to these front facing and that some of the impacts will not meet BRE Guidelines. However, officers do not consider that any of the impacts are significant enough to materially effect the enjoyment of the rooms and the impact is considered acceptable.

Flats above Dundonald Church, 577 Kingston Road (“the Church Apartments”)

Daylight and sunlight

Second floor

- 7.3.68 Daylight to a secondary bedroom window of Flat 6 will be reduced to .26 times its former value under the VSC test. This is a significant reduction which would in many circumstances be considered unacceptable. However, the window is itself situated in a position below a balcony which makes it very vulnerable to loss of light due to any development, whilst being close to and facing the boundary.
- 7.3.69 It is unreasonable to expect a neighbouring property to be denied the opportunity to develop the site so as to enjoy an amenity which mirrors your own, even if light and views may change This approach is supported by BRE Guidelines and where a design choice has been made to sacrifice light, and to install windows close to and facing a neighbouring site, more flexibility should be afforded to the developer of that site.
- 7.3.70 The amount of the VSC reduction is therefore primarily a consequence of constructing a window under a balcony, facing a neighbouring plot of land.

- 7.3.71 The proposed development is of a similar size to its neighbour and does not come closer to the boundary than its 'mirror' at any point.
- 7.3.72 It is also relevant that this is a secondary bedroom.
- 7.3.73 On balance and due to the circumstances, the impact on this window is considered acceptable.
- 7.3.74 Two windows serving a dual-aspect living and dining area fall below the guidelines: the secondary window closest to the boundary will experience a significant reduction in VSC to .18 its former value whilst the primary window retains .71 of its former value.
- 7.3.75 It is again important to consider the context in which this loss of light would occur. This room is below a balcony whilst facing the Site making it very vulnerable to loss of light. Orienting a window close to and facing a neighbouring site is a 'design based' choice which assumes a very high risk of loss of light, particularly if the neighbouring site is underdeveloped. This vulnerability to loss of light is not a good or fair reason to restrict neighbouring development, and consequently the BRE Guidelines allow flexibility in this situation.
- 7.3.76 The impact on this room, particularly as the large primary window falls only slightly below the guidelines, is considered acceptable.

Third floor

- 7.3.77 On the third floor, a bedroom window will be reduced to 0.64 of its former value. This is a bedroom and so should be given more flexibility under BRE Guidelines and again is close to the site boundary.
- 7.3.78 The side facing window to the kitchen and dining area, would suffer a reduction to 0.44 its former value. This is significant, but the main window to this area faces south and would retain 0.95 its former value.
- 7.3.79 Whilst there is some loss of light to the windows, the diminution is only marginally below BRE Guidelines, and this living space benefits from a total of three windows, including south facing windows which are unaffected by the proposal. The mean levels of daylight to the room are within BRE Guidelines. The NSL tests show no material change in daylight distribution to any of the habitable rooms within this property.
- 7.3.80 For the reasons discussed above, this impact is considered acceptable.

Visual impact

Second and third floors

- 7.3.81 The balcony to the apartment on the third floor faces north and its side faces the Site and the proposed development. No windows are proposed by the Applicant on this elevation, so the only question is the presence of the building, not privacy. What is proposed is the mirror of the neighbouring building so that the boundary is equidistant which is an arrangement that is generally considered acceptable and equitable in planning policy.

- 7.3.82 The second and third floors are set back and the fourth floor still further to give more room to these windows, balconies and terraces.
- 7.3.83 The distance between the proposal and windows on the second and third floor of the Church Apartments is 4m, distance to balcony is 2.3m, and the balconies primary outlook to the north is unaffected. Therefore the impact is not severe in any event.

Fourth floor

- 7.3.84 The fourth floor Church Apartments are the penthouses.
- 7.3.85 In terms of distance, the space afforded to the top (fourth) floor of Dundonald Church is generous as the Church Apartments are set back from the boundary whilst the proposal is also set back further on that level, so there is no significant issue of light or sense of enclosure. Again, this arrangement is simply the mirror of the Church building and the boundary is equidistant.
- 7.3.86 The fourth floor terrace on the side facing the Site enjoys considerable natural light, being on the top floor of the building, and it is not considered that the proposal will impact light to this amenity area in an appreciable way.

Church Apartments - Summary

- 7.3.87 The impact of the development on the Church Apartments is primarily a function of the Dundonald Church development being so close to the boundary and choosing to install windows close to the boundary, facing the Site, often under balconies. These are design choices. The BRE Guidelines are clear more reduction of light and more enclosure to such windows is acceptable, as a result of their side-facing orientation, and it would not be fair to prevent the developer from making the same use of the Site as its neighbour.
- 7.3.88 Whilst the outlook from the east facing windows will change, planning policy does not protect 'views' but rather assesses whether proposed built form will harmfully enclose existing windows and amenity space.
- 7.3.89 There is no reasonable case to be made that the penthouse flats suffer from enclosure, and the lower flats will only face their mirror several metres away. This is considered acceptable.
- 7.3.90 There are no west facing windows on the proposed building and therefore no loss of privacy to the Church Apartments.

7.4 Urban design

- 7.4.1 The National Planning Policy Framework (NPPF) states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. London-wide planning policy advice in relation to design is found in the new London Plan in Policies D3 (Optimising site capacity through the design-led approach) and D4 (Delivering Good Design). These policies state that

Local Authorities should seek to ensure that developments promote high quality inclusive design, enhance the public realm, and seek to ensure that development promotes world class architecture and design.

7.4.2 Policy D3 of the London Plan requires all development to make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. London Plan, Policy D6 sets out that:-

“Development proposals must make the most efficient use of land and be developed at the optimum density. The optimum density of a development should result from a design-led approach to determine the capacity of the site. Particular consideration, should be given to:-

- the site context;
- its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL); and
- the capacity of surrounding infrastructure.”

7.4.3 The Site is currently a light industrial unit with single storey buildings.

7.4.4 The site lies at the transition zone between larger scale development (Dundonald Church Site – 3/5 storeys) and two storey residential properties on Abbots Avenue and Kingston Road, and key to this proposal is the scale, form and massing that effectively manages this transition.

7.4.5 The opportunity to reflect this transition has been taken by the Applicant, and two buildings of different heights are presented. In general, the built form is situated towards the front of the site away from 41-71 Abbots Avenue to the west and 62-70 Abbots Avenue to the south, with the bulk of massing towards Dundonald Church, and this is supported to avoid negative visual impact on the Abbot Avenue streetscene. The relative proportions of the transition in scale between the proposal and 561 Kingston Road is acceptable in respect of the Kingston Road Street scene.

Site frontage



Fig 5 – front of site on Kingston Road

- 7.4.6 The glazed facade and glazed main entrance to the building with its corner glazing are considered appropriate for a public building of this kind and have been well designed.
- 7.4.7 The layering effect of the facade is further enhanced by the deep reveals to the building and inset brick detailing around the fenestration, along with the perforated panels providing further animation to the facade through the play of light and shade.
- 7.4.8 The perforated panels to the windows are designed as fixed elements to reduce solar gain into the building with the glazed panel behind opening inwards to allow for natural ventilation.
- 7.4.9 The general approach to the materiality of the frontage is considered acceptable and the materials themselves will be subject to agreement by condition. The contemporary design is considered acceptable as the surrounding context is architecturally mixed with no particular prevailing character.
- 7.4.10 The overall colour palette of gold powder contrasting with coated and uncoated glazing with brick piers is considered attractive, visually interesting and in keeping with the development of the immediate area.
- 7.4.11 The Secondary Building provides a successful visual link between school on one side and the residential properties on the other.
- 7.4.12 The 'Clock Tower' at Dundonald Church has been afforded more space following pre-application discussions which successfully mirrors the approach taken for the apartments above the church itself. The separation between the two buildings and the bridge connecting them creates an interesting relationship, and the potential for a tunnelling effect which would breakup the streetscene is avoided due to the recessed bridge (see Fig 6 below). The amount of surrounding circulation space is appropriate for a school and public building.



Fig 6 – Front of Secondary Building and connecting bridge

Visual impact at the rear

- 7.4.13 The Site is currently occupied by single storey buildings and the necessary intensification of this Site in line with national, London and local policy will have an inevitable impact on the Abbot Avenue streetscene.
- 7.4.14 This street is a smaller scale than Kingston Road and therefore the visual impact will be felt more keenly by residents.
- 7.4.15 In response to this constraint and to ensure that the streetscene is enhanced not damaged, the Applicant has been encouraged to site the bulk of the development on the southern end of the south, with the scale and height reducing at the rear, whilst paying attention to the way that the proposal is visually perceived from the rear.



Fig 7 – View from Abbot Avenue

- 7.4.16 The Proposal does indeed site the highest elements at the southern side

and the massing is stepped down at the rear (Fig 7 above).

- 7.4.17 The outside space and playground is at the rear of the site so that as much space as possible is provided between Abbot Avenue and the Secondary Building. The Applicant has varied the materials at the side and rear of the Secondary Building which lightens the impact to the north and east and provides visual interest. When combined with the set-backs on the east elevation and the distance to the south, the impact is considered attractive and acceptable.
- 7.4.18 The Principal Building steps down as it extends north so that it is only two storeys on the boundary. Whilst the building reaches the boundary, it is accepted that this is justified in order to maximise the Site, and Officers consider that the streetscene is not negatively impacted. Whilst a residential property would be expected to continue the pattern of gardens, this building is of a different use and character and it is appropriate that it is addressed differently in terms of its visual relationship with the street and surrounding houses. The presence of the two floors on the street do not create an overwhelming or oppressive presence, which would have been the case had the building not been stepped down.
- 7.4.19 The materials will be carefully monitored and when executed the Proposal should add to the streetscene on Abbot Avenue and the presence of a community building on the street would be a great improvement on the current situation.

Materials

- 7.4.20 The Applicant proposes brick which is in line with the Council's preferences. The Secondary Building would be a red brick which complements the immediate area and houses to the east.
- 7.4.21 The lighter coloured brick proposed for the Principal Building is intended to have "warmer brown and reddish tones". This is considered to complement the streetscene and is an appropriate complement to the Church next door which has a buff brick. The use of recessed and projecting brickwork to form patterns and more relatable scale is welcomed.
- 7.4.22 Officers encouraged the Applicant at pre-application stage to incorporate a variety of materials to provide visual interest and a more diverse street scene.
- 7.4.23 The building facades for the Secondary Building does use a variety of materials and textures including glazed panels; perforated metal screens; and solid metal panels. The golden tones of the metal compliment the brickwork and are considered to be an interesting design choice which will help animate the immediate area.



Fig 8 - Example materials

- 7.4.24 The north and east elevations incorporate metal cladding which again provides variety and reduces visual impact. In particular, the variation of materials and perforated metal panels on the south as well as east elevations, provide visual interest on the eastern facing elevation. This is welcomed and softens its appearance.
- 7.4.25 The materials of the Secondary Building and the complex approach to the detail of the brickwork is considered to be a good design choice, and features such as the textured feature bands that wrap around the north and west facades in a visually interesting way are welcomed.
- 7.4.26 The lightweight materials and feel of the top floor of the Principal Building (see Fig 9) is a well established approach in London and the Borough, providing a contrast with the solidity of the brickwork and reduces overall impact.



Fig 9 – lightweight materials on top floor of Principal Building

- 7.4.27 All materials will be subject to a condition requiring their agreement with the Council.

7.5 Standard of Residential Accommodation

- 7.5.1 Planning Policy D6 (Housing quality and standards) of the London Plan 2021 states that housing development should be of high quality design and

provide adequately sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures. The design of development should provide sufficient daylight and sunlight for future occupiers, have adequate and easily accessible storage space and maximise the provision of dual aspect dwellings (normally avoiding the provision of single aspect dwellings). All units must be designed to meet or exceed the minimum Gross Internal Area (GIA) standards as set out in Planning Policy D6 (Housing quality and standards).

- 7.5.2 The detailed design of the proposed development must have regard to the requirements of the London Plan (2021) in terms of unit and room sizes and provision of external amenity space. The requirements of SPP Policy DM D2 will also be relevant in relation to the provision of amenity space.
- 7.5.3 The Applicant proposes nine residential units on the top two floors of the Principal Building, above the school. This is not an unusual arrangement in London and there is no reason in policy why the two uses cannot coexist, subject to appropriate noise insulation which will be subject to a condition.
- 7.5.4 All units will accord with the relevant minimum space standards prescribed by the Nationally Described Minimum Space Standards. 1
- 7.5.5 Cycle storage is provided inside the ground floor entrance area.
- 7.5.6 Each flat benefits from a terrace exceeding 5m².
- 7.5.7 The apartments all of good natural light and outlook and significant fenestration. Whilst some of the apartments on the western side would be single outlook, their layout and high level ensures that each room benefits from significant natural light, with an attractive relationship with the terraces.
- 7.5.8 The apartments are considered to provide a good standard of accommodation for future occupiers.

Inclusive Design and Accessible Housing

- 7.5.9 Policy D5 (Inclusive Design) of the London Plan 2021 states that development proposal should achieve the highest standards of accessible and inclusive design. Inclusive design creates spaces and places that can facilitate social integration, enabling people to lead more interconnected lives. Development proposals should help to create inclusive neighbourhoods that cumulatively form a network in which people can live and work in a safe, healthy, supportive and inclusive environment.
- 7.5.10 Planning Policy D7 (Accessible housing) of the London Plan 2021 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that at least 10 per cent of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
- 7.5.11 10% of the units comply with Building Reg Part M Category 3 Wheelchair

User Dwellings and all others comply with Part M Category 2 in accordance with London Plan policy D7. A wheelchair accessible parking space is provided in the forecourt for the wheelchair accessible apartment.

- 7.5.12 A condition is included requiring that not less than 10% of the dwelling units hereby permitted shall be constructed shall be wheelchair accessible throughout or easily adaptable for residents who are wheelchair users and shall be retained as such unless otherwise agreed in writing with the Local planning Authority.
- 7.5.13 Subject to this condition, the provision for accessibility is considered acceptable. The proposed development would meet the relevant requirements of the London Plan in terms of inclusive design and accessible housing.

7.6 Noise

- 7.6.1 Policy DM EP2 (Reducing and mitigating noise) states that development which would have a significant effect on existing or future occupiers or local amenity due to noise or vibration will not be permitted unless the potential noise problems can be overcome by suitable mitigation measures.
- 7.6.2 The primary concerns are noise from plant; noise transfer to and between apartments; and noise created by the use of the playground.
- 7.6.3 DEFRA Noise Policy Statement for England (NPSE) states that the threshold for consideration is whether additional noise would impact on health and quality of life.
- 7.6.4 A Noise report was submitted by the applicant from Applied Acoustic Design dated 16 February 2023 which concluded:-

"The likely levels of noise from use of the proposed playground have been assessed against national criteria and based upon this assessment, there should be no impact on residential amenity from its use."
- 7.6.5 The report assesses ambient noise using digital sound creation and concludes that there will be no increase in ambient noise to neighbouring properties.
- 7.6.6 Whilst officers consider that it is nonetheless likely that there will at least be noise from the playground heard in gardens, and it is unlikely that the use of the playground will not create some noise that would be audible, there is no evidence that these impacts would cause damage to health or quality of life. These impacts have in any event been made subject to the discharge of a number of conditions relating to noise which will ensure that mitigation arrangements are implemented to control noise and ensure that it does not present a significant and unacceptable impact. This will be assessed in due course by the Council's Environmental Health Officer.
- 7.6.7 The Site currently has an industrial use designation which carries with it a

significant possibility of noise.

- 7.6.8 The Council's Environmental Health Officer has considered the report and the proposal and said:-

"Further to your consultation in relation to the above planning application, should you be minded to approve the application then I would recommend the following planning conditions (see Schedule of Conditions under 'Noise')"

- 7.6.9 The Environmental Health Officer made no objections on the grounds of noise, subject to the conditions.

- 7.6.10 The potential noise impacts are considered acceptable subject to these conditions.

7.7 Air quality

- 7.7.1 The Mayor of London – London Plan Guidance and is an 'Air Quality Neutral' development recommends the Operational and Transport Emissions benchmark.

- 7.7.2 Policy and the statutory framework require that the proposed Development requires a BREAM "excellent" rating. An Indoor Air Quality Plan and report is required by BREAM Health and Wellbeing o2 (HEA2) credit prerequisite conditions.

- 7.7.3 The Site is located within Merton's Air Quality Management Area declared in 2003.

- 7.7.4 An Air Quality Report (Inc. Indoor Air Quality Plan) from SRE Consultants dated 25.01.23 has been submitted with the application.

- 7.7.5 It notes that to dilute and control the contaminant sources, mechanical ventilation will be included in the building design. MVHR will be installed within all units with appropriate filtration to the system inlets. Construction and demolition/fabric removal on site will be carried out in line with the Control of Dust and Emissions during Construction and Demolition SPG as a best practice guidance document, to minimise air pollution derived from these activities. After building completion - but before occupancy - the building will be flushed out to clear the air of any contamination from internal pollutants.

- 7.7.6 The report has been considered by the Council's Air Quality Officer who made the comments recorded in section 5.12.

- 7.7.7 The impact on air quality is considered acceptable subject to the conditions.

7.8 Sustainability

- 7.8.1 The London Plan requires that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor's energy hierarchy. Merton's Core Planning Strategy Policy

CS15 Climate Change (parts a-d) requires new developments to make effective use of resources and materials, minimise water use and CO2 emissions.

- 7.8.2 Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.
- 7.8.3 A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either: 1) through a cash in lieu contribution to the borough's carbon offset fund, or 2) off-site provided that an alternative proposal is identified and delivery is certain.
- 7.8.4 The scheme proposes PV panels at roof top level along with the use of air source heat pumps.
- 7.8.5 The application will be subject to a legal agreement to provide the carbon offset contribution. The final amount is being calculated through further discussion with the applicant and Climate Change Officer in relation to the detailed methodology of the calculation. However, this is allowed for in the heads of terms and subject to condition and legal agreement, the proposal would be acceptable in terms of climate change considerations.
- 7.8.6 All parking spaces are installed with electric charging points.

7.9 Ecology, urban greening and trees

- 7.9.1 Policy G5 of the London Plan sets out that Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as highquality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. Boroughs should develop an Urban Greening Factor (UGF) to the appropriate amount of urban greening required in new developments. The UGF should be based on the factors set out in Table 8.2, but tailored to local circumstances. In the interim, the Mayor recommends a target score of 0.4 for developments that are predominately residential.
- 7.9.2 Policy G6 of the London Plan sets out that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain, including sites not within areas of special protection.
- 7.9.3 Urban greening covers a wide range of options including, but not limited to, street trees, green roofs, green walls, and rain gardens. It can help to meet other policy requirements and provide a range of benefits including amenity space, enhanced biodiversity, addressing the urban heat island effect,

sustainable drainage and amenity.

7.9.4 The impact on biodiversity has been assessed and the Applicant has shown that there is clearly a positive impact (from a very low base) and the Urban Green Factor of .3 is met and would be achieved by:-

- Green roofs
- Flower-rich perennial planters
- Permeable surfaces
- Trees
- A green wall
- Hedge

7.9.5 Urban greening factor calculations are set out below:-

Urban Greening Factor Calculator				
Surface Cover Type	Factor	Area (m ²)	Contribution	Notes
Semi-natural vegetation (e.g. trees, woodland, species-rich grassland) maintained or established on site	1	0	0	
Wetland or open water (semi-natural; not chlorinated) maintained or established on site	1	0	0	
Intensive green roof or vegetation over structure. Substrate minimum settled depth of 150mm.	0.8	110	88	Includes intensive green roofing within play areas
Standard trees planted in connected tree pits with a minimum soil volume equivalent to at least two thirds of the projected canopy area of the mature tree.	0.8	38	28	
Extensive green roof with substrate of minimum settled depth of 80mm (or 60mm beneath vegetation blanket) – meets the requirements of GRO Code 2014.	0.7	429	300.3	
Flower-rich perennial planting	0.7	81	42.7	
Rain gardens and other vegetated sustainable drainage elements	0.7	0	0	
Hedges (line of mature shrubs one or two shrubs wide)	0.8	15	9	
Standard trees planted in pits with soil volumes less than two thirds of the projected canopy area of the mature tree	0.6	0	0	
Green wall – modular system or climbers rooted in soil	0.6	64	38.4	
Groundcover planting	0.5	0	0	
Amenity grassland (species-poor, regularly mown lawn)	0.4	0	0	
Extensive green roof of sedum mat or other lightweight systems that do not meet GRO Code 2014	0.3	0	0	
Water features (chlorinated) or unclanted detention basins	0.2	0	0	
Permeable paving	0.1	644	64.4	Permeable surfaces within play areas act as a blue roof
Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone)	0	0	0	
Total contribution			578.8	
Total site area (m²)				1887
Urban Greening Factor				0.305731118

7.9.6 An Ecology Pre assessment report was submitted from Greengage dated January 2023 and an arboricultural report from JJH dated January 2023. The Applicant also submitted landscaping plans and a bat roosting assessment.

7.9.7 The arboricultural report concludes that the proposal will result in the loss of 1 tree (T5) which has been graded as unsuitable for retention. There is room on site for new tree planting that will mitigate the loss of this tree. This can be controlled via a planning condition.

7.9.8 The ecology report concludes that there are unlikely to be roosting bats in the existing building and negligible potential to support other protected or notable species.

- 7.9.9 The Applicant has been encouraged to introduce ecological enhancements and green roofs wherever possible. Whilst there are green roofs and plantings as set out above, the Council considers that it is appropriate to attach a number of conditions to the proposed Decision Notice requiring the Applicant to fully implement and maximise ecological enhancements. This could include measures such as bird bricks, hedgehogs runs etc.
- 7.9.10 The Council's ecology Officer was consulted and produced the list of conditions that covers bats, lighting, landscaping, green roofs, green wall and tree protection for off-site trees.
- 7.9.11 The impact on trees and ecology is considered acceptable subject to these conditions.

7.10 Refuse and recycling

- 7.10.1 Merton Core Strategy Policy CS17 requires new developments to demonstrate integrated, well-designed waste storage facilities that will include recycling facilities. London Plan Policies SI 7 and SI 8 identify that in order to manage London's waste sustainably, the waste management capacity of existing sites should be optimised and developments should be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food.

Refuse Storage and Collection

- 7.10.2 The Applicant has put forward the following arrangement;-
- Within the site, three separate waste stores will be provided for all of the uses, with each waste store providing 2 x 1,100L Eurobins to allow for general waste and recycling, alongside a food waste bin.
 - The residential waste will be collected weekly by LBM refuse collection vehicles, in which access / egress into the on-site loading bay can be undertaken in forward gear with collection operatives not required to drag bins further than 10m. Vehicle swept path analysis is included at Appendix J, demonstrating refuse vehicle access and egress.
 - The school and commercial uses will enter into a private collection agreement and are likely to have their waste collected more frequently (2-3 times a week).
- 7.10.3 The Council's Waste Management Officer has considered the scheme and comments are set out in paragraph 5.
- 7.10.4 The proposed arrangements for refuse collections and recycling are considered acceptable subject to a condition to ensure implementation of the arrangement set out above.

7.11 Housing mix

7.11.1 London Plan Policy H10 promotes development which provides range of unit sizes which respond to the particular site circumstances and evidence available. Policy DM H2 of the Adopted Merton Sites and Policies Plan and Policies Maps (July 2014) states that residential proposals will be considered favourably where they contribute to meeting the needs of different households such as families with children, single person households and older people by providing a mix of swelling sizes, taking account of the borough level indicative proportions concerning housing mix as set out below:

Number of bedrooms	Percentage of units
One	33%
Two	32%
Three +	35%

7.11.2 The proposed housing mix is as follows:-

Number of bedrooms	Number of units
One	3 (33.4%)
Two	4 (44.4%)
Three	2 (22.2%)

7.11.3 The application does not accord with the indicative, borough wide mix set out in SPP Policy DM H2, in particular, in regards to the provision of family sized units. However, the development would provide a good proportion of family sized units and is therefore considered to be acceptable.

7.12 Flood risk

7.12.1 The London Plan sets out the new spatial development strategy for Greater London and it sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. The following policies are considered relevant to this assessment:

- Policy SI 5 Water Infrastructure - "Development proposals should seek to improve the water environment and ensure that adequate water infrastructure capacity is provided. Development plans should promote the protection and improvement of the water environment in line with the Thames River Basin Management Plan, and should take account of Catchment Plans whilst supporting wastewater treatment infrastructure investment to accommodate London's growth and climate change impacts. Development proposals should minimise the use of mains incorporating measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve

a maximum mains consumption of 105 litres or less per head per day ”

- Policy SI 12 Flood Risk Management - “Development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk”; and
- Policy SI 13 Sustainable Drainage - “Development should utilise sustainable urban drainage systems(SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates whilst ensuring that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.

- 7.12.2 LB Merton’s Policy 16 – Flood Risk Management will ensure individual development proposals will have no adverse impact and that essential community infrastructure will be at less risk of damage.
- 7.12.3 Development is required to be located in areas suitable for the vulnerability level of the proposed uses Climate Change Guidance. The EA guidance “Flood risk assessments: climate change allowances” was issued in 2016 (last updated May 2022) and provides the most recent information on expected changes in rainfall, river flows and sea levels as a consequence of climate change.
- 7.12.4 A Flood Risk Assessment and Drainage Strategy has been produced by Meinhardt Consultants and submitted with the Application.
- 7.12.5 The Site is located in Flood Zone 1 where the probability of river or sea flooding is less than 0.1% (1 in 1000) chance in any given year. Therefore, the probability of tidal or fluvial flooding is assessed as negligible.
- 7.12.6 The northern part of the site is at risk of surface water flooding due to sewer flooding, this is a known issue and has been reported several times over the last 10 years. Therefore no external openings are proposed below 900mm from building level apart from a fire door - the fire door will be rated to act as a flood door. At the rear fire escape door a stepped threshold is introduced and the existing levels slope away from that door.
- 7.12.7 The playground wall this will have a concrete base to the wall to continue the flood defence along the full boundary. A gate through this wall is proposed to be flood resistant and have a stepped threshold. The flood resistant wall will continue down the east side of the playground and link to the rear of the hub to form a complete barrier.
- 7.12.8 All other forms of flooding are deemed low to negligible.
- 7.12.9 Any potential risk linked to surface water runoff generated through rain falling onto the Site will be mitigated against through the design of the proposed surface water Drainage Strategy. The surface water Drainage Strategy has been designed in line with the most recent EA Climate Change Guidance to consider and manage the impact of a 1:100 year plus climate change rainfall event and is presented within this report. The

surface water drainage strategy considers surface water runoff management: the solutions proposed ensure that for the 100-year plus 40% climate change allowance event, surface water will be accommodated within the Site and therefore prevent potential exceedance flows off-site

- 7.12.10 The Council's Flood Risk Officers considered the proposal and the mitigation measures proposed in the report from Meinhardt and have no objection to the proposals. They recommended conditions and informatives as set out in the Schedule of Conditions.

7.13 Contaminated Land

- 7.13.1 The Council's Contaminated Land Officer was consulted and had no objection to the proposal.

- 7.13.2 His approval was subject to the conditions set out below.

7.14 Fire Strategy

- 7.14.1 Planning Policy D12 (Fire safety) of the of the London Plan 2021 highlights that fire safety of developments should be considered from the outset. How a building will function in terms of fire, emergency evacuation, and the safety of all users should be considered at the earliest possible stage to ensure the most successful outcomes are achieved, creating developments that are safe and that Londoners can have confidence living in and using.

- 7.14.2 Planning Policy D12 (Fire safety) of the London Plan 2021 states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:

- 1) identify suitably positioned unobstructed outside space: for fire appliances to be positioned on appropriate for use as an evacuation assembly point.
- 2) are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures
- 3) are constructed in an appropriate way to minimise the risk of fire spread
- 4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users
- 5) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in.
- 6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

- 7.14.3 All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.
- 7.14.4 The statement should detail how the development proposal will function in terms of:
- 1) the building's construction: methods, products and materials used including manufacturers' details
 - 2) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
 - 3) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
 - 4) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
 - 5) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
 - 6) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.
- 7.14.5 The application is accompanied by a Fire Statement from Cundall Consultants (author: Mark Yau, Chartered Fire Engineer) together with fire strategies for each floor. These strategies will be considered and assessed fully as part of the control of Building Regulations. These matters would be secured under the Building Regulations. However, the submission demonstrates that matters of fire safety have been taken into account in the design and provides a satisfactory level of assurance that measures of fire safety will be addressed.

7.15 Environmental Impact Assessment

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

7.16 Local Finance Considerations

Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. The weight to be attached to a local finance consideration remains a matter for the decision maker. The Mayor of London's CIL and Merton CIL are therefore material considerations.

On initial assessment this development is considered liable for the Mayoral and Merton

8 CONCLUSION

- 8.1 Officers consider the scheme to make a positive contribution to the borough's stock of community uses and valuable education for SEN students.
- 8.2 The Site is currently in light industrial use and the loss of this use in this location is supported.
- 8.3 The Site is currently underused and the intensification of the use of the Site for community purposes, as well the contribution of nine residential units, is regarded as a very positive outcome for the borough's residents .
- 8.4 It is accepted that the immediate environment will change for residents but it is not considered that any individual property would suffer significant harm to its amenity, and the overall streetscenes are enhanced.
- 8.5 Officers consider that the potentially negative transport and highways effects have been successfully mitigated by the proposed conditions.
- 8.6 Officers consider that the proposal is acceptable in planning terms, subject to conditions and a legal agreement and therefore the recommendation is for approval. 11.

Recommendation

GRANT planning permission subject to conditions and s106 agreement securing the following:

Heads of Terms:

- Travel Plans (provision of Travel Plans for school and hub).
- School Travel Plan: A sum of £2,000 (two thousand pounds) is sought to meet the costs of monitoring the travel plan over five years
- A travel plan (community hub, the office / workspaces and the training hub) - A sum of £2,000 (two thousand pounds) is sought to meet the costs of monitoring the travel plan over five years
- Permit Free - restrict future occupiers of residential units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones
- Healthy Street Assessment: Implementation of Pedestrian crossing to negotiate with LBM Transport Planning and:-
 - Safety arrangements and 'zig-zag' lines outside school

- The provision of improved pedestrian crossing facilities near the site to enable better access to Raynes Park Railway Station and the A238 Kingston Road westbound bus stops.
 - The provision of tactile paving at the David Lloyd / A298 Bushey Road crossing.
 - Relocation of the half-on/half-off footway parking on-street, to increase the footway effective width on Kingston Road. It is noted that this may not be possible as it will restrict the flow of vehicle traffic, unless parking is removed in part to introduced relief areas.
 - Installation of CCTV cameras along the off-road pedestrian / cyclist route, along with more lighting in the tunnel beneath the railway bridge.
- The applicant has provided a commitment to monitor and report its energy performance post-construction in accordance with the 'Be Seen' guidance. This will need to be secured via appropriate legal wording.
 - Carbon offset to be confirmed and wording agreed
 - The applicant covering the Council's reasonable costs of all work in drafting S106 and monitoring the obligations

And

CONDITIONS

1. Commencement of development (Full Permission) - The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. Approved Plans - The development hereby permitted shall be carried out in accordance with the following approved plans:

Proposed Site and Block Plan

Playground Landscaping plan 2213 -1111 A

Forecourt Landscaping Plan 2213 1110 A

Plans 2213 - 1100 I ; 2213 - 1101 F ; 2213 - 1102 F ;2213 - 1103 F; 2213 - 1104 H; 2213 - 1105 H

Elevations - 2213 - 1300 D ; 2213 - 1305 F ; 2213 - 1306 D ; 2213 - 1304 E ; 2213 - 1302 F

Sections - 2213 - 1213 A ; 2213 - 1211 C ; 2213 - 1214 A ; 2213 – 1214 ;
2213 - 1212 B

Reason: For the avoidance of doubt and in the interests of proper planning

- 3 External Materials to be Approved - No development excluding demolition and site excavation 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: policies D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

- 4 Details of surface treatment- No development excluding demolition and site excavation shall take place until details of the surfacing of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, footpaths, hard and soft have been submitted in writing for approval by the Local Planning Authority. No works that are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details have been approved and works to which this condition relates have been carried out in accordance with the approved details.

Reason: To ensure a satisfactory standard of development in accordance with the following Development Plan policies for Merton: policy D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.

- 5 Details of Walls/Fences Boundary Treatment - No development excluding demolition and site excavation shall take place until details of all boundary walls or fences are 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 details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details are approved and works to which this condition relates have been carried out in accordance with the approved details. The walls and fencing shall be permanently retained thereafter.

Reason: To ensure a satisfactory and safe development in accordance with the following Development Plan policies for Merton: policies D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.

- 6 Levels - No development excluding demolition and site excavation shall take place until details of the proposed finished floor levels of the development, together with existing and proposed site levels, have been submitted to and approved in writing by the Local Planning Authority, and no development shall be carried out except in strict accordance with the approved levels and details.

Reason: To safeguard the visual amenities of the area and to comply with the following Development Plan policies for Merton: policy D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

7. Foundation Design - A piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) shall be submitted to and approved in writing by the local planning authority in consultation with Thames Water before piling takes place.

Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To ensure that the piling design is protective of below ground utility infrastructure assets and controlled waters. The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. Should you require further information please contact Thames Water.

Email: developer.services@thameswater.co.uk

- 8 Obscured Glazing (Opening Windows) - Before the development hereby permitted is first occupied, the windows on the first floor of the north school elevation (2213 – 1302 - F) shall be glazed with obscured glass up to a height of 1.8m and shall be maintained as such thereafter.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policies D3 and D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

9. Screening – The development shall not be occupied until a scheme of details of screening of all terraces/balconies as shown on the approved plans has been submitted for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied unless the scheme has been approved and implemented in its approved form and those details shall thereafter be retained for use at all times from the date of first occupation.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policies D3 and D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

Transport and Highways

10. No development including demolition shall commence until a scheme for “at any time” waiting restrictions on the north side of Kingston Road between Raynes Park Station and the junction with Lower Downs Road has been implemented or until some other arrangement has been agreed with the local planning authority.

Reason: to prevent obstructive parking and ensure safety and access for all highway users.

11. Cycle Parking to be implemented - 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 T5 of the London Plan 2021, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Policies Plan 2014.

12. All deliveries to the commercial unit hereby approved shall be scheduled outside the network peak hours of 08:00-10:00 and 16:00-18:00 Monday to Friday.

Reason: To avoid congestion and reduce any impact on public safety.

13. New Vehicle Access - Details to be submitted - No development shall commence until details of the proposed vehicular access to serve the development have been submitted in writing for approval to the Local Planning Authority. No works that are subject of this condition shall be carried out until those details have been approved, and the development shall not be occupied until those details have been approved and completed in full.

Reason: In the interests of the safety of pedestrians and vehicles and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

14. Vehicle Access to be provided - The development hereby approved shall not be occupied until the proposed vehicle access has been sited and laid out in accordance with the approved plans

Reason: In the interests of the safety of pedestrians and vehicles and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

15. Crossovers Removal - The development shall not be occupied until the existing redundant crossover/s have been removed by raising the kerb and reinstating the footway in accordance with the requirements of the Highway Authority.

Reason: In the interests of the safety of pedestrians and vehicles and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

16. Visibility Splays - Prior to the occupation of the development 2 metre x 2 metre pedestrian visibility splays shall be provided either side of the vehicular access to the site. Any objects within the visibility splays shall not exceed a height of 0.6 metres.

Reason: In the interests of the safety of pedestrians and vehicles and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

17. Working Method Statement - Development shall not commence until a working method statement has been submitted to and approved in writing by the Local Planning Authority to accommodate:

- (i) Parking of vehicles of site workers and visitors;
- (ii) Loading and unloading of plant and materials;
- (iii) Storage of construction plant and materials;
- (iv) Wheel cleaning facilities
- (v) Control of dust, smell and other effluvia;
- (vi) Control of surface water run-off.

No development shall be carried out except in full accordance with the approved method statement.

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 T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

18. Demolition and Construction Logistics Plan - Prior to the commencement of the development hereby permitted, a Demolition and Construction Logistics Plan (including a Construction Management plan in accordance with TfL guidance) shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented prior to the first occupation of the development hereby permitted and shall be so maintained for the duration of the use, unless the prior written approval of the Local Planning Authority is first obtained to any variation.

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 T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

Security

19. The development hereby permitted shall incorporate security measures to minimise the risk of crime and to meet the specific security needs of the development in accordance with Secured by Design. Details of these measures shall be submitted to and approved in writing by the local planning authority and shall be implemented in accordance with the approved details prior to occupation.

Reason: In order to achieve the principles and objectives of Secured by Design to improve community safety and crime prevention in accordance with Policy: Chapters 01B & 01C Merton New Local Plan, Policy D11 London Plan, Section 17 Crime and Disorder Act 1988 and National Planning Policy Framework (NPPF).

20. Prior to occupation a Secured by Design final certificate or its equivalent from the South West Designing Out Crime office shall be submitted to and approved by the Local Planning Authority. Reason: In order to achieve the principles and objectives of Secured by Design to provide a safer environment for future residents and visitors to the site and reduce the fear of crime in

accordance with Policy: Chapters 01B & 01C Merton New Local Plan, Policy D11 London Plan, Section 17 Crime and Disorder Act 1988 and National Planning Policy Framework (NPPF).

Accessibility

21. Wheelchair Accessible Homes - Not less than 10% of the dwelling units hereby permitted shall be constructed shall be wheelchair accessible throughout or easily adaptable for residents who are wheelchair users and shall be retained as such unless otherwise agreed in writing with the Local planning Authority.

Reason: To ensure the housing stock addresses the housing needs of disabled persons and to comply with the following Development Plan policies for Merton: policies D7 and H12 of the London Plan 2021, policy CS8 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

Use of flat roof

22. No Use of Flat Roof - Access to the flat roof of the development hereby permitted, other than areas specifically identified as amenity spaces on the approved plans, shall be for maintenance or emergency purposes only, and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policies D3 and D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

Fire safety

23. Fire Strategy - The development shall be carried out in accordance with the provisions of the submitted Fire Statement and Strategies from Cundall Associates 23 February 2023 and must fully comply with The Building Regulation 2010 (as amended) unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.

PD removal

24. Removal of PD (Advertisements/signage) - Notwithstanding the provisions of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (or any Order revoking and re-enacting that Order with or

without modification), no advertisement or fascia signage shall be displayed on the site unless advertisement consent is first obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that additional signage or advertisements could cause detriment to the character of the area and for this reason would wish to control any future Development plan policies for Merton: policy D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

Flooding and Drainage

25. Prior to the commencement of development, a detailed scheme for the provision of surface and foul water drainage shall be submitted to and approved in writing by the local planning authority for the development. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) at the agreed runoff rate (no more than 1 l/s/s, with no less than 200m³ of attenuation volume as indicated in their FRA prepared by Meinhardt, dated 02/02/23), in accordance with drainage hierarchy contained within the London Plan Policy (SI 13 and SPG) and the advice contained within the National SuDS Standards. The drainage plans shall include pipe sizes and direction of flow.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy SI 13

26. Prior to occupation of the development a detailed SuDS maintenance plan shall be submitted to and approved in writing by the local planning authority. This must include the maintenance provider and be included as part of the general maintenance of the development.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy SI 13

Refuse and recycling

27. Refuse & Recycling (Implementation) - The development hereby approved shall not be occupied until the refuse and recycling storage facilities shown on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

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: policies T4 and T7 of the London Plan 2021, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

Noise and disturbance

28. Noise levels, (expressed as the equivalent continuous sound level) LAeq (10 minutes), from any new plant/machinery from residential/commercial use associated with the development shall not exceed LA90-5dB at the boundary with the closest residential property.

Reason: To protect the amenities of future occupiers and those in the local vicinity.

29. Due to the potential impact of the surrounding locality on the development and the potential noise generated from the development, the recommendations to protect noise intrusion into the residential dwellings as specified in the Applied Acoustic Design, Noise Assessment Report Reference 22285/001/pc/js v3, dated 16 February 2023 shall be implemented as a minimum standard for the development. A post construction compliance noise survey shall be conducted and any remedial measures implemented should the submitted criteria fail to be achieved.

Reason: To protect the amenities of future occupiers and those in the local vicinity.

30. Any amplified music shall not be audible beyond the site boundary.

Reason: To protect the amenities of those in the local vicinity.

31. Kitchen Ventilation Extract Systems - Occupation shall not commence until detailed plans and specifications of a kitchen ventilation system, including details of sound attenuation for a kitchen ventilation extract system and odour control measures have been submitted to and approved in writing by the Local Planning Authority. The kitchen ventilation extract system shall be installed in accordance with the approved plans and specifications before the use commences and shall be permanently retained as such thereafter.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and to ensure compliance with the following Development Plan policies for Merton: policies D4 and D14 of the London Plan 2021, policy CS7 of Merton's Core Planning Strategy 2011 and policies DM EP2 and DM EP4 of Merton's Sites and Policies Plan 2014.

32. No development shall take place until a final Demolition and Construction Environmental Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period.

The Statement shall provide for:-

- hours of operation
- the parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development
- the erection and maintenance of security hoarding including decorative - displays and facilities for public viewing, where appropriate
- wheel washing facilities
- measures to control the emission of noise and vibration during construction.
- measures to control the emission of dust and dirt during construction/demolition
- a scheme for recycling/disposing of waste resulting from demolition and construction.

Reason: To protect the amenities of future occupiers and those in the local vicinity.

Contaminated Land

33. No development shall occur until:-
- i) a preliminary risk-assessment has been submitted to and approved in writing by the local planning authority; and
 - ii) a site-investigation has been conducted to consider the potential for contaminated-land and submitted to and approved in writing by the local planning authority; and
 - iii) a remediation method statement to make the site suitable for intended use by removing unacceptable risks to sensitive receptors, has been submitted to and approved in writing by the local planning authority.
34. Prior to first occupation, the remediation shall be completed and a verification report, produced on completion of the remediation, and submitted to and approved in writing by the local planning authority.

Ecology

35. Ecological Clerk of Works: Prior to the commencement of any site work, a qualified and experienced Ecological Clerk of Works shall be appointed to implement the legislation relating to bats and be present during the removal of the roof sheets. These shall be removed by hand prior to any mechanical demolition. A full report shall be submitted to the Local Planning Authority at the conclusion of this stage of site work. Reason: To ensure the legal protection of a protected species in the interest of nature conservation and to comply with the following Development Plan policies for Merton: policy G6 of the London Plan 2021; policy CS13 of Merton's Core Planning Strategy 2011 and policy DM02 of Merton's Sites and Policies Plan 2014.
36. Low impact lighting strategy: No occupation shall take place until full details of the proposed external lighting shall be submitted to and approved in writing by the Local Planning Authority. The details shall clearly demonstrate that lighting will not cause excessive light pollution or disturb bats or other species using key corridors, foraging habitat features or accessing roost sites. The details shall include, but not be limited to, the following:
- i. A drawing showing the sensitive areas and/or dark corridor safeguarding areas;
 - ii. Technological description, design or specification of external lighting to be installed including shields, cowls or blinds where appropriate.
 - iii. A description of the luminosity of lights and their light colour;
 - iv. A drawing(s) showing the location and where appropriate the elevation and height of the light fixings;
 - v. Methods to control lighting control (e.g. timer operation, passive infrared sensor (PIR); and
 - vi. Lighting contour plans both horizontal and vertical where appropriate and taking into account hard landscaping, etc.

Any external lighting shall in any event be positioned and angled to prevent any light spillage or glare beyond the site boundary and to residential units within the Site, and in accordance with Institution of Lighting Professionals, The Reduction of Obtrusive Light Guidance Note 01/21.

All external lighting shall be installed in accordance with the specifications and locations set out in the approved details. These shall be maintained thereafter in accordance with these details unless the Local Planning Authority gives written consent to any variation.

Reason: To protect neighbouring occupiers, and to enhance the biodiversity of the development in the interest of nature conservation and to comply with the following Development Plan policies for Merton: policies G5 and G6 of the London Plan 2021; policy CS13 of Merton's Core Planning Strategy 2011 and policy DM02 of Merton's Sites and Policies Plan 2014.

37. Biodiversity Enhancement: No occupation shall take place until details of proposed bat boxes/tubes shall be submitted to and approved in writing by the Local Planning Authority. The approved details thereafter shall be implemented, retained and maintained for their designed purpose in accordance with the approved scheme. The scheme shall include, but not be limited to, the following details: Description, design and specification of the type of boxes/tubes to be installed; A minimum of 5 bat boxes/tubes shall be installed; The bat boxes shall be positioned approximately 5 m above ground level and shall face between south and west; Materials and construction to ensure long lifespan of the boxes; A drawing(s) showing the location and where appropriate the elevation of the boxes to be installed.

Reason: To enhance the development in the interest of nature conservation, the protection of wildlife, and net biodiversity gain and to comply with the following Development Plan policies for Merton: policy G6 of the London Plan 2021, policy CS13 of Merton's Core Planning Strategy and policies DM 02 and DM D2 of Merton's Sites and Policies Plan 2014.

38. Green Roofs: Details of the proposed design, construction and layout of the intensive and extensive green roofs shown on the approved plan numbered '2213-115 Rev.B' shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the size, species, quantities and location of the proposed plants. The green roofs shall be maintained, with replacement planting for any plants that become damaged, diseased, dead or dying with others of the same specification, for the duration of the development hereby permitted.

Reason; To protect and enhance the biodiversity of the development in the interest of nature conservation and to comply with the following Development Plan policies for Merton: policies G5 and G6 of the London Plan 2021; policy CS13 of Merton's Core Planning Strategy 2011 and policy DM02 of Merton's Sites and Policies Plan 2014.

39. Landscaping: Full details of the landscaping and planting scheme shown on the approved plan numbered '2213-115 Rev.B' shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved 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. The proposed trees and plants shall be of a native species. Details shall include on a plan, full details of the size, species, quantities and location of the proposed plants. Any trees which die within a period of 5 years from the completion of the development, or removed or become seriously damaged or diseased or are dying, shall be replaced in the next planting season with others of the same approved specification, unless the Local Planning Authority gives written consent to any variation.

40. Green Wall: Full details of the proposed green wall shall be submitted to and approved in writing by the Local Planning Authority. The details shall include on plan the proposed method of construction of the green wall and irrigation, together with the proposed size, species, spacing, quantities and location of the proposed plants. The approved details thereafter shall be implemented, retained and maintained for their designed purpose in accordance with the approved scheme.

Reason: To protect and enhance the biodiversity of the development in the interest of nature conservation and to comply with the following Development Plan policies for Merton: policies G5 and G6 of the London Plan 2021; policy CS13 of Merton's Core Planning Strategy 2011 and policy DM02 of Merton's Sites and Policies Plan 2014.

41. Tree Protection: The details and measures for the protection of the existing trees as specified in the hereby approved document 'Arboricultural Report and Impact Assessment' reference 'JJH_565 Kingston Road_AS_AIA_02' and dated 'January 2023' shall be fully complied with. The methods for the protection of the existing trees shall fully accord with all of the measures specified in the report and shall be installed prior to the commencement of any site works and shall remain in place until the conclusion of all site works.

Reason: To protect and safeguard the existing trees in accordance with the following Development Plan policies for Merton: policy G7 of the London Plan 2021, policy CS13 of Merton's Core Planning Strategy 2011 and policies DM D2 and 02 of Merton's Sites and Policies Plan 2014

Air quality

42. Construction Management Plan/ Dust Management Plan

Prior to the commencement of development, including demolition, a detailed Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the Local Planning Authority. The DCEMP shall include: a) An Air quality management plan that identifies the steps and procedures that will be implemented to minimise the creation and impact of dust and other air emissions resulting from the site preparation, demolition, and groundwork and construction phases of the development. To

include continuous dust monitoring. b) Construction environmental management plan that identifies the steps and procedures that will be implemented to minimise the creation and impact of noise, vibration, dust and other air emissions resulting from the site preparation, demolition, and groundwork and construction phases of the development.

The development shall not be implemented other than in accordance with the approved scheme, unless previously agreed in writing by the Local Planning Authority.

Reason: To ensure the development does not raise local environment impacts and pollution.

43. Non-Road Mobile Machinery All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To manage and prevent further deterioration of existing low quality air across London in accordance with London Plan policies GG3 and SI1, and NPPF 181.

Sustainability

- 44 Non-Residential floor space carbon reduction

The non-residential floor space hereby permitted shall be constructed to achieve not less than BREEAM 'Excellent' (or the subsequent relevant standard in such measure of sustainability for non-residential building design which may replace that scheme). The non-residential floor space in any relevant Plot shall not be occupied until formal postconstruction stage certification has been issued confirming that not less than 'Excellent' has been achieved and certification has been submitted to and approved in writing by the Local Planning Authority.

- 42 Water consumption

'No part of the development hereby approved shall be occupied until evidence has been submitted to, and approved in writing by, the Local Planning

Authority confirming that the development has achieved internal water consumption rates of no greater than 105 litres per person per day.'

- 43 Use of premises - Restriction - Notwithstanding the provision of the Town and Country Planning (Use Classes) Order 1987 (as amended) and Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), the first floor of the Secondary Building shall not be occupied for any use other than office use within Class E (g) (i).

Reason: In the interests of the safety of pedestrians and vehicles, and neighbouring amenity and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

INFORMATIVES

1. INFORMATIVE

The applicant is advised to check the requirements of the Party Wall Act 1996 relating to work on an existing wall shared with another property, building on the boundary with a neighbouring property, or excavating near a neighbouring building. Further information is available at the following link:
[http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/current legislation/partywallact](http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/current%20legislation/partywallact)

2. INFORMATIVE

This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice.

3. INFORMATIVE

No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

4. INFORMATIVE

No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.

5, INFORMATIVE

Provisions for bulky waste storage arrangement onsite should be considered by the Applicant. Residents can book the council chargeable service.

6, INFORMATIVE

It is Council policy for the Council's contractor to construct new vehicular accesses. The applicant should contact the Council's Highways Team on 020 8545 3829 prior to any work starting to arrange for this work to be done. If the applicant wishes to undertake this work the Council will require a deposit and the applicant will need to cover all the Council's costs (including supervision of the works). If the works are of a significant nature, a Section 278 Agreement (Highways Act 1980) will be required and the works must be carried out to the Council's specification

7, INFORMATIVE

Details of the BREEAM assessment and a list of approved assessors can be found at www.breeam.org

8, INFORMATIVE

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via

[https://urldefense.com/v3/__http://www.thameswater.co.uk__;!!MOeJA3Fs6wML0Q!H9hEX9G9ow6BxDcarDjVEYcok9wRe3hgAo6mSovAZbsKkW7OK9aZNF_Df0hrtv-hQh6VLZfoWueIkIp0_WE4ek3NEYoJoA_RtUBsu8w\\$](https://urldefense.com/v3/__http://www.thameswater.co.uk__;!!MOeJA3Fs6wML0Q!H9hEX9G9ow6BxDcarDjVEYcok9wRe3hgAo6mSovAZbsKkW7OK9aZNF_Df0hrtv-hQh6VLZfoWueIkIp0_WE4ek3NEYoJoA_RtUBsu8w$)

9, INFORMATIVE

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

10, INFORMATIVE

You are advised to contact the Council's Highways team on 020 8545 3700 before undertaking any works within the Public Highway to obtain the necessary approvals and/or licences. Please be advised that there is a further charge for this work. If your application falls within a Controlled Parking Zone this has further costs involved and can delay the application by 6 to 12 months.

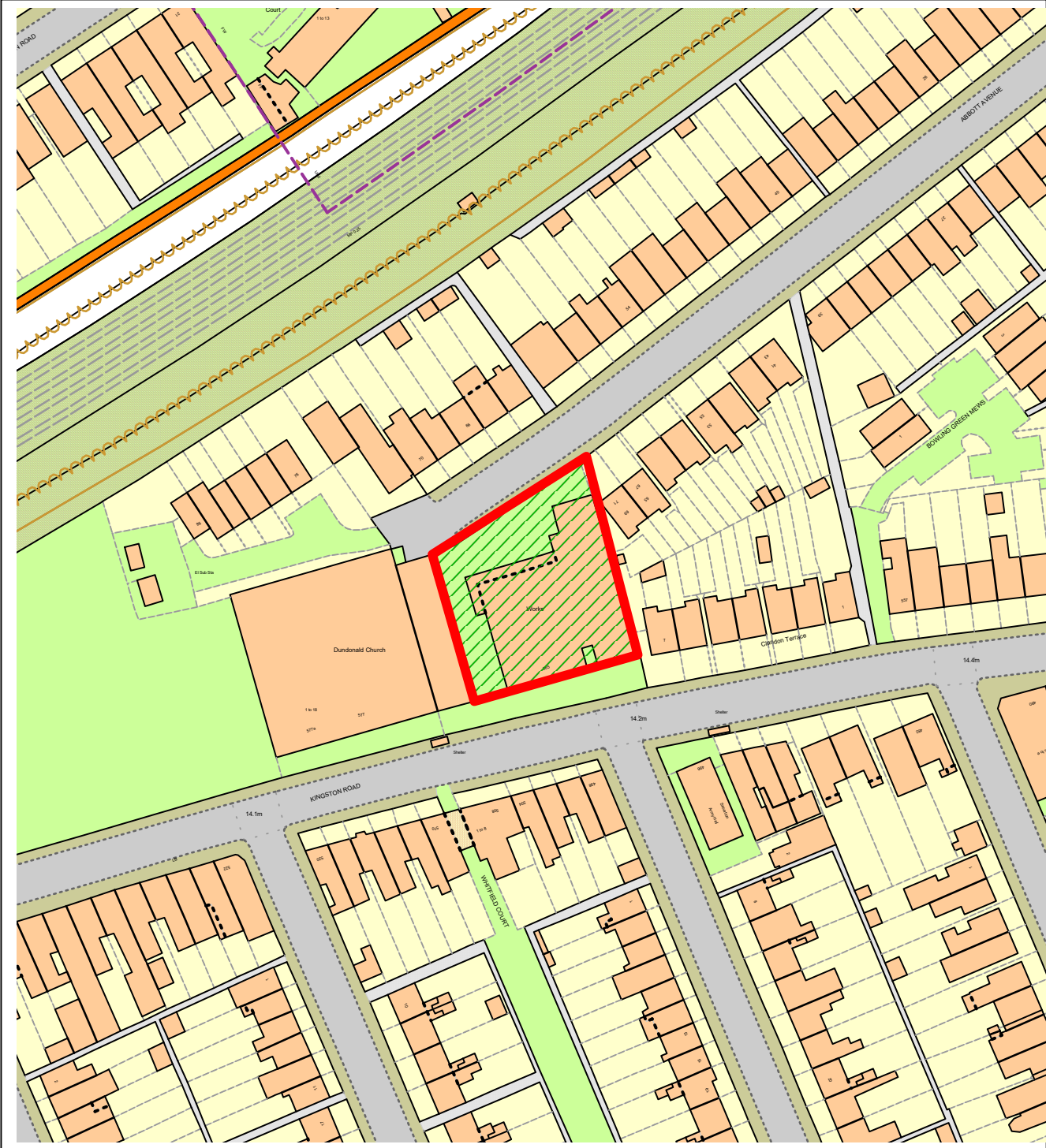
11, INFORMATIVE

In accordance with paragraph 38 of the NPPF, The London Borough of Merton (LBM) takes a positive and proactive approach to development proposals focused on solutions. LBM works with applicants/agents in a positive and proactive manner by:

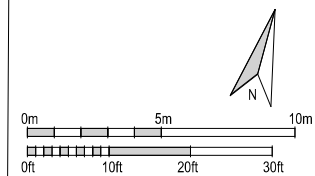
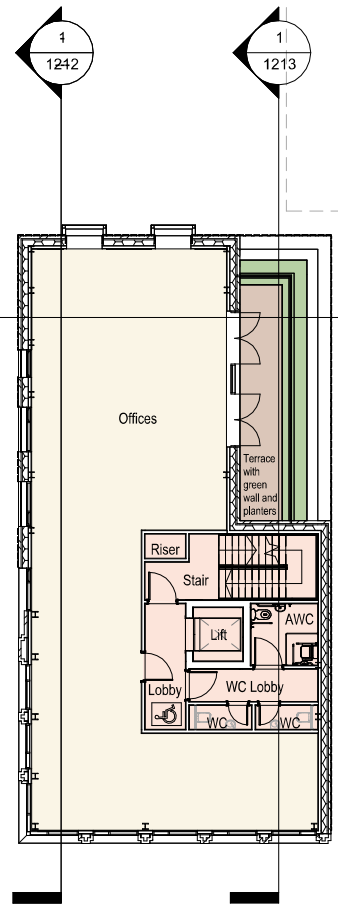
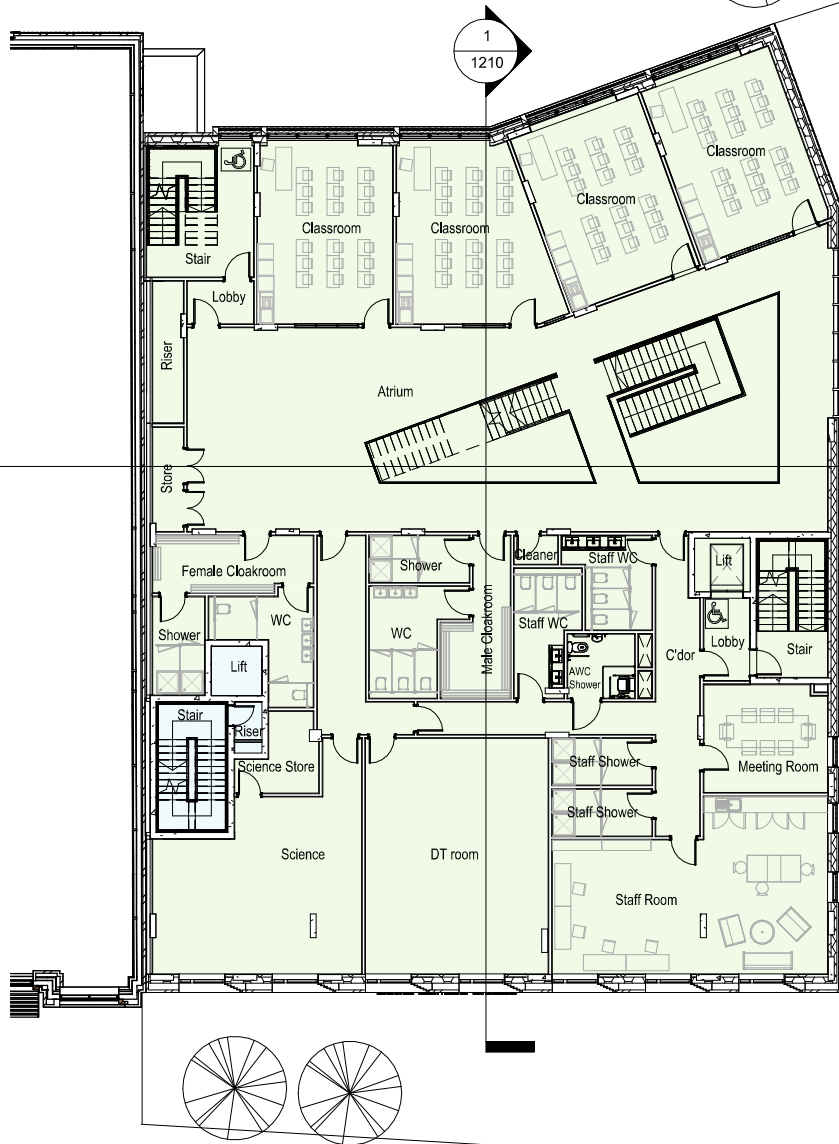
- i) Offering a pre-application advice and duty desk service.
- ii) Where possible, suggesting solutions to secure a successful outcome.
- iii) As appropriate, updating applicants/agents of any issues that may arise in the processing of their application.

In this instance: i) The applicant/agent was provided with pre-application advice. ii) The applicant was offered the opportunity to submit amended plans in order to make the proposal acceptable in planning terms. iii) The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

NORTHGATE SE GIS Print Template



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 The owner has been consulted in accordance with the Code of Measuring Practice, 8th Edition (2007) using the stated options N/A, GA, GSA. They are approximate and liable to the final areas of the building at the current state of the design. Any decisions to be made on the basis of these predictions, whether as to project viability, preletting, lease agreements and the like, should make allowance for the following:
 - Design development
 - Accurate site survey, site levels and dimensions need to be fully evaluated
 - Allowance for construction methods and building tolerances.
 - Local authority consents

rev	date	drawn by	checked	description
A	24.11.22	NPA	PK	Issued to Consultants
B	05.01.23	NPA	PK	Issued for RIG assessment
C	15.02.23	NPA	PK	Kitchen duct located, issued to consultants
D	06.02.23	SM	PK	Issued for planning
E	07.02.23	SM	PK	North Pointing South Bar added
F	20.02.23	SM	PK	Changes to new floor meeting, issued for planning

BRIMELOW
 McSWEENEY
 ARCHITECTS

28 Great Queen Street, Covent Garden, London WC2B 3RL
 Tel: 020 7831 7833 • email: admin@brimlowmcsweeney.co.uk

project:
 SEN School
 Kingston Road, London, SW20

title:
 Proposed First Floor Plan

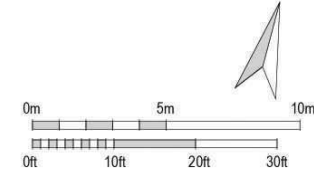
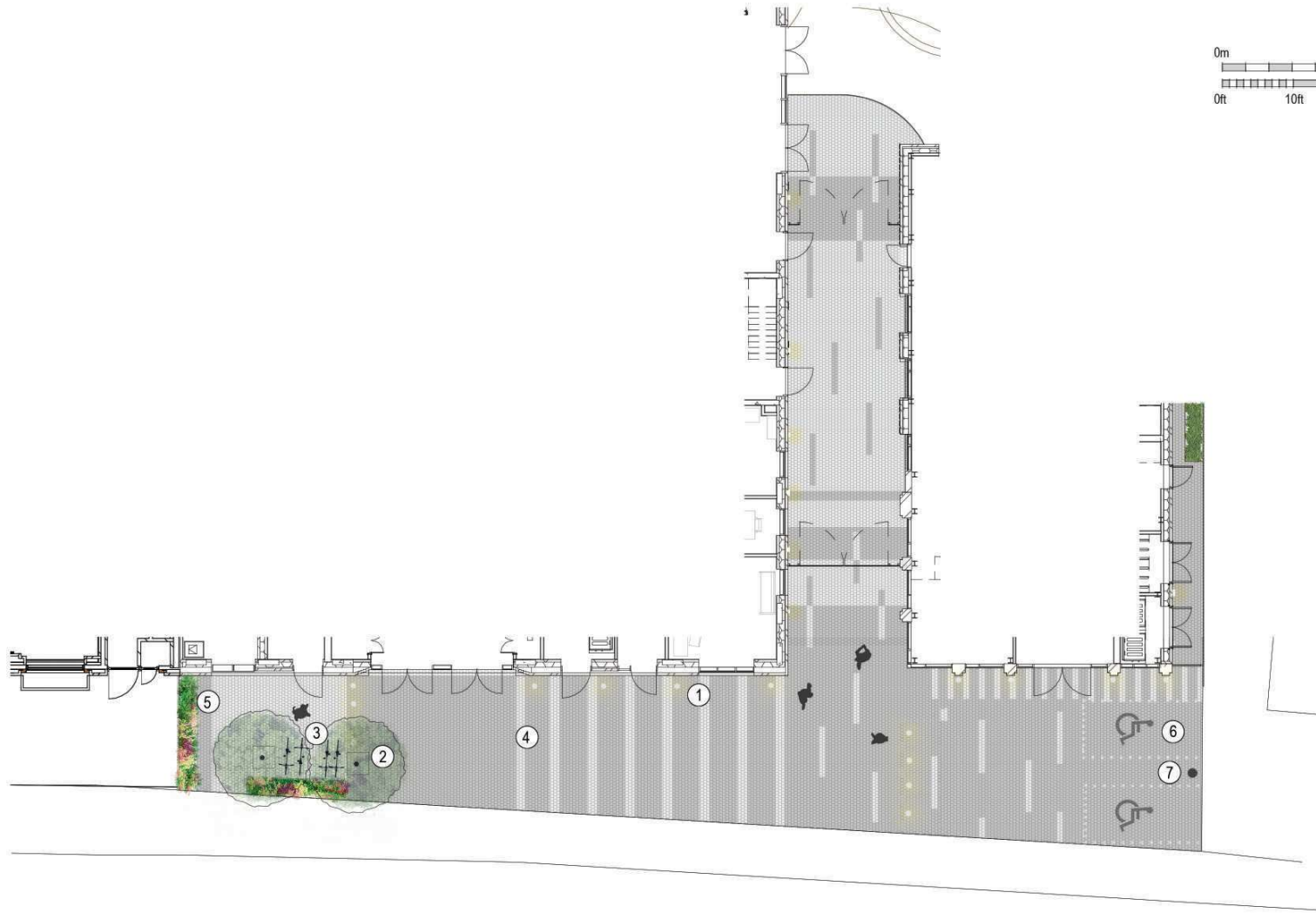
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date:
 11/15/22

drawn:
 NPA

drawing no:
 2213 - 1101

revision:
 F



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 - Design development
 - Accurate site survey, site levels and dimensions need to be fully evaluated
 - Allowance for construction methods and building tolerances.
 - Local authority consents

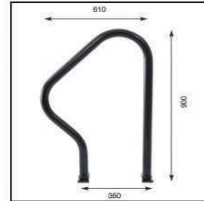
rev	date	drawn by	checked	description
/	07.02.23	SM	PK	North Point and Scale Bar added
A	08.08.23	SM	PK	Landscape (updated)



1. Floor Lights



2. Flush Tree Base



3. Bicycle Hoops



4. Light/Dark Grey Permeable pavers



5. Low-Level Planters



6. Disabled Parking demarcation



7. EV Charging

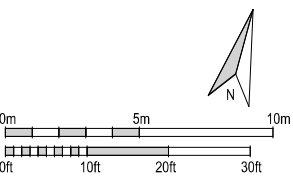
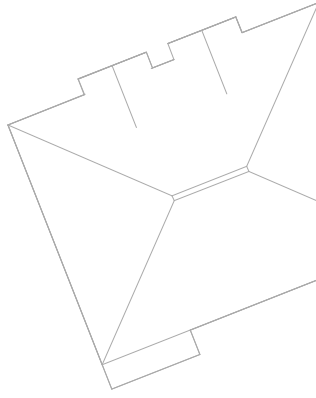
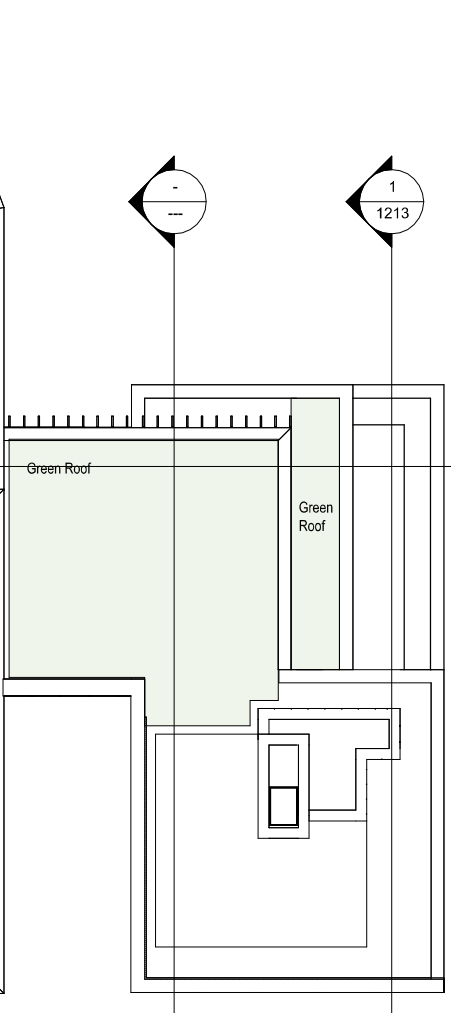
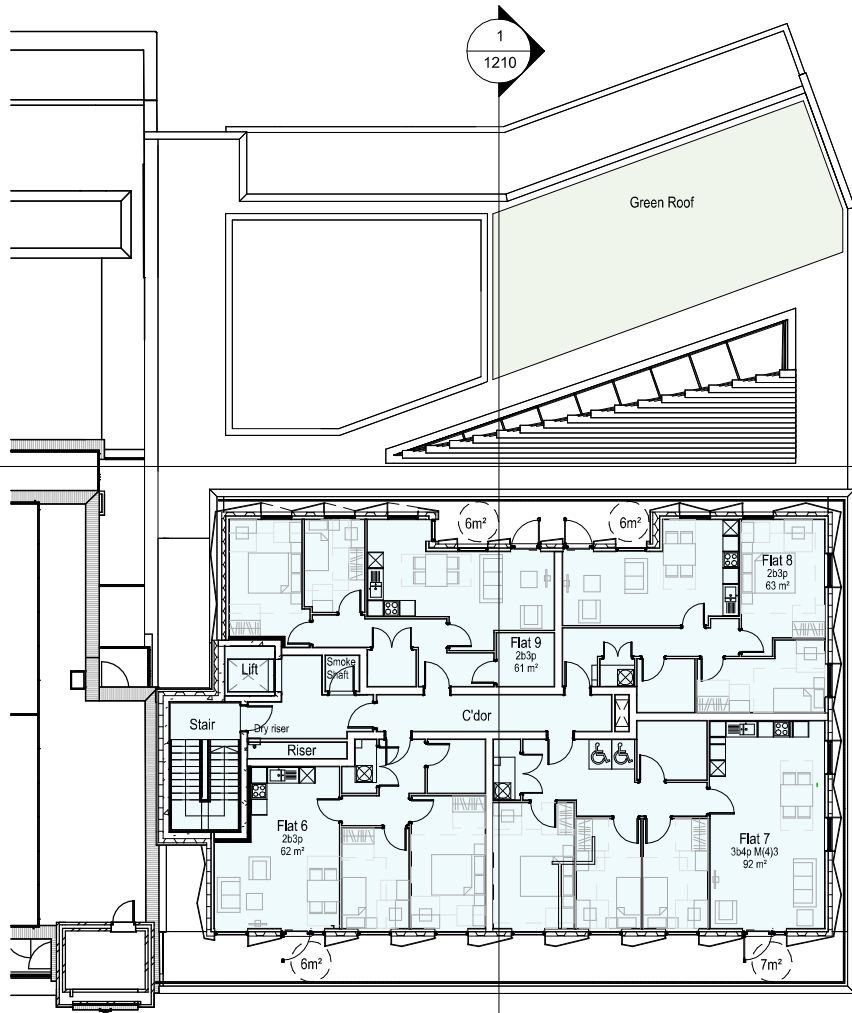
status **PLANNING**

BRIMELOW McSWEENEY ARCHITECTS 
 26 Great Queen Street, Covent Garden, London WC2G 9EL
 tel: 020 7631 7835 - email: admin@bmc-architects.co.uk

project
SEN School
 Kingston Road, London, SW20

title
Proposed Forecourt Landscaping Plan

scale	1 : 200@ A3	date	05/03/22	drawn	SM
drawing no.	2213 - 1110	revision			A



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 - Design development
 - Accurate site survey, site levels and dimensions need to be fully evaluated
 - Allowance for construction methods and building tolerances.
 - Local authority consents

rev	date	drawn by	checked	description
A	24.11.22	NPA	PK	Issued to Consultants
B	05.01.23	NPA	PK	Issued for RIG assessment
C	11.01.23	NPA	PK	Kitchen duct knockout, issued to consultants
D	17.01.23	NPA	PK	Updated for RIG assessment
E	17.01.23	NPA	PK	Additional window added to flat 8 & 9 for dual aspect
F	08.02.23	SM	PK	Issued for planning
G	07.02.23	SM	PK	North Point and Scale Bar added
H	20.06.23	SM	PK	Changes to Flat Rear massing - issued for planning

BRIMELOW
 McSWEENEY
 ARCHITECTS

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 Tel: 020 7831 7835 • email: admin@brimlowmcsweeney.co.uk

PROJECT
 SEN School
 Kingston Road, London, SW20

TITLE
 Proposed Fourth Floor Plan

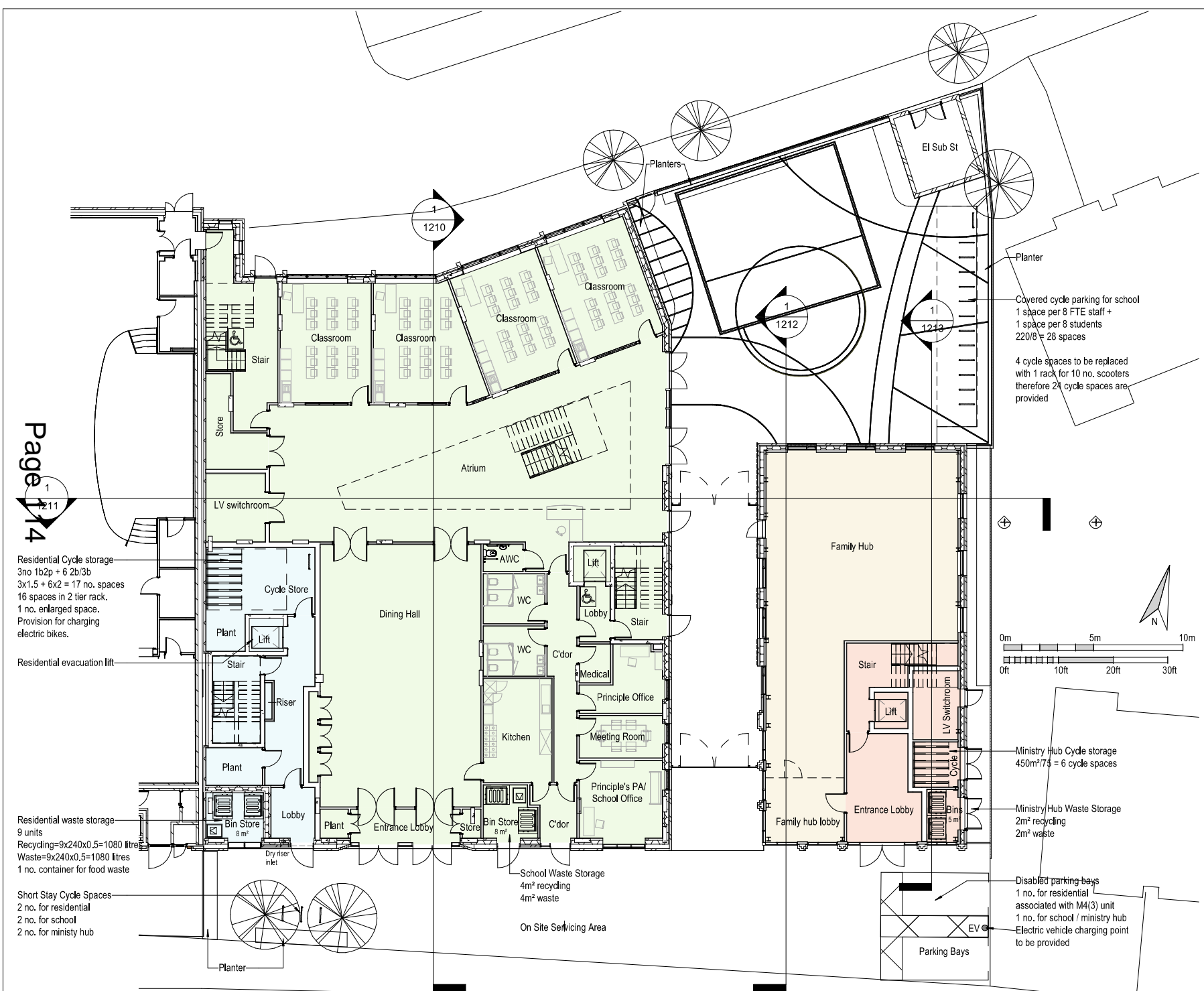
scale
 1 : 200 @ A3

date
 11/15/22

drawn
 NPA

drawing no.
 2213 - 1104

revision
 H



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- Design development
- Accurate site surveys, size levels and dimensions need to be fully evaluated
- Allowance for construction methods and building tolerances
- Local authority consents

rev	date	drawn by	checked	description
A	24.11.22	NPA	PK	Issued to Consultants
B	05.01.23	NPA	PK	Issued for RDC assessment
C	17.01.23	NPA	PK	Lighting duct relocated, issued to consultants
D	20.01.23	SM	PK	Planters added, parking and cycle shelter relocation to suit
E	30.01.23	SM	PK	Planters and layout arrangement repositioned, parking to suit
F	08.02.23	SM	PK	Issues for planning
G	07.03.23	SM	PK	North Point and Soak Bar added
H	09.06.23	SM	PK	Landscaping updated
I	17.06.23	SM	PK	Playground updated

Page 14

Residential Cycle storage
3no 1b2p + 6 2b/3b
3x1.5 + 6x2 = 17 no. spaces
16 spaces in 2 tier rack,
1 no. enlarged space.
Provision for charging electric bikes.

Residential evacuation lift

Residential waste storage
9 units
Recycling=9x240x0.5=1080 litres
Waste=9x240x0.5=1080 litres
1 no. container for food waste

Short Stay Cycle Spaces
2 no. for residential
2 no. for school
2 no. for ministry hub

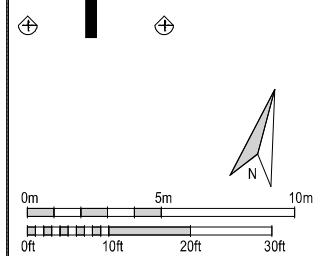
Covered cycle parking for school
1 space per 8 FTE staff +
1 space per 8 students
220/8 = 28 spaces

4 cycle spaces to be replaced with 1 rack for 10 no. scooters therefore 24 cycle spaces are provided

Ministry Hub Cycle storage
450m²/75 = 6 cycle spaces

Ministry Hub Waste Storage
2m² recycling
2m² waste

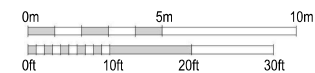
Disabled parking bays
1 no. for residential associated with M4(3) unit
1 no. for school / ministry hub
Electric vehicle charging point to be provided



BRIMELOW MCSWEENEY ARCHITECTS		
28 Great Queen Street, Covent Garden, London WC2B 9RL tel: 020 781 7835 - email: admin@brimelowmcsweeney.co.uk		
project	SEN School Kingston Road, London, SW20	
title	Proposed Ground Floor Plan	
scale	date	drawn
1:200@A3	05/03/22	NPA
drawing no.	revision	
2213 - 1100	I	

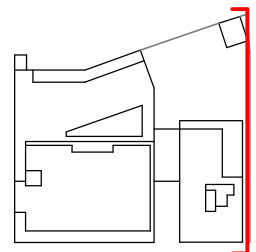
Materials Key

- | | | |
|--|--|---|
| 01 Grey Brickwork to School Building | 16 Bronze Finish Metal Parapet Coping to School | 32 Light Gold Finish Vertical Projecting Fins to Ministry Hub |
| 02 Bronze Finish Curtain Walling | 17 Illuminated Signage to School, Hub, and Residential Entrance Text TBC | 33 Light Gold Metal Framed Projecting Bay Windows to Ministry Hub |
| 03 Bronze Finish Timber / Aluminium Composite Windows | 18 Projecting Brickwork Feature Pattern to School Boundary Wall | 34 Metal Cladding with Feature Lighting to Soffit |
| 04 Mid Grey Faceted Metal Cladding to Residential | 19 Louvred Plant Screen to Plant Area | 35 Cycle and Scooter Shelter |
| 05 Corbelled Brick Detailing to School | 20 Green Wall | 36 New Brick Clad and Timber Fencing |
| 06 Bronze Finish Curtain Wall School Entrance Doors | 21 Glazed Rooflight with Horizontal External Louvres | 37 Grey Brickwork to Electric Sub Station |
| 07 Metal Framed Bronze Glazed Residential Entrance Door | 22 Buff Brickwork to Ministry Hub Building | 38 Lift Overrun |
| 08 Bronze Metal Feature Panels to School | 23 Light Gold Metal Cladding to Ministry Hub Building | 39 Smoke Shaft |
| 09 Bronze Finish Perforated Metal School Gates | 24 Light Gold Finish Curtain Walling | 40 Kitchen Extract |
| 10 Bronze Finish Metal Doors to School | 25 Folded Perforated Light Gold Facade to Link Bridge | 41 Top of Staircore to Ministry Hub |
| 11 Bronze Finish Louvred Bin Storage Doors | 26 Brickwork Columns with Brick Inset Detail to Ministry Hub | 42 Mid Grey Metal Cladding to Residential |
| 12 Bronze Perforated Metal Panelling with Concealed Ventilation Grilles behind | 27 Feature Brick panels with Recessed Headers | 43 Bronze Finish Louvred Panel over windows to School |
| 13 Bronze Finish Solid Panel over Windows | 28 Light Gold Perforated Screens with Openable Windows behind | 44 Light Gold Perforated metal to base of suspended Second Floor |
| 14 Bronze Finish Balustrade | 29 Light Gold Finish Solid Panel over Windows | 45 Translucent Film to lower sections of Windows |
| 15 Projecting 2 course Brick Feature Band | 30 Single Course Projecting Brick Feature Band | 46 Timber Fencing with planters to form Green wall |
| | 31 Soldier Course Brick Detail to Ministry Hub | 47 1.8m height opaque glass Privacy Screen |



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 - Local authority consent

rev	date	drawn by	checked	description
A	05.01.23	NPA	PK	Issued for RDL assessment
B	12.01.23	NPA	PK	Final annotations added, issued for bream
C	08.02.23	SM	PK	Issued for planning
D	07.02.23	SM	PK	North Point and Scale Bar added
E	21.06.23	SM	PK	Changes to No. Rear staircase issued for planning
F	21.06.23	SM	PK	Privacy screen added issued for planning



KEY PLAN

PLANNING

BRIMELOW
 MCSWEENEY
 ARCHITECTS



28 Great Queen Street, Covent Garden, London WC2B 5RL
 Tel: 020 7831 7835 - email: admin@brimelowmcsweeneymc.com

PROJECT
 SEN School
 Kingston Road, London, SW20

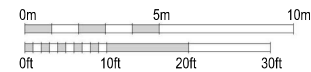
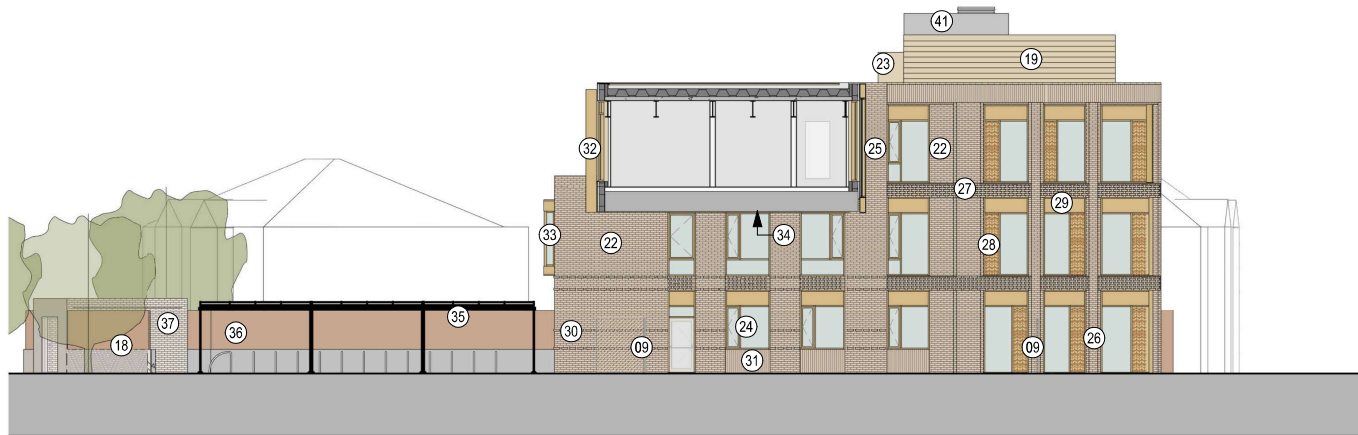
TITLE
 Proposed Hub East Elevation

scale 1 : 200@ A3 date 09/21/22 drawn SM

drawing no. 2213 - 1305 revision F

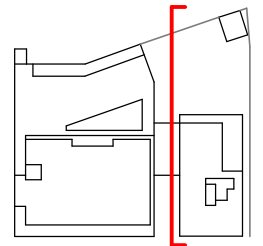
Materials Key

- | | | |
|--|--|---|
| 01 Grey Brickwork to School Building | 16 Bronze Finish Metal Parapet Coping to School | 31 Soldier Course Brick Detail to Ministry Hub |
| 02 Bronze Finish Curtain Walling | 17 Illuminated Signage to School, Hub, and Residential Entrance Text TBC | 32 Light Gold Finish Vertical Projecting Fins to Ministry Hub |
| 03 Bronze Finish Timber / Aluminium Composite Windows | 18 Projecting Brickwork Feature Pattern to School Boundary Wall | 33 Light Gold Metal Framed Projecting Bay Windows to Ministry Hub |
| 04 Mid Grey Faceted Metal Cladding to Residential | 19 Louvred Plant Screen to Plant Area | 34 Metal Cladding with Feature Lighting to Soffit |
| 05 Corbelled Brick Detailing to School | 20 Green Wall | 35 Cycle and Scooter Shelter |
| 06 Bronze Finish Curtain Wall School Entrance Doors | 21 Glazed Rooflight with Horizontal External Louvres | 36 New Brick Clad and Timber Fencing |
| 07 Metal Framed Bronze Glazed Residential Entrance Door | 22 Buff Brickwork to Ministry Hub Building | 37 Grey Brickwork to Electric Sub Station |
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| 13 Bronze Finish Solid Panel over Windows | 28 Light Gold Perforated Screens with Openable Windows behind | 43 Bronze Finish Louvred Panel over windows to School |
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 - Local authority consents

rev	date	drawn by	checked	description
A	05.01.23	NPA	PK	Issued for RDC assessment
B	12.01.23	NPA	PK	Draw annotations added, issued for stream
C	06.02.23	SM	PK	Issued for planning
D	07.02.23	SM	PK	North Point and Scale Bar added
E	20.06.23	SM	PK	Changes to Hub West missing - issued for planning



KEY PLAN

PLANNING

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 ARCHITECTS**



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 Tel: 020 7831 7831 - email: admin@brimlowmcsweeney.co.uk

PROJECT
SEN School
 Kingston Road, London, SW20

DATE
Proposed Hub West Elevation

SCALE
 1 : 200 @ A3

DATE
 09/21/22

DRAWN BY
 SM

DRAWING NO.
2213 - 1304

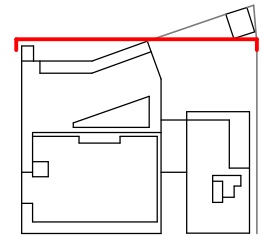
REVISION
E

Materials Key

- | | | |
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| 01 Grey Brickwork to School Building | 16 Bronze Finish Metal Parapet Coping to School | 32 Light Gold Finish Vertical Projecting Fins to Ministry Hub |
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rev	date	drawn by	checked	description
A	05.01.23	NPA	PK	Issued for RDE assessment
B	12.01.23	NPA	PK	Final annotations added, issued for stream
C	08.02.23	SM	PK	Issued for planning
D	07.02.23	SM	PK	North Point and Scale Bar added
E	20.06.23	SM	PK	Changes to No. 80 Rear instance - issued for planning
F	20.06.23	SM	PK	Privacy screen added - issued for planning



KEY PLAN

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project:
SEN School
 Kingston Road, London, SW20

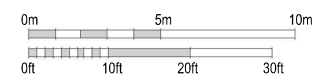
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scale:
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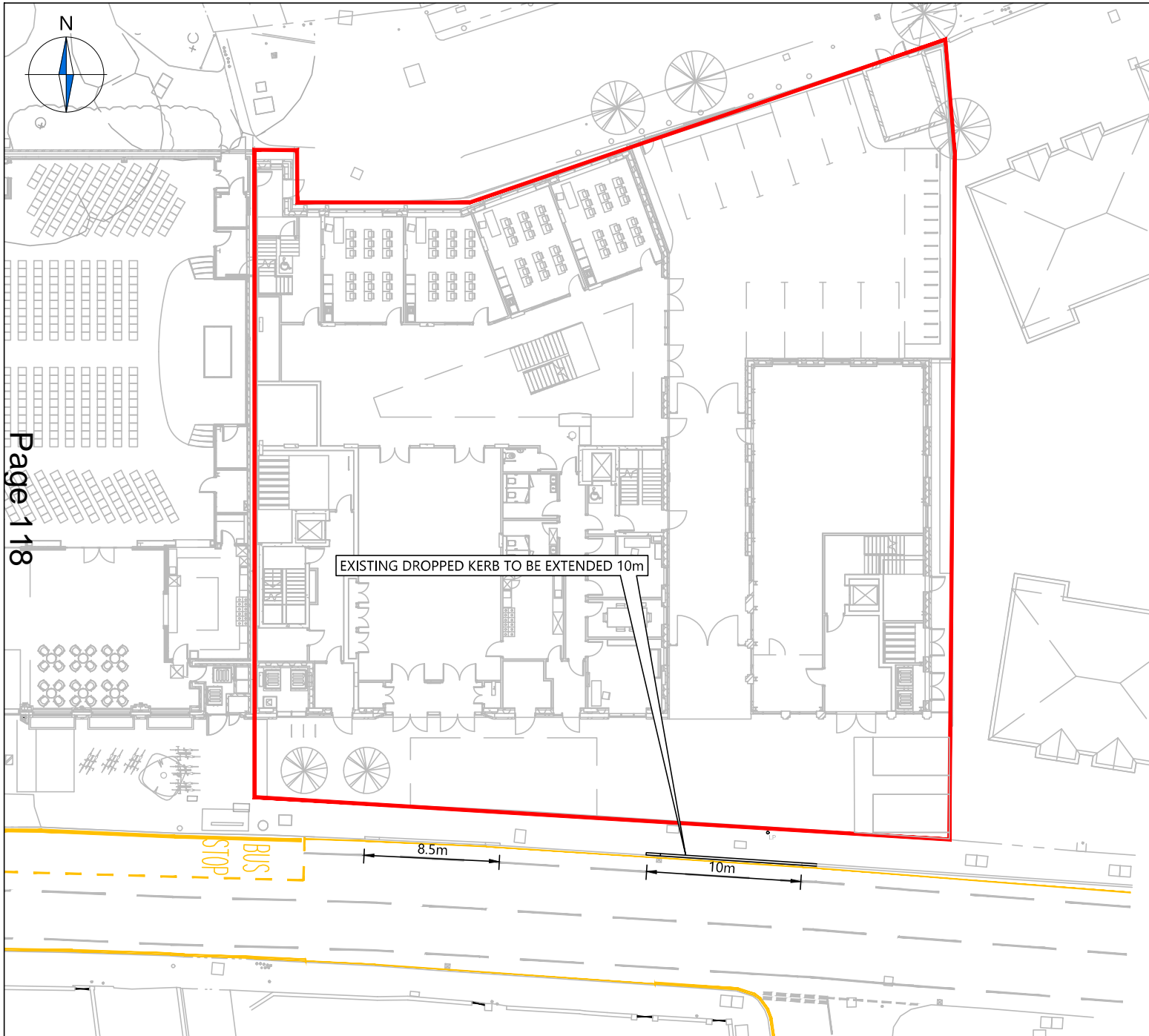
date:
 09/21/22

drawing no:
2213 - 1302

revision:
F



Lift Boundary line
 between dundonald
 church and school



Page 118

EXISTING DROPPED KERB TO BE EXTENDED 10m

8.5m

10m

BUS STOP

NOTFS

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

KFY:

SITE BOUNDARY

A	Updated as per client comments	JS	JT	04.05.2023		
Rev	Details	REVISION HISTORY		Drawn	Checked	Date
Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction			
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built			

Client:
First Fruits Foundation

Project:
565 Kingston Road

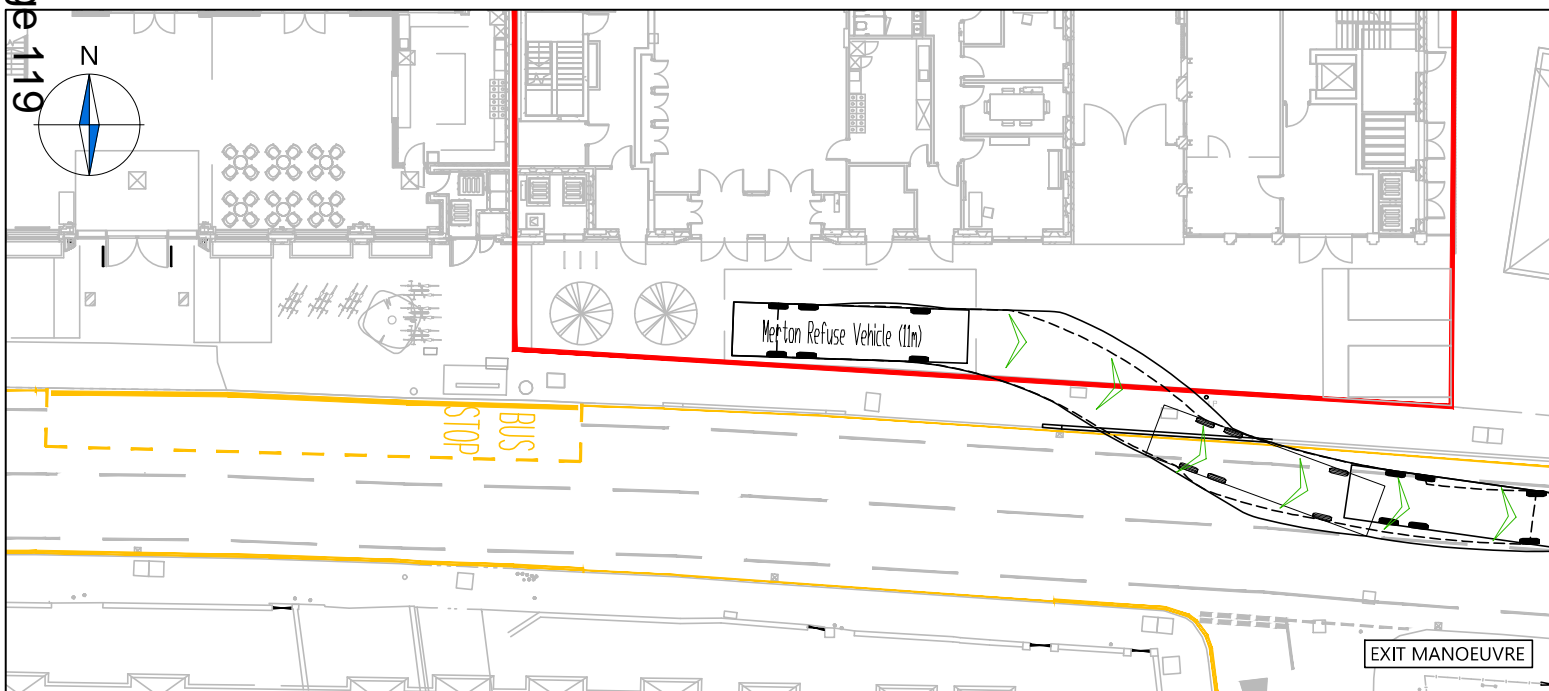
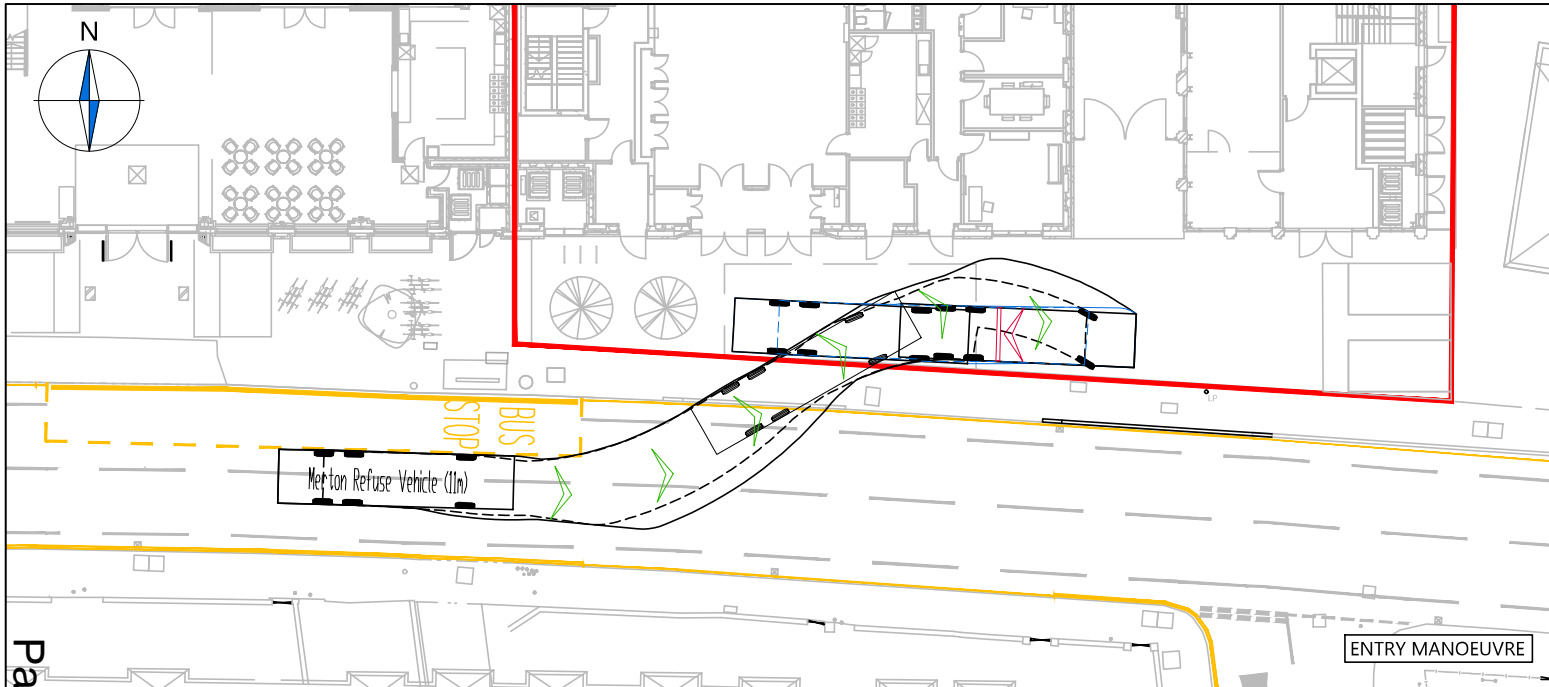
Drawing Title:
Proposed On-site Servicing Arrangement - Overview Plan

Scale: 1:250 Size: A3

Drawn by: JS Checked by: JT Date: 03.05.2023

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: 5029	Drawing No: 003	Sheet: 1 of 8	Rev: A
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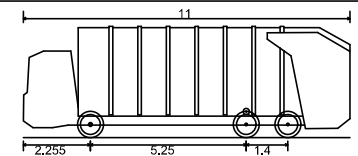


Page 119

NOTES

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2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

MERTON REFUSE VEHICLE



Overall Length	11.000m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

A	Updated as per client comments	JS	JT	04.05.2023
Rev	Details	REVISION HISTORY		Drawn
		Checked		Date

Status: Preliminary For Approval For Construction For Information For Tender As Built

Client:

First Fruits Foundation

Project:

565 Kingston Road

Drawing Title:

Vehicular Swept Path Analysis
(Merton Refuse Vehicle)

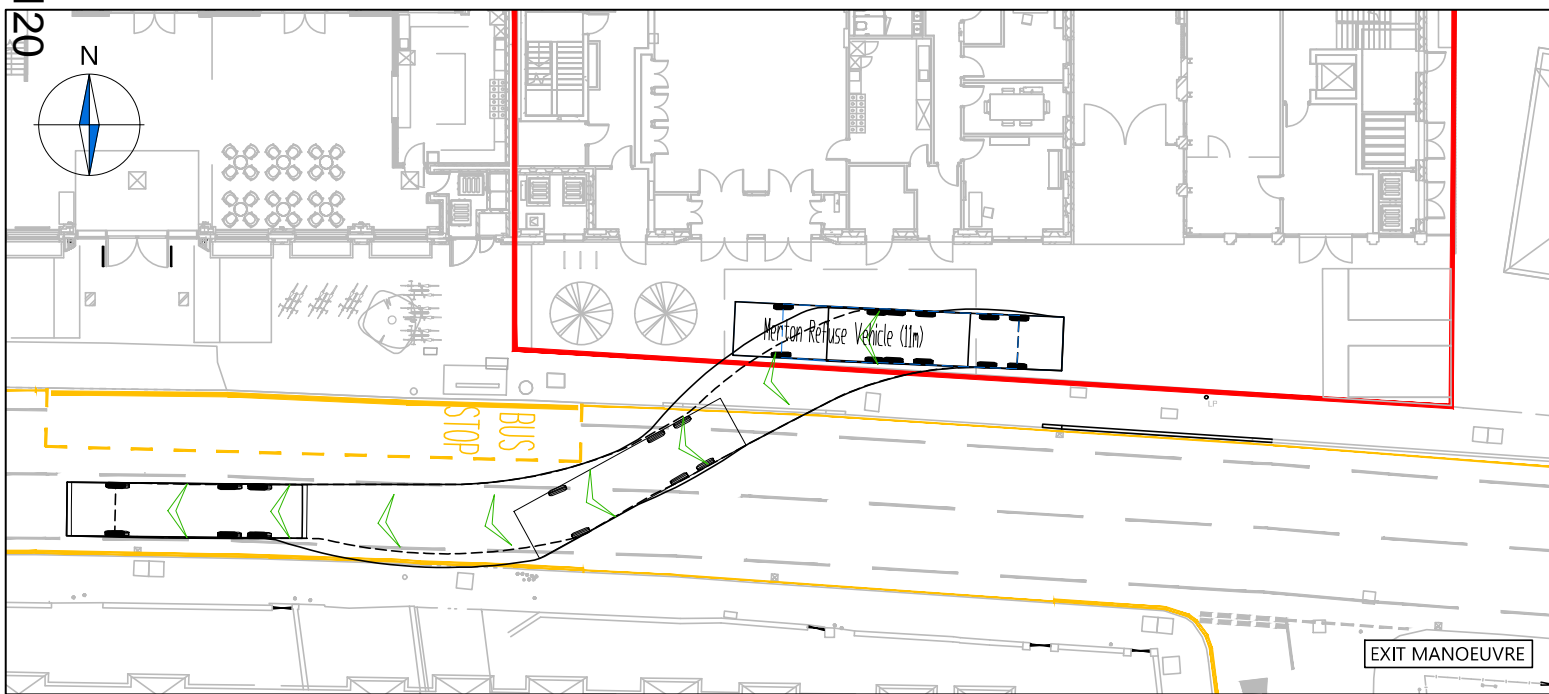
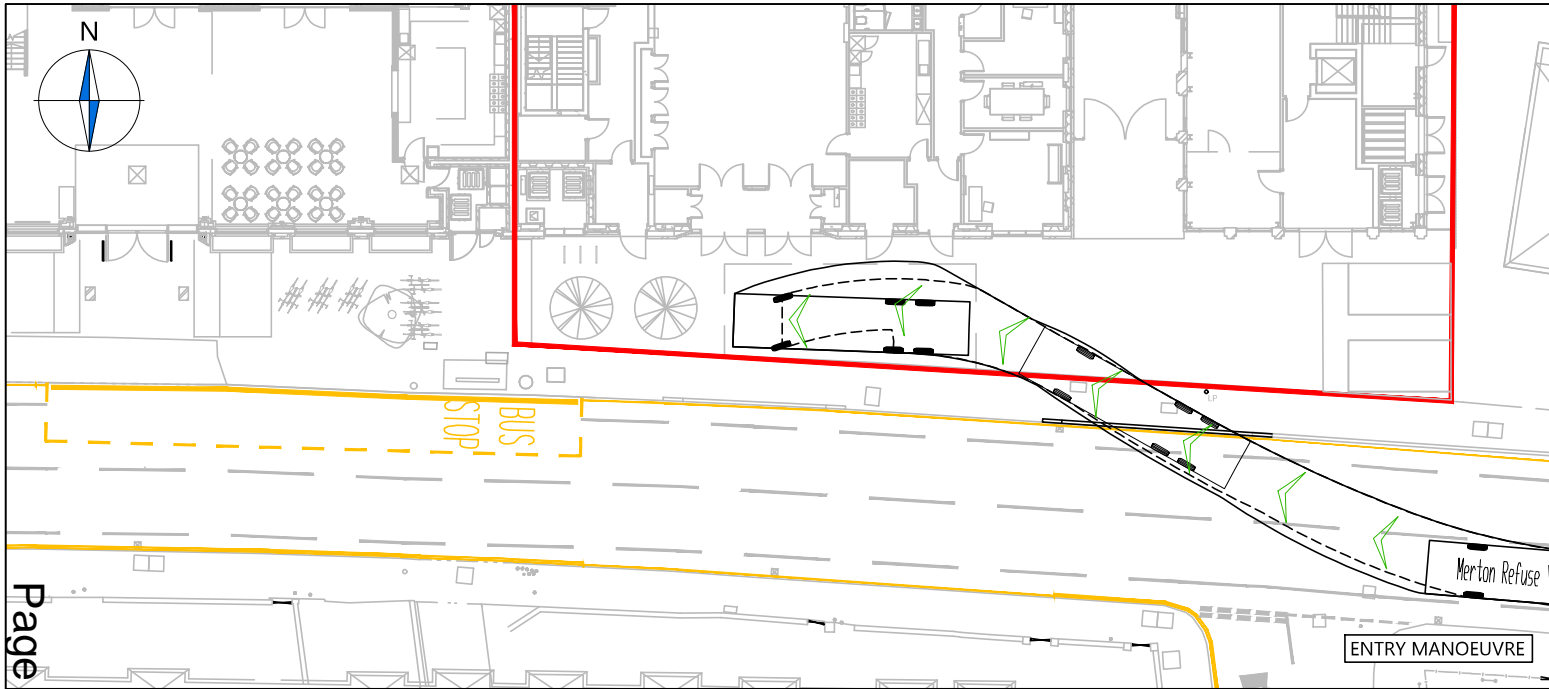
Scale: 1:250 Size: A3

Drawn by: JS Checked by: JT Date: 03.05.2023



Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet:	Rev:
5029	003	2 of 8	A

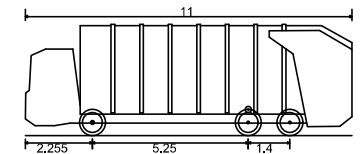


Page 120

NOTES

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MERTON REFUSE VEHICLE



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Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.000m

- FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)
- REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

A	Updated as per client comments	JS	JT	04.05.2023		
Rev	Details	REVISION HISTORY		Drawn	Checked	Date
Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction			
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built			

Client: **First Fruits Foundation**

Project: **565 Kingston Road**

Drawing Title: **Vehicular Swept Path Analysis (Merton Refuse Vehicle)**

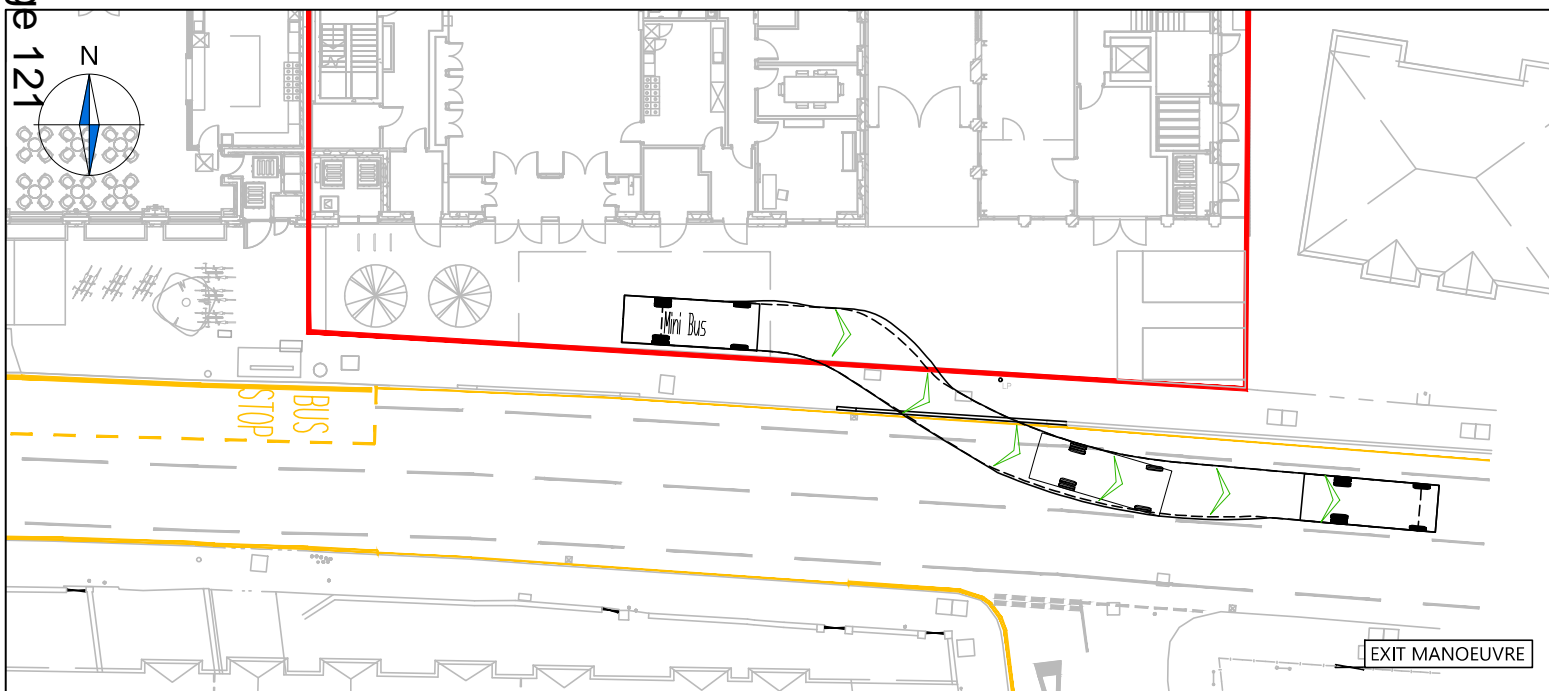
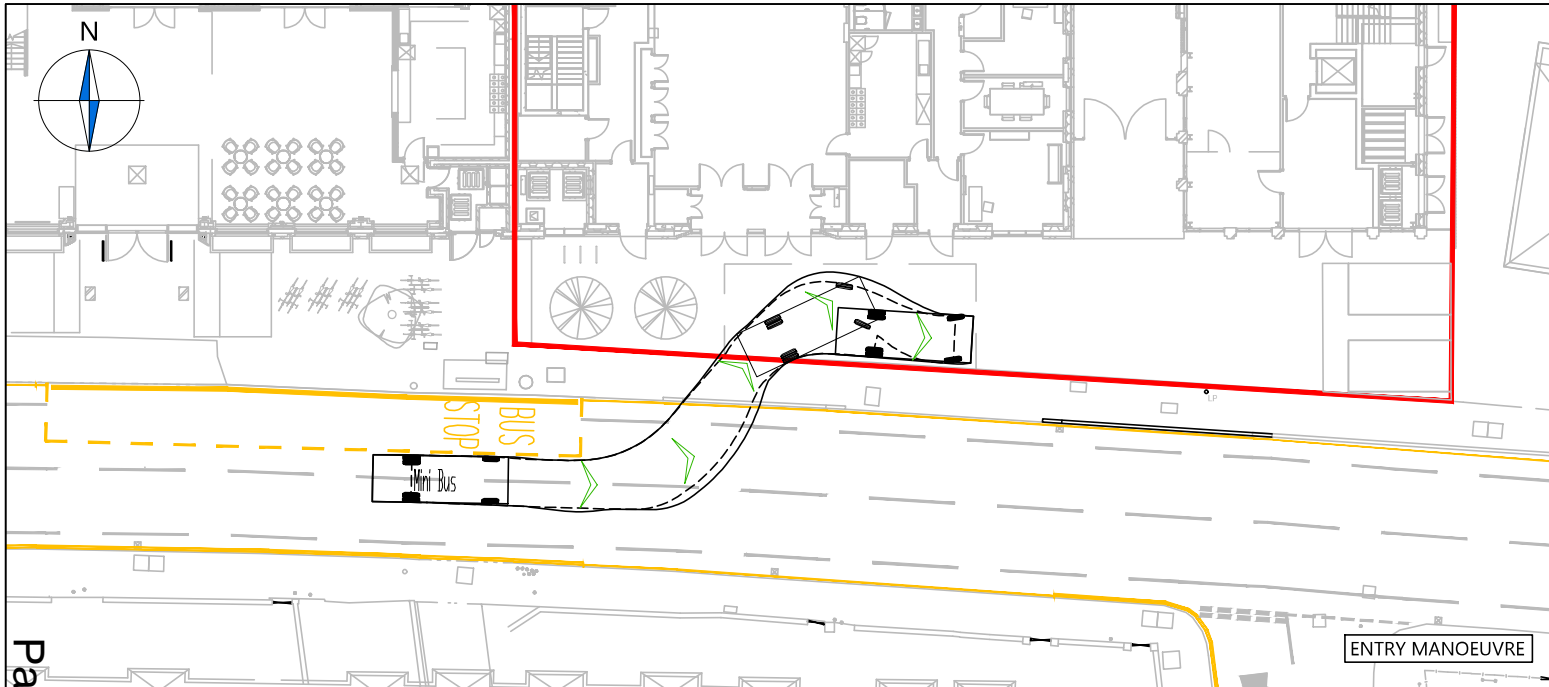
Scale: 1:250 | Size: A3

Drawn by: JS | Checked by: JT | Date: 03.05.2023

CANEPARO ASSOCIATES
 Transport Planning & Highway Design
 21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: 5029 | Drawing No: 003 | Sheet: 3 of 8 | Rev: A

CA_5029_003 A - PROPOSED ON-SITE SERVICING ARRANGEMENT.DWG

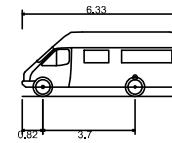


Page 121

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

MINI BUS



Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Max Track Width	2.192m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.450m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

A	Updated as per client comments	JS	JT	04.05.2023		
Rev	Details	REVISION HISTORY		Drawn	Checked	Date
Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction			
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built			

Client: **First Fruits Foundation**

Project: **565 Kingston Road**

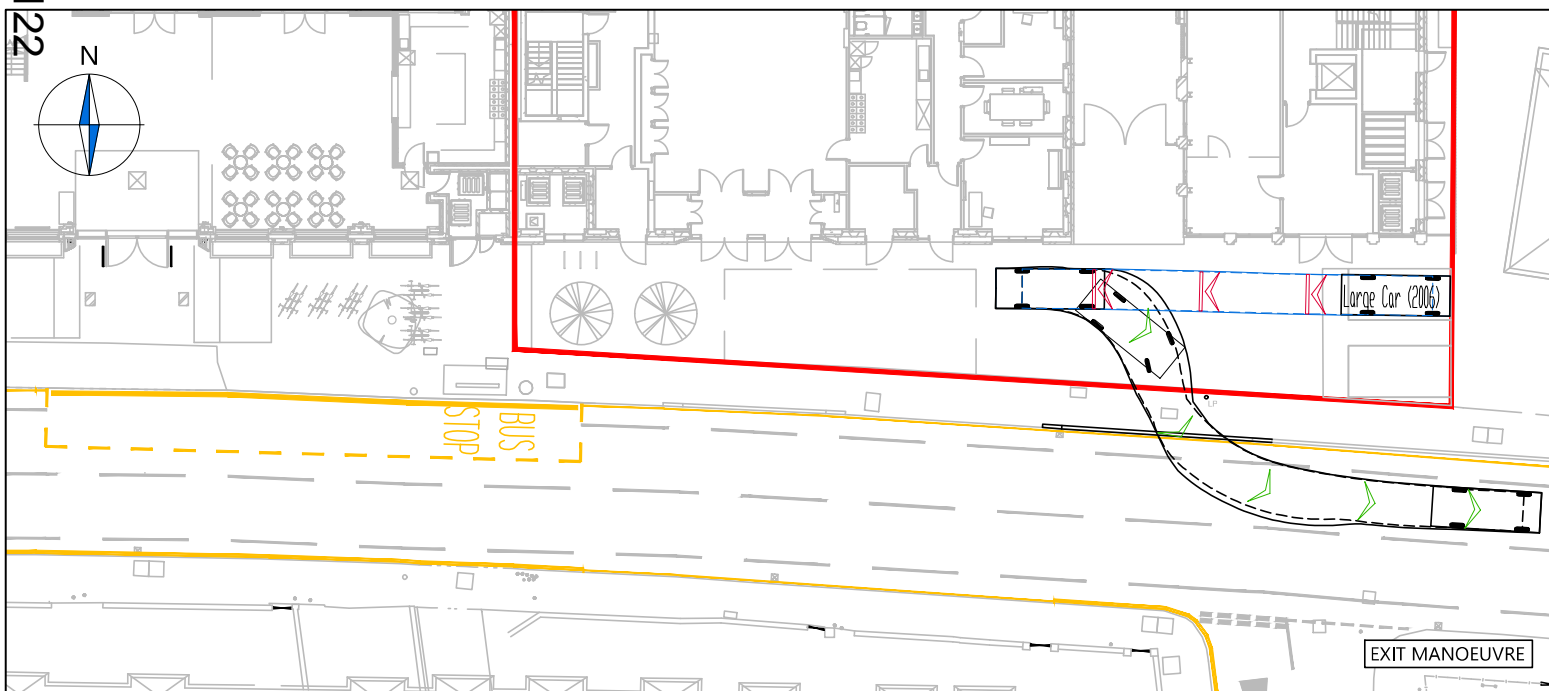
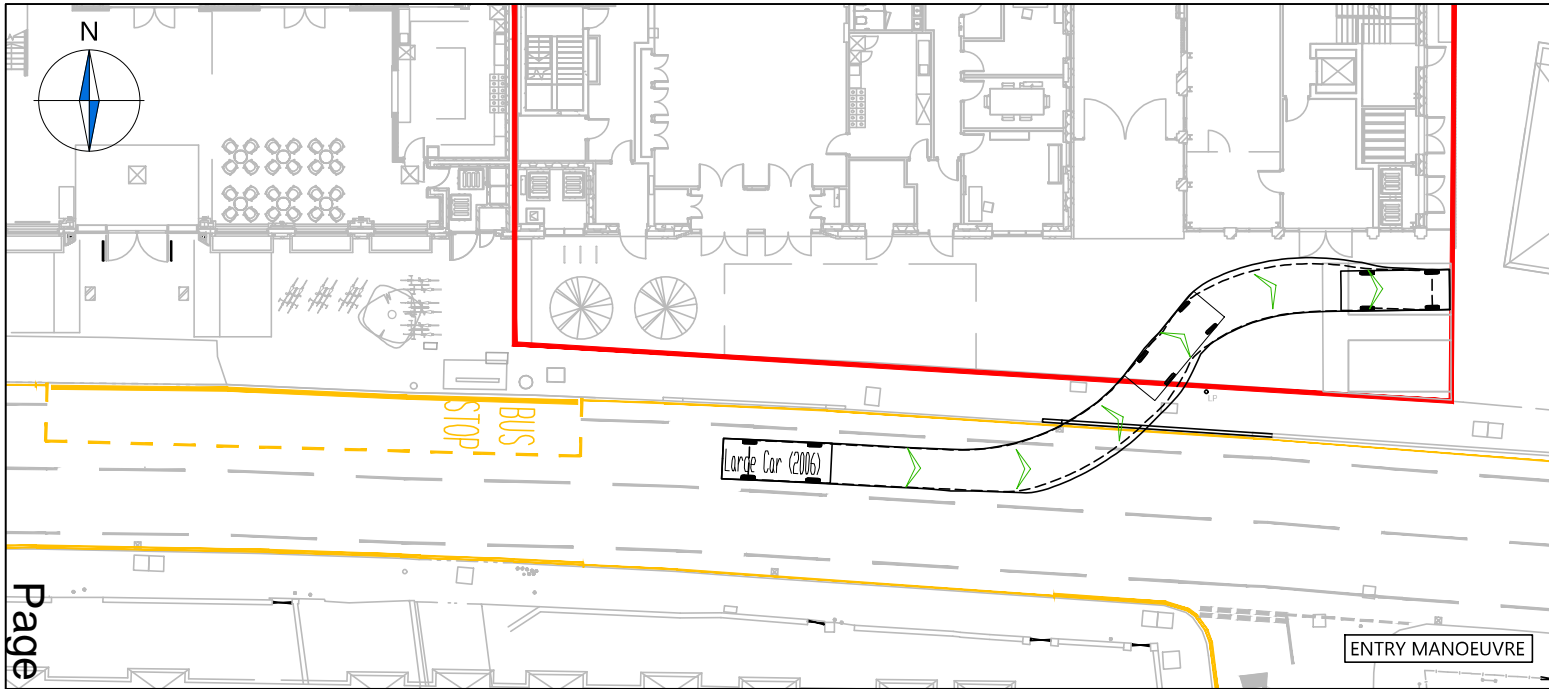
Drawing Title: **Vehicular Swept Path Analysis (Mini Bus)**

Scale: 1:250 | Size: A3

Drawn by: JS | Checked by: JT | Date: 03.05.2023

CANEPARO ASSOCIATES
 Transport Planning & Highway Design
 21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: 5029 | Drawing No: 003 | Sheet: 4 of 8 | Rev: A

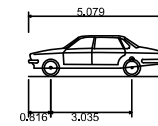


Page 122

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

 FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

 REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

A	Updated as per client comments	JS	JT	04.05.2023		
Rev	Details	REVISION HISTORY		Drawn	Checked	Date

Status: Preliminary For Approval For Construction
 For Information For Tender As Built

Client: **First Fruits Foundation**

Project: **565 Kingston Road**

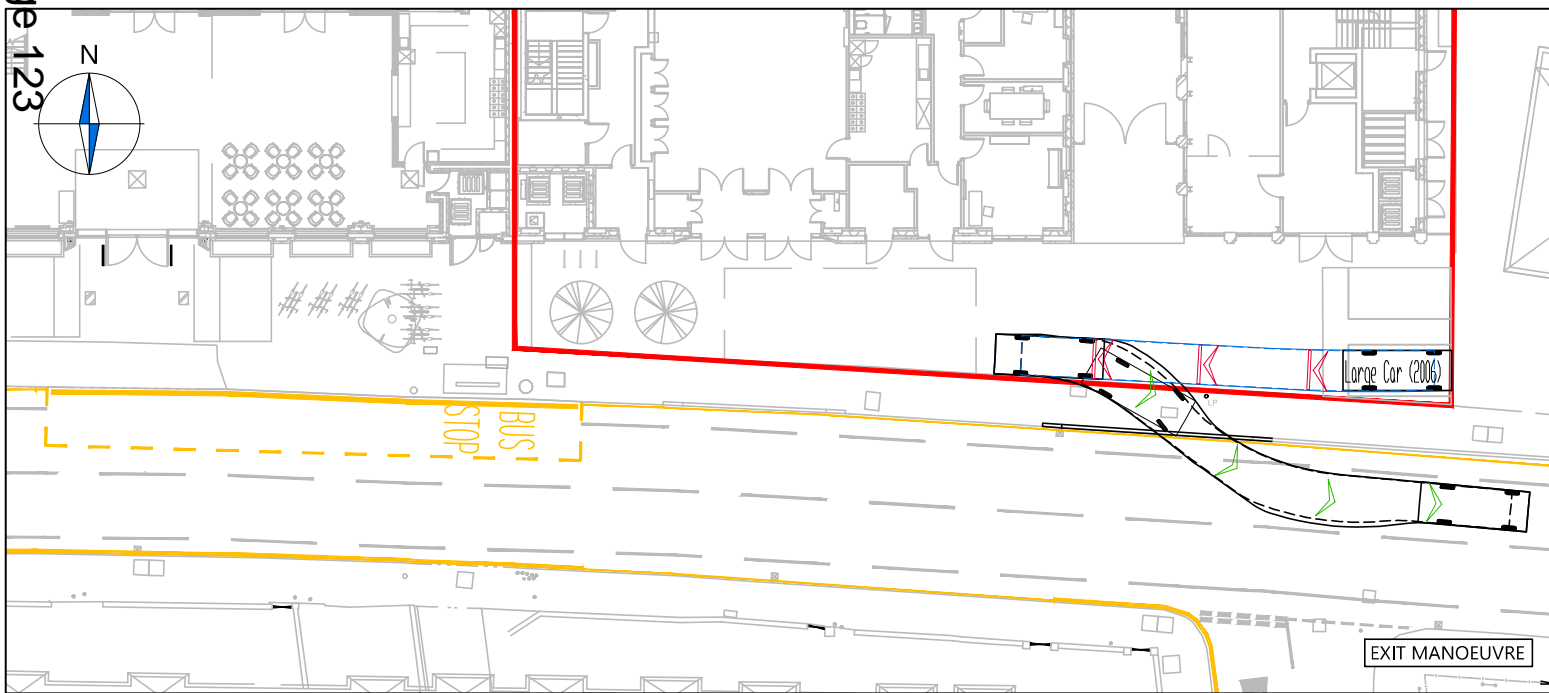
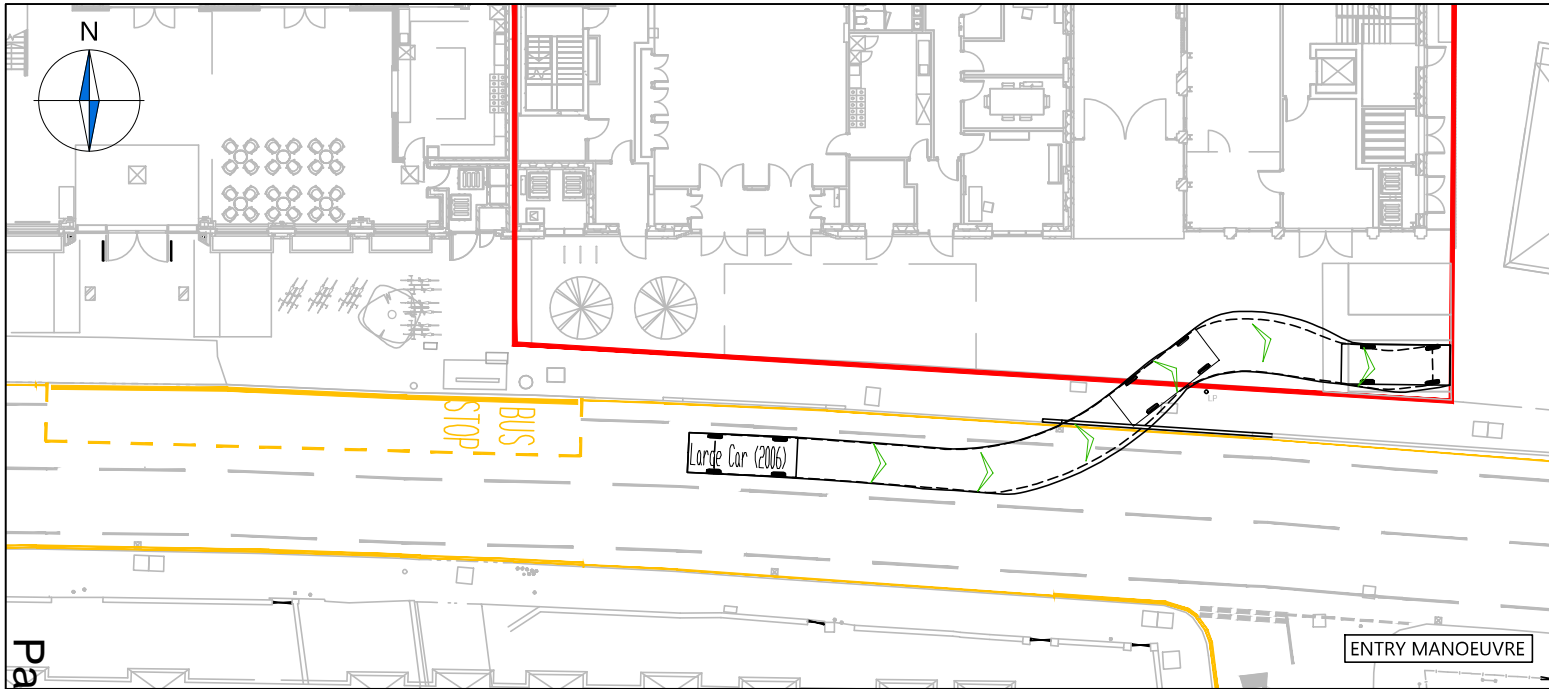
Drawing Title: **Vehicular Swept Path Analysis (Large Car)**

Scale: 1:250 | Size: A3

Drawn by: JS | Checked by: JT | Date: 03.05.2023

CANEPARO ASSOCIATES
 Transport Planning & Highway Design
 21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: 5029 | Drawing No: 003 | Sheet: 5 of 8 | Rev: A

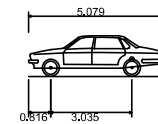


Page 123

NOTFS

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
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LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

 FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

 REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

A	Updated as per client comments	JS	JT	04.05.2023
Rev	Details	REVISION HISTORY		Date

Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built

Client: **First Fruits Foundation**

Project: **565 Kingston Road**

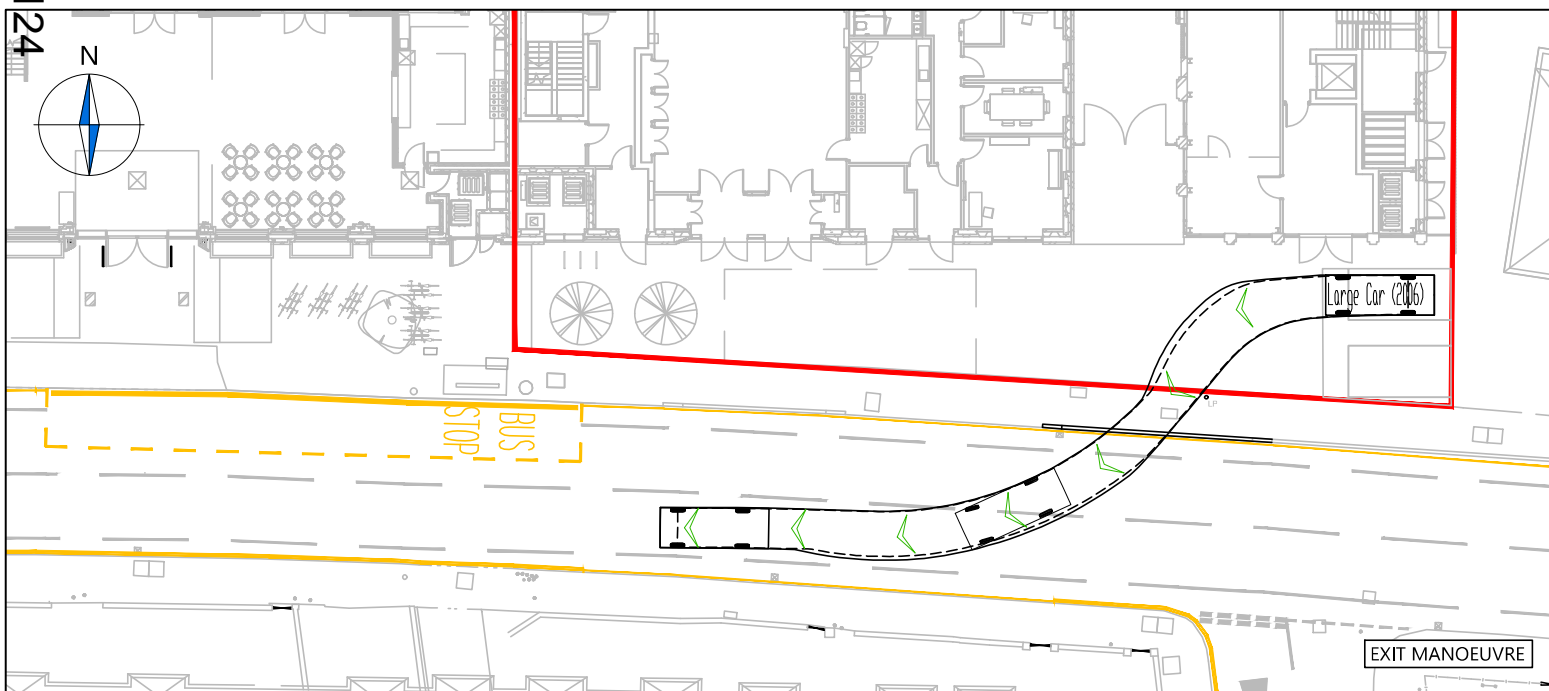
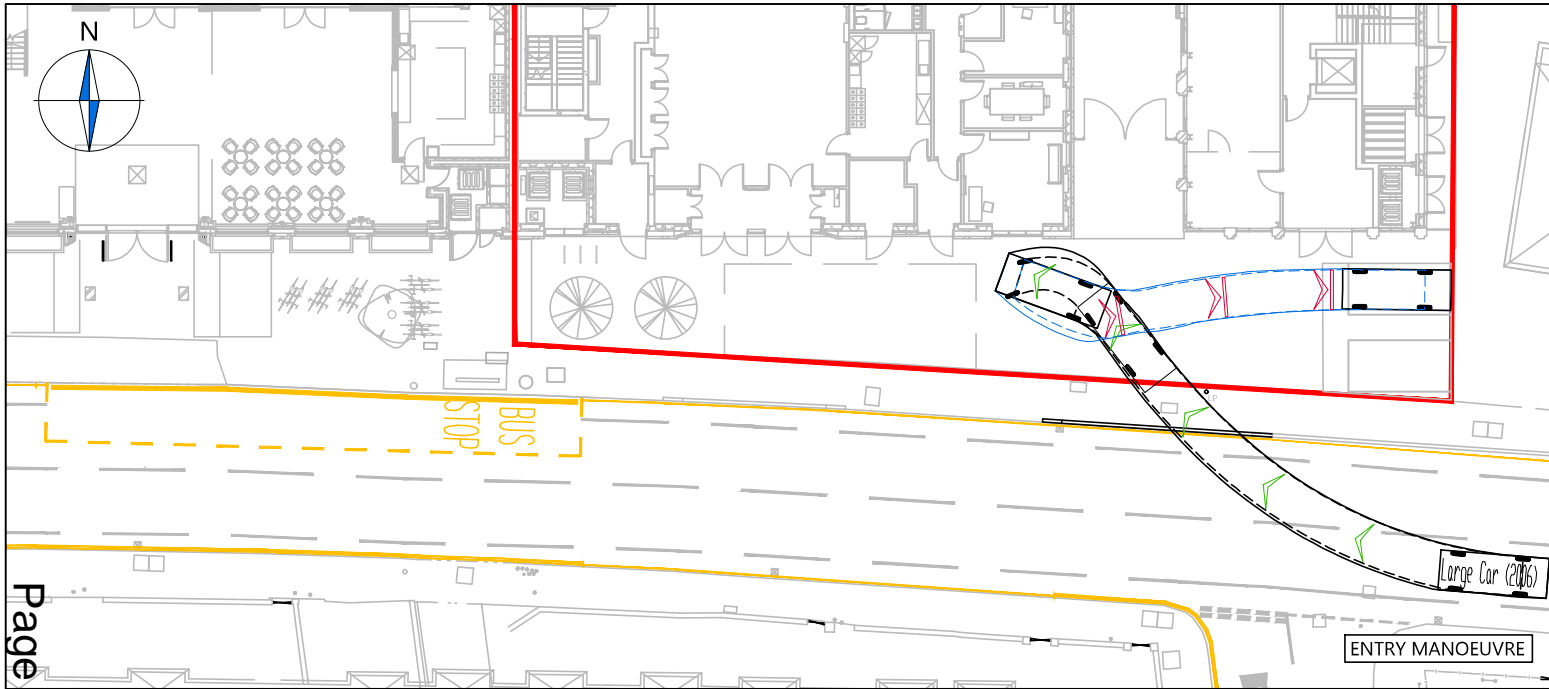
Drawing Title: **Vehicular Swept Path Analysis (Large Car)**

Scale: 1:250 | Size: A3

Drawn by: JS | Checked by: JT | Date: 03.05.2023

CANEPARO ASSOCIATES
 Transport Planning & Highway Design
 21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: 5029	Drawing No: 003	Sheet: 6 of 8	Rev: A
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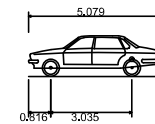


Page 124

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
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LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

 FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

 REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

A	Updated as per client comments	JS	JT	04.05.2023		
Rev	Details	REVISION HISTORY		Drawn	Checked	Date

Status: Preliminary For Approval For Construction
 For Information For Tender As Built

Client: **First Fruits Foundation**

Project: **565 Kingston Road**

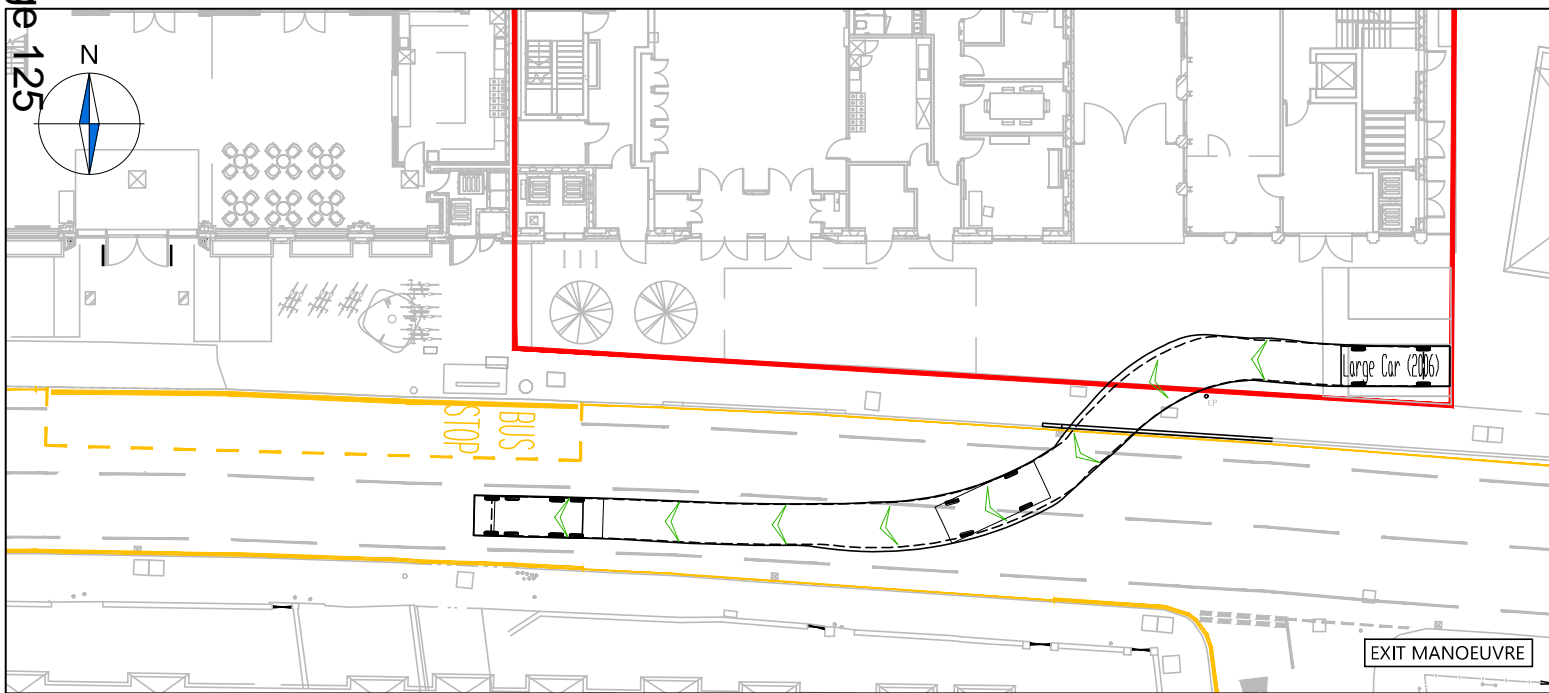
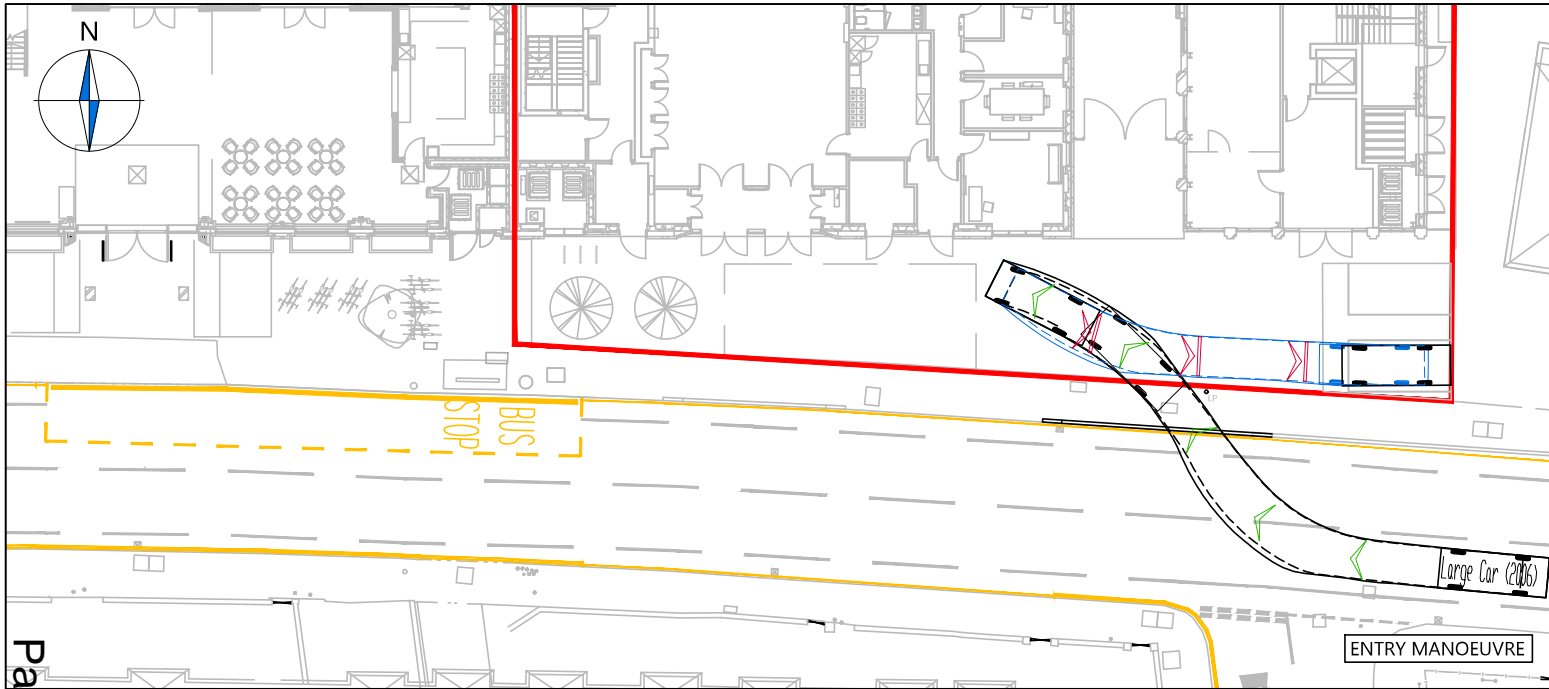
Drawing Title: **Vehicular Swept Path Analysis (Large Car)**

Scale: 1:250 | Size: A3

Drawn by: JS | Checked by: JT | Date: 03.05.2023

CANEPARO ASSOCIATES
 Transport Planning & Highway Design
 21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: 5029 | Drawing No: 003 | Sheet: 7 of 8 | Rev: A

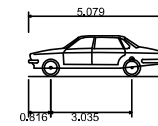


Page 125

NOTES

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LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
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FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

A	Updated as per client comments	JS	JT	04.05.2023	
Rev	Details		Drawn	Checked	Date

REVISION HISTORY

Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built

Client: **First Fruits Foundation**

Project: **565 Kingston Road**

Drawing Title: **Vehicular Swept Path Analysis (Large Car)**

Scale: 1:250 | Size: A3

Drawn by: JS | Checked by: JT | Date: 03.05.2023

CANEPARO ASSOCIATES
 Transport Planning & Highway Design
 21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet:	Rev:
5029	003	8 of 8	A



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 - Design development
 - Accurate site survey, site levels and dimensions need to be fully evaluated
 - Allowance for construction methods and building tolerances
 - Local authority consents

rev	date	drawn by	checked by	description
/	07.02.23	SM	PK	North Point and Scale Bar added
A	11.08.23	SM	PK	Playground Updated



1. Light /Dark Grey Permeable Pavers



2. Floor Light Uplighters



3. Permeable Resin Bound Gravel



4. Low-Level Planters



5. Scooter Rack



6. Cycle Shelter



7. Trellis System Green Wall



8. Bollard Lighting in planted areas

status **PLANNING**

**BRIMELOW
McSWEENEY
ARCHITECTS** 

28 Great Queen Street, Covent Garden, London WC2B 9SE, UK
 tel: 020 7331 7835 - email: admin@bmcarchitects.co.uk

project
SEN School
 Kingston Road, London, SW20

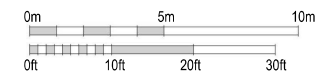
title
Proposed Playground Landscaping Plan

scale 1 : 100@ A3 date 05/03/22 drawn SM

drawing no. **2213 - 1111** revision **A**

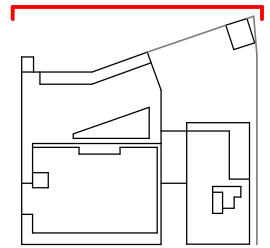
Materials Key

- | | | |
|--|--|---|
| 01 Grey Brickwork to School Building | 16 Bronze Finish Metal Parapet Coping to School | 32 Light Gold Finish Vertical Projecting Fins to Ministry Hub |
| 02 Bronze Finish Curtain Walling | 17 Illuminated Signage to School, Hub, and Residential Entrance Text TBC | 33 Light Gold Metal Framed Projecting Bay Windows to Ministry Hub |
| 03 Bronze Finish Timber / Aluminium Composite Windows | 18 Projecting Brickwork Feature Pattern to School Boundary Wall | 34 Metal Cladding with Feature Lighting to Soffit |
| 04 Mid Grey Faceted Metal Cladding to Residential | 19 Louvred Plant Screen to Plant Area | 35 Cycle and Scooter Shelter |
| 05 Corbelled Brick Detailing to School | 20 Green Wall | 36 New Brick Clad and Timber Fencing |
| 06 Bronze Finish Curtain Wall School Entrance Doors | 21 Glazed Rooflight with Horizontal External Louvres | 37 Grey Brickwork to Electric Sub Station |
| 07 Metal Framed Bronze Glazed Residential Entrance Door | 22 Buff Brickwork to Ministry Hub Building | 38 Lift Overrun |
| 08 Bronze Metal Feature Panels to School | 23 Light Gold Metal Cladding to Ministry Hub Building | 39 Smoke Shaft |
| 09 Bronze Finish Perforated Metal School Gates | 24 Light Gold Finish Curtain Walling | 40 Kitchen Extract |
| 10 Bronze Finish Metal Doors to School | 25 Folded Perforated Light Gold Facade to Link Bridge | 41 Top of Staircore to Ministry Hub |
| 11 Bronze Finish Louvred Bin Storage Doors | 26 Brickwork Columns with Brick Inset Detail to Ministry Hub | 42 Mid Grey Metal Cladding to Residential |
| 12 Bronze Perforated Metal Panelling with Concealed Ventilation Grilles behind | 27 Feature Brick panels with Recessed Headers | 43 Bronze Finish Louvred Panel over windows to School |
| 13 Bronze Finish Solid Panel over Windows | 28 Light Gold Perforated Screens with Openable Windows behind | 44 Light Gold Perforated metal to base of suspended Second Floor |
| 14 Bronze Finish Balustrade | 29 Light Gold Finish Solid Panel over Windows | 45 Translucent Film to lower sections of Windows |
| 15 Projecting 2 course Brick Feature Band | 30 Single Course Projecting Brick Feature Band | 46 Timber Fencing with planters to form Green wall |
| | 31 Soldier Course Brick Detail to Ministry Hub | 47 1.8m height opaque glass Privacy Screen |



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 The team have been calculated in accordance with the Code of Measuring Practice, 8th Edition (2007) using the stated options N/A, GA, GSA. They are approximate and liable to the Risk areas of the building at the current state of the design. Any decisions to be made on the basis of these predictions, whether as to project viability, preletting, lease agreements and the like, should make allowance for the liability.
 - Design development
 - Accurate site survey, site levels and dimensions need to be fully evaluated
 - Allowance for construction methods and building tolerances.
 - Local authority consent

rev	date	drawn by	checked	description
A	06/02/23	SM	PK	Issued for planning
B	07/02/23	SM	PK	North Point and South Bar added
C	20/05/23	SM	PK	Changes to the Rear meeting room issued for planning
D	21/05/23	SM	PK	Privacy screen added-issued for planning



KEY PLAN

PLANNING

**BRIMELOW
 MCSWEENEY
 ARCHITECTS**



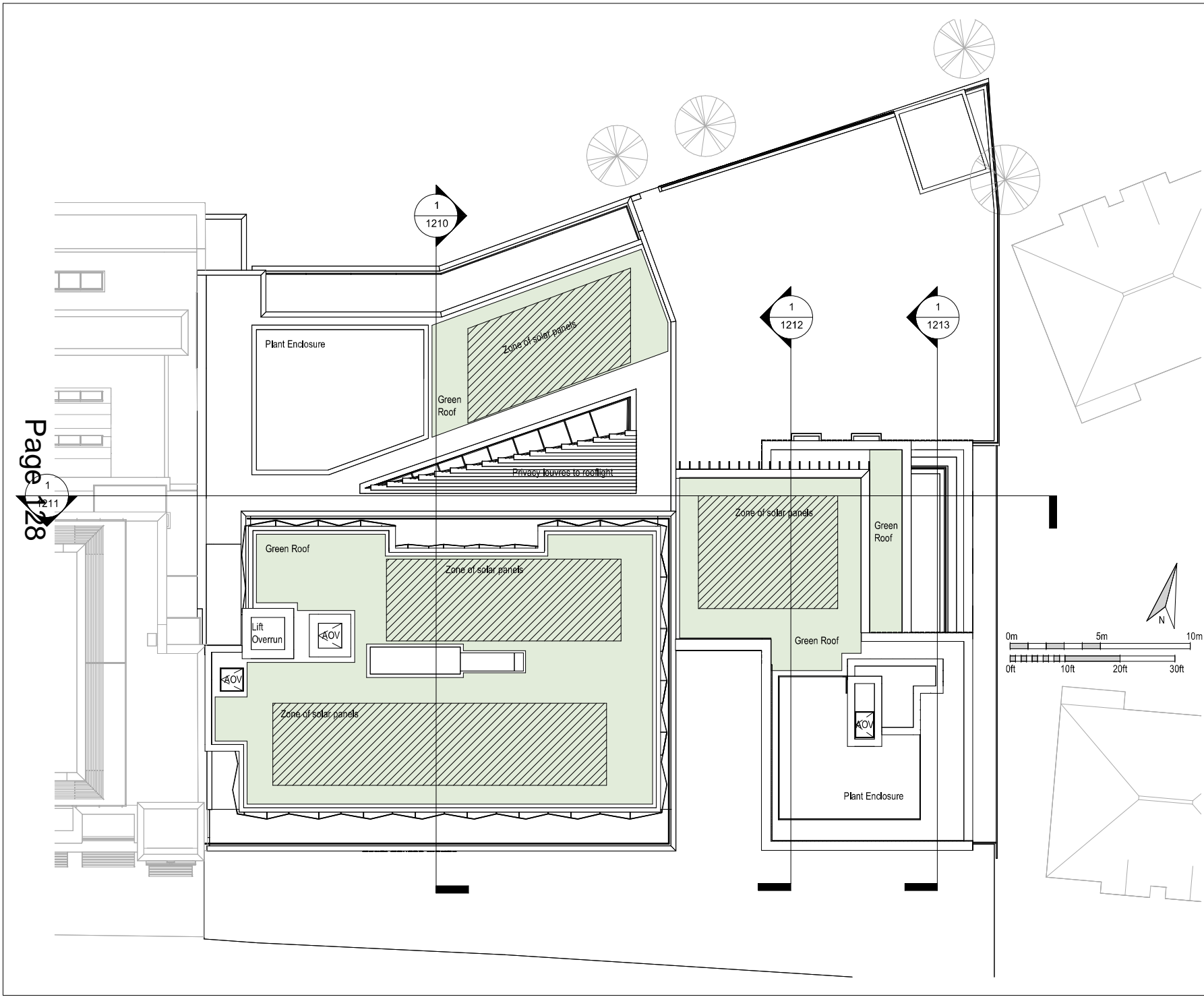
28 Great Queen Street, Covent Garden, London WC2B 3RL
 Tel: 020 7831 7835 - email: admin@brimelowmcsweeny.co.uk

project:
SEN School
 Kingston Road, London, SW20

title:
Proposed Rear Site Elevation

scale: 1 : 200@ A3 date: 02/06/23 drawn: NPA

drawing no.: **2213 - 1306** revision: **D**



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 tolerance added or subtracted.
 The areas have been calculated in accordance with the Code of Measuring Practice, 8th Edition
 (2007) using the method known as 'NA, GA, GB'. They are approximate and liable to the final survey
 of the building at the current state of the design. Any decisions to be made on the basis of these
 provisions, whether as to project viability, pre-letting, lease agreements and the like, should make
 allowance for the following:
 - Design development
 - Accurate site survey, size levels and dimensions need to be fully evaluated
 - Allowance for construction methods and building tolerances.
 - Local authority consents

rev	date	drawn by	checked	description
A	24.11.22	NPA	PK	Issued to Consultants
B	05.01.23	NPA	PK	Issued for RIBA assessment
C	17.01.23	NPA	PK	Minor duct relocated, issued to consultants
D	06.02.23	SM	PK	Issued for planning
E	07.02.23	SM	PK	North Point and South-Point added
F	20.05.23	SM	PK	Changes to Hub-Riser missing-issued for planning
G	06.08.23	SM	PK	Landscape Updated
H	17.08.23	SM	PK	Side Panels Updated

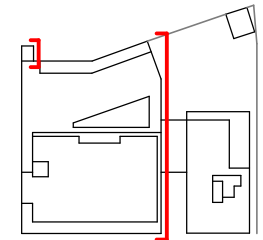
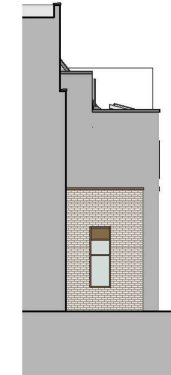
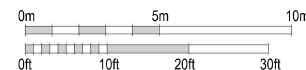
status			PLANNING		
BRIMELOW MCSWEENEY ARCHITECTS					
28 Great Queen Street, Covent Garden, London WC2B 9RL tel: 020 7831 7835 - email: admin@brimelowmcsweeney.co.uk					
project SEN School Kingston Road, London, SW20					
title Proposed Roof Plan					
scale	date	drawn			
1:200@A3	11/24/22	NPA			
drawing no.					revision
2213 - 1105					H

Materials Key

- | | | |
|--|--|---|
| 01 Grey Brickwork to School Building | 16 Bronze Finish Metal Parapet Coping to School | 32 Light Gold Finish Vertical Projecting Fins to Ministry Hub |
| 02 Bronze Finish Curtain Walling | 17 Illuminated Signage to School, Hub, and Residential Entrance Text TBC | 33 Light Gold Metal Framed Projecting Bay Windows to Ministry Hub |
| 03 Bronze Finish Timber / Aluminium Composite Windows | 18 Projecting Brickwork Feature Pattern to School Boundary Wall | 34 Metal Cladding with Feature Lighting to Soffit |
| 04 Mid Grey Faceted Metal Cladding to Residential | 19 Louvred Plant Screen to Plant Area | 35 Cycle and Scooter Shelter |
| 05 Corbelled Brick Detailing to School | 20 Green Wall | 36 New Brick Clad and Timber Fencing |
| 06 Bronze Finish Curtain Wall School Entrance Doors | 21 Glazed Rooflight with Horizontal External Louvres | 37 Grey Brickwork to Electric Sub Station |
| 07 Metal Framed Bronze Glazed Residential Entrance Door | 22 Buff Brickwork to Ministry Hub Building | 38 Lift Overrun |
| 08 Bronze Metal Feature Panels to School | 23 Light Gold Metal Cladding to Ministry Hub Building | 39 Smoke Shaft |
| 09 Bronze Finish Perforated Metal School Gates | 24 Light Gold Finish Curtain Walling | 40 Kitchen Extract |
| 10 Bronze Finish Metal Doors to School | 25 Folded Perforated Light Gold Facade to Link Bridge | 41 Top of Staircore to Ministry Hub |
| 11 Bronze Finish Louvred Bin Storage Doors | 26 Brickwork Columns with Brick Inset Detail to Ministry Hub | 42 Mid Grey Metal Cladding to Residential |
| 12 Bronze Perforated Metal Panelling with Concealed Ventilation Grilles behind | 27 Feature Brick panels with Recessed Headers | 43 Bronze Finish Louvred Panel over windows to School |
| 13 Bronze Finish Solid Panel over Windows | 28 Light Gold Perforated Screens with Openable Windows behind | 44 Light Gold Perforated metal to base of suspended Second Floor |
| 14 Bronze Finish Balustrade | 29 Light Gold Finish Solid Panel over Windows | 45 Translucent Film to lower sections of Windows |
| 15 Projecting 2 course Brick Feature Band | 30 Single Course Projecting Brick Feature Band | 46 Timber Fencing with planters to form Green wall |
| | 31 Soldier Course Brick Detail to Ministry Hub | 47 1.8m height opaque glass Privacy Screen |

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 The areas have been calculated in accordance with the Code of Measuring Practice, 8th Edition (2007) using the stated options N/A, G/A, C/A. They are approximate and liable to the Risk areas of the building at the current state of the design. Any decisions to be made on the basis of these precedents, whether as to project viability, preletting, lease agreements and the like, should make allowance for the tolerance.
 - Design development
 - Accurate the drawings, the levels and dimensions need to be fully evaluated
 - Allowance for construction methods and building tolerances.
 - Local authority consents

rev	date	drawn by	checked	description
A	05.01.23	NPA	PK	Issued for RDC assessment
B	12.01.23	NPA	PK	Cost and materials added. Issued for stream
C	08.02.23	SM	PK	Issued for planning
D	07.02.23	SM	PK	North Point and Scale Bar added
E	17.02.23	NPA	PK	Opening lights indicated to windows on school and hub
F	21.05.23	SM	PK	Privacy screen added-issued for planning

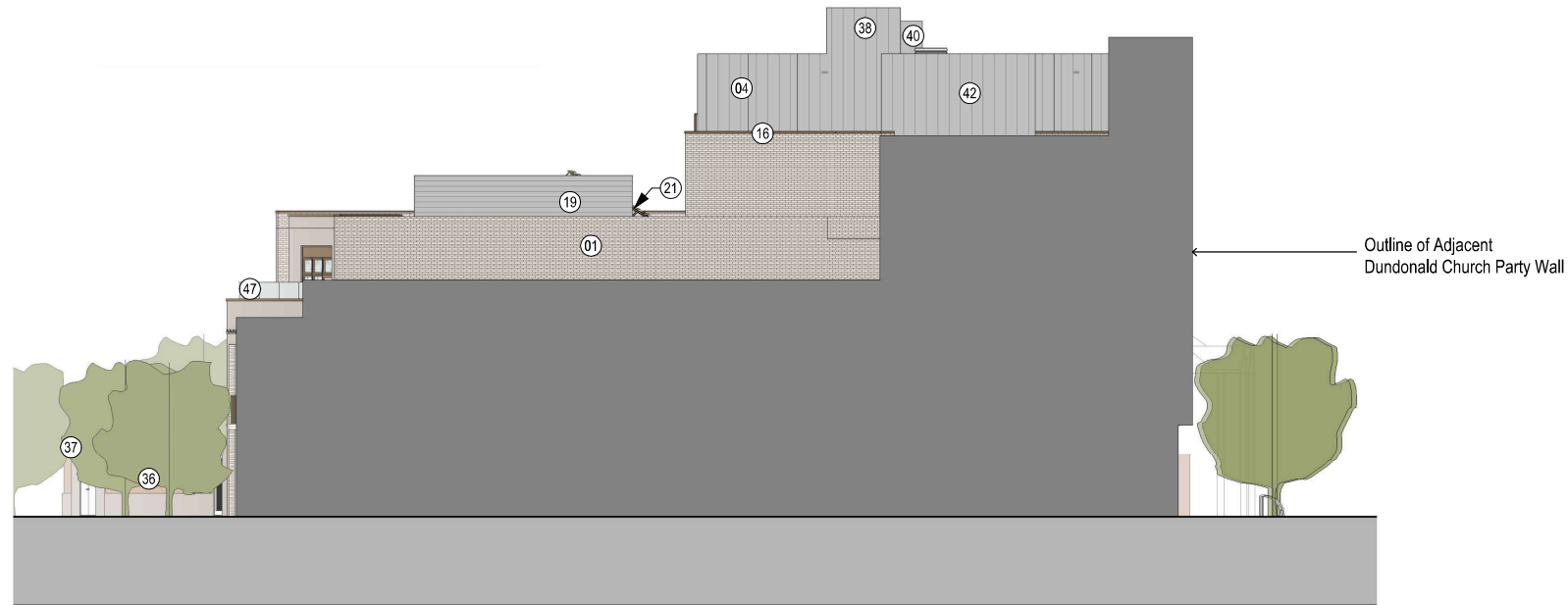


KEY PLAN

BRIMELOW MCSWEENEY ARCHITECTS		
28 Great Queen Street, Covent Garden, London WC2B 5RL Tel: 020 7831 7831 • email: admin@brimlowmcsweeney.co.uk		
PROJECT SEN School Kingston Road, London, SW20		
TITLE Proposed School East Elevation		
scale 1 : 200 @ A3	date 09/21/22	drawn NPA
drawing no. 2213 - 1303	revision F	

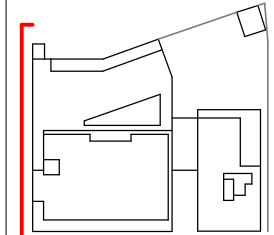
Materials Key

- 01 Grey Brickwork to School Building
- 02 Bronze Finish Curtain Walling
- 03 Bronze Finish Timber / Aluminium Composite Windows
- 04 Mid Grey Faceted Metal Cladding to Residential
- 05 Corbelled Brick Detailing to School
- 06 Bronze Finish Curtain Wall School Entrance Doors
- 07 Metal Framed Bronze Glazed Residential Entrance Door
- 08 Bronze Metal Feature Panels to School
- 09 Bronze Finish Perforated Metal School Gates
- 10 Bronze Finish Metal Doors to School
- 11 Bronze Finish Louvred Bin Storage Doors
- 12 Bronze Perforated Metal Panelling with Concealed Ventilation Grilles behind
- 13 Bronze Finish Solid Panel over Windows
- 14 Bronze Finish Balustrade
- 15 Projecting 2 course Brick Feature Band
- 16 Bronze Finish Metal Parapet Coping to School
- 17 Illuminated Signage to School, Hub, and Residential Entrance Text TBC
- 18 Projecting Brickwork Feature Pattern to School Boundary Wall
- 19 Louvred Plant Screen to Plant Area
- 20 Green Wall
- 21 Glazed Rooflight with Horizontal External Louvres
- 22 Buff Brickwork to Ministry Hub Building
- 23 Light Gold Metal Cladding to Ministry Hub Building
- 24 Light Gold Finish Curtain Walling
- 25 Folded Perforated Light Gold Facade to Link Bridge
- 26 Brickwork Columns with Brick Inset Detail to Ministry Hub
- 27 Feature Brick panels with Recessed Headers
- 28 Light Gold Perforated Screens with Openable Windows behind
- 29 Light Gold Finish Solid Panel over Windows
- 30 Single Course Projecting Brick Feature Band
- 31 Soldier Course Brick Detail to Ministry Hub
- 32 Light Gold Finish Vertical Projecting Fins to Ministry Hub
- 33 Light Gold Metal Framed Projecting Bay Windows to Ministry Hub
- 34 Metal Cladding with Feature Lighting to Soffit
- 35 Cycle and Scooter Shelter
- 36 New Brick Clad and Timber Fencing
- 37 Grey Brickwork to Electric Sub Station
- 38 Lift Overrun
- 39 Smoke Shaft
- 40 Kitchen Extract
- 41 Top of Staircore to Ministry Hub
- 42 Mid Grey Metal Cladding to Residential
- 43 Bronze Finish Louvred Panel over windows to School
- 44 Light Gold Perforated metal to base of suspended Second Floor
- 45 Translucent Film to lower sections of Windows
- 46 Timber Fencing with planters to form Green wall
- 47 1.8m height opaque glass Privacy Screen



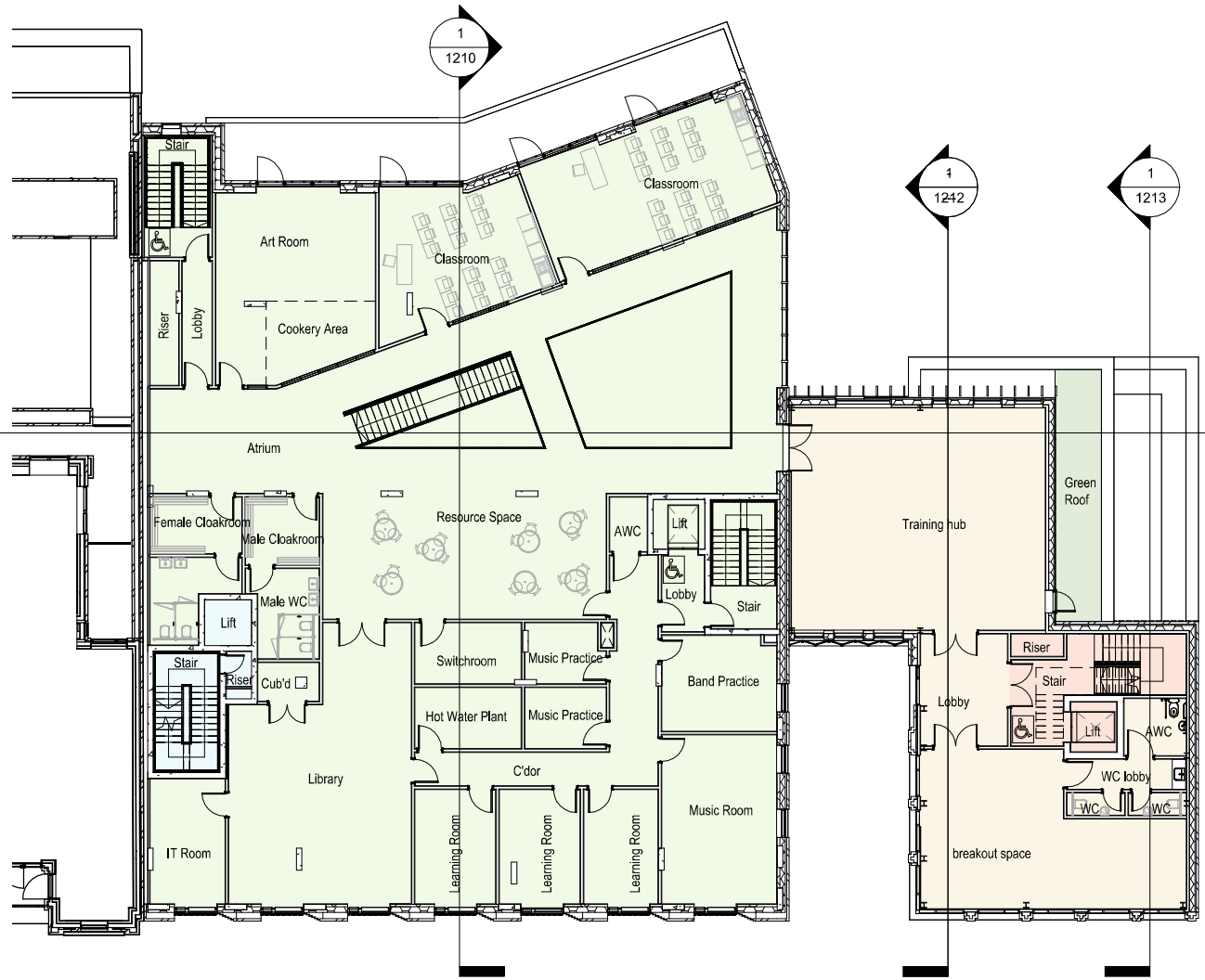
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 - Design development
 - Accurate site survey, site levels and dimensions need to be fully evaluated
 - Allowance for construction methods and building tolerances.
 - Local authority consent

rev	date	drawn by	checked	description
A	05.01.23	NPA	PK	Issued for RDC assessment
B	12.01.23	NPA	PK	Final annotations added; issued for stream
C	08.02.23	SM	PK	Issued for planning
D	07.02.23	SM	PK	North Point and Scale Bar added
E	21.06.23	SM	PK	Privacy screen added-issued for planning



KEY PLAN

BRIMELOW MCSWEENEY ARCHITECTS			
28 Great Queen Street, Covent Garden, London WC2B 5RL Tel: 020 7831 7831 • email: admin@brimlowmcsweeney.co.uk			
PROJECT SEN School Kingston Road, London, SW20			
TITLE Proposed School West Elevation			
scale 1 : 200@ A3	date 09/21/22	drawn NPA	
drawing no. 2213 - 1301	revision E		



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 - Design development
 - Accurate site survey, site levels and dimensions need to be fully evaluated
 - Allowance for construction methods and building tolerances.
 - Local authority consents

rev	date	drawn by	checked	description
A	24.11.22	NPA	PK	Issued to Consultants
B	05.01.23	NPA	PK	Issued for RIG assessment
C	15.02.23	NPA	PK	Kitchen duct layout, issued to consultants
D	08.02.23	SM	PK	Issued for planning
E	07.02.23	SM	PK	North Point and South Bar added
F	20.02.23	SM	PK	Changes to West Bar missing, issued for planning

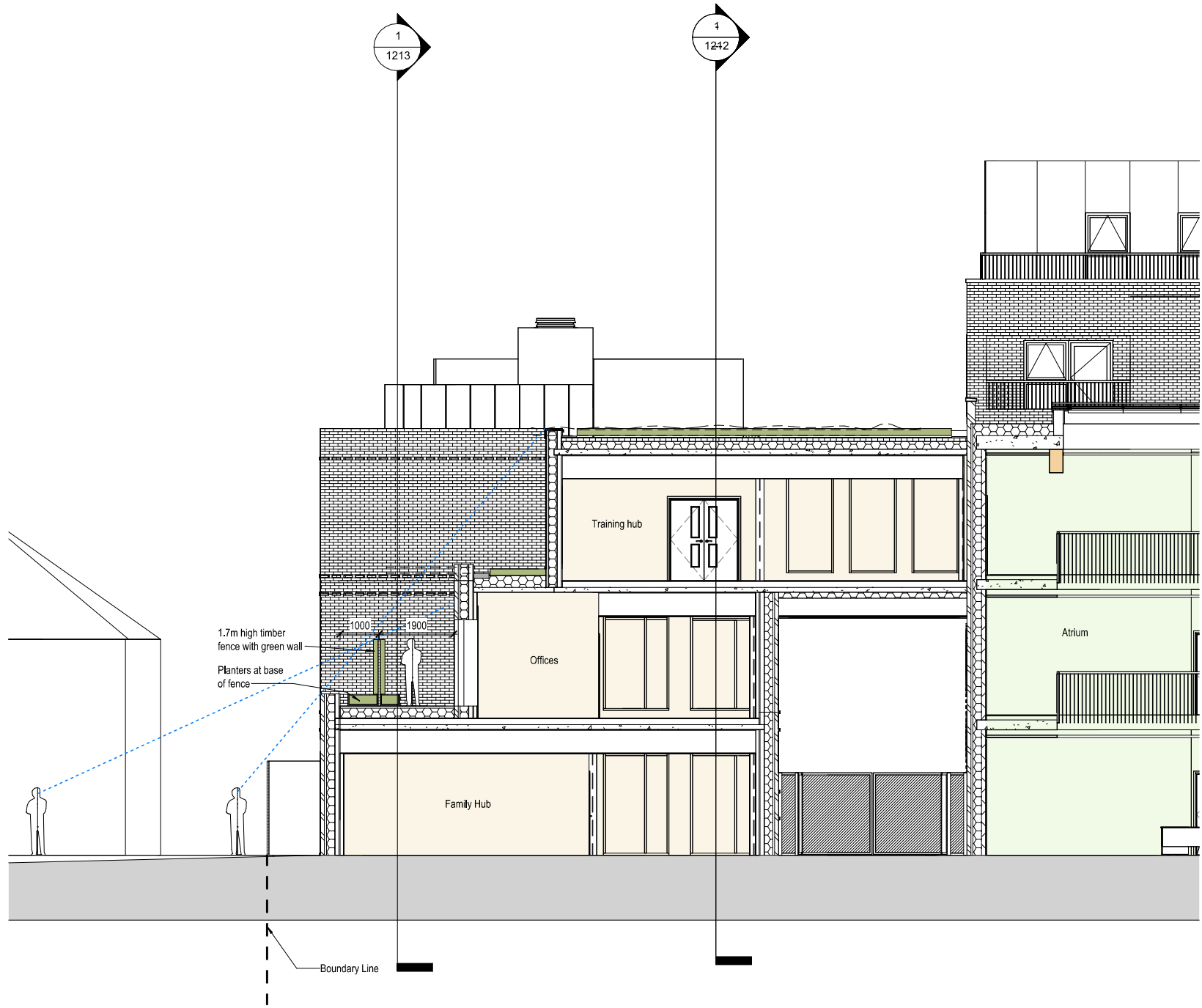
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 MCSWEENEY
 ARCHITECTS

28 Great Queen Street, Covent Garden, London WC2B 3RL
 Tel: 020 7831 7835 • email: admin@brimelowmcsweeney.co.uk

PROJECT
 SEN School
 Kingston Road, London, SW20

TITLE
 Proposed Second Floor Plan

scale	date	drawn
1 : 200 @ A3	11/15/22	NPA
drawing no.	revision	
2213 - 1102	F	



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- Design development
- Accurate site survey, site levels and dimensions need to be fully evaluated
- Allowance for construction methods and building tolerances.
- Local authority consents

rev date drawn by checked description

PLANNING

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ARCHITECTS**

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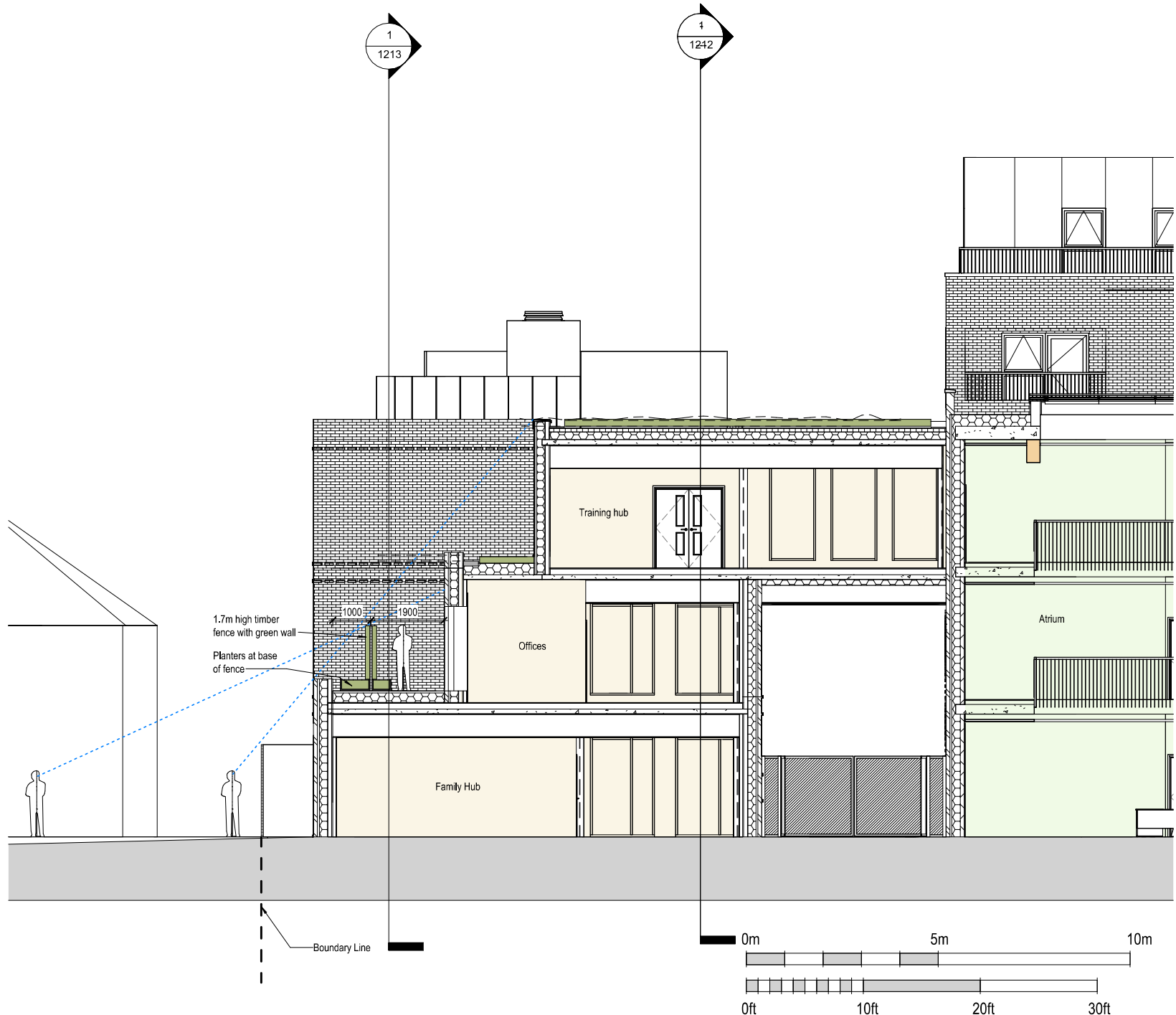


PROJECT
SEN School
Kingston Road, London, SW20

TITLE
Proposed Section B Detail
Illustrating Sightlines

scale 1 : 100@ A3 size 16/06/23 drawn SM

drawing no. 2213 - 1214 revision



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 - Design development
 - Accurate site survey, site levels and dimensions need to be fully evaluated
 - Allowance for construction methods and building tolerances.
 - Local authority consents

rev	date	drawn by	checked	description
A	22.06.23	SM	PK	Scale bar added-issued for planning

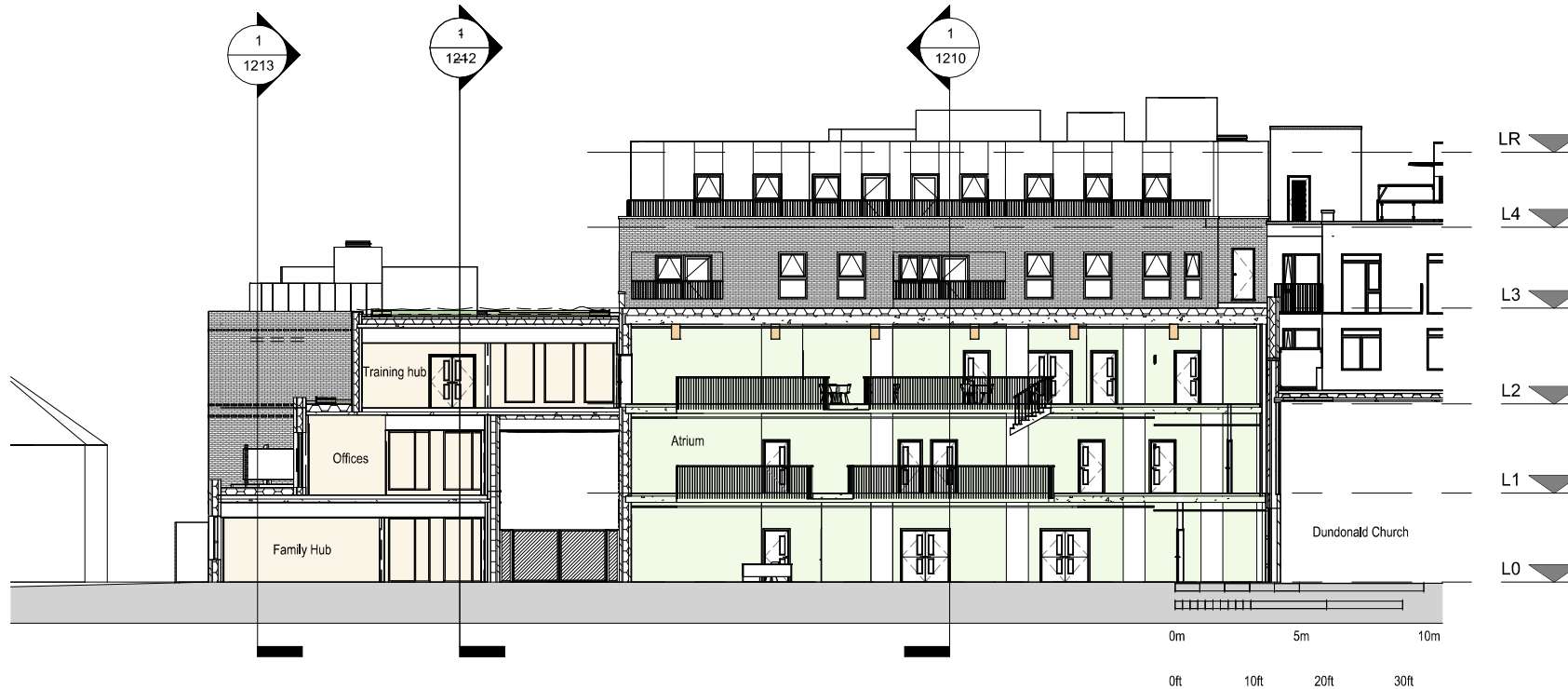
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 McSWEENEY
 ARCHITECTS

28 Great Queen Street, Covent Garden, London WC2B 5RL
 Tel: 020 7831 7833 - email: admin@brimelowmcsweeney.co.uk

PROJECT
 SEN School
 Kingston Road, London, SW20

TITLE
 Proposed Section B Detail
 Illustrating Sightlines

scale	date	drawn
1 : 100@ A3	16/06/23	SM
drawing no.	revision	
2213 - 1214	A	



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 - Design development
 - Accurate site survey, site levels and dimensions need to be fully evaluated
 - Allowance for construction methods and building tolerances.
 - Local authority consents

rev	date	drawn by	checked	description
A	06.02.23	SM	PK	Issued for planning
B	07.02.23	SM	PK	North Point and South Gate added
C	22.06.23	SM	PK	Changes to New Park retaining - issued for planning

BRIM.04		PLANNING	
BRIMELOW McSWEENEY ARCHITECTS			
<small>28 Great Queen Street, Covent Garden, London WC2B 5SL Tel: 020 7831 7835 • email: admin@brimlowmcsweeney.co.uk</small>			
project: SEN School Kingston Road, London, SW20			
title: Proposed Section B			
scale:	1 : 200@ A3	date:	11/03/22
drawing no.:	2213 - 1211	drawn:	SM
		revision:	C



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 (2007) using the stated column N/A, NA, GB. They are approximate and relate to the final area
 of the building at the current state of the design. Any decisions to be made on the basis of these
 measurements, whether as to project viability, pre-letting, lease agreements and the like, should make
 allowance for the following:
 - Design development
 - Accurate site survey, area levels and dimensions need to be fully evaluated
 - Allowance for construction methods and building tolerances
 - Local authority consents

rev	date	drawn by	checked	description
A	08.02.23	SM	PK	Issued for planning
B	07.02.23	SM	PK	North Point and Scale Bar added

PLANNING

**BRIMELOW
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 ARCHITECTS**



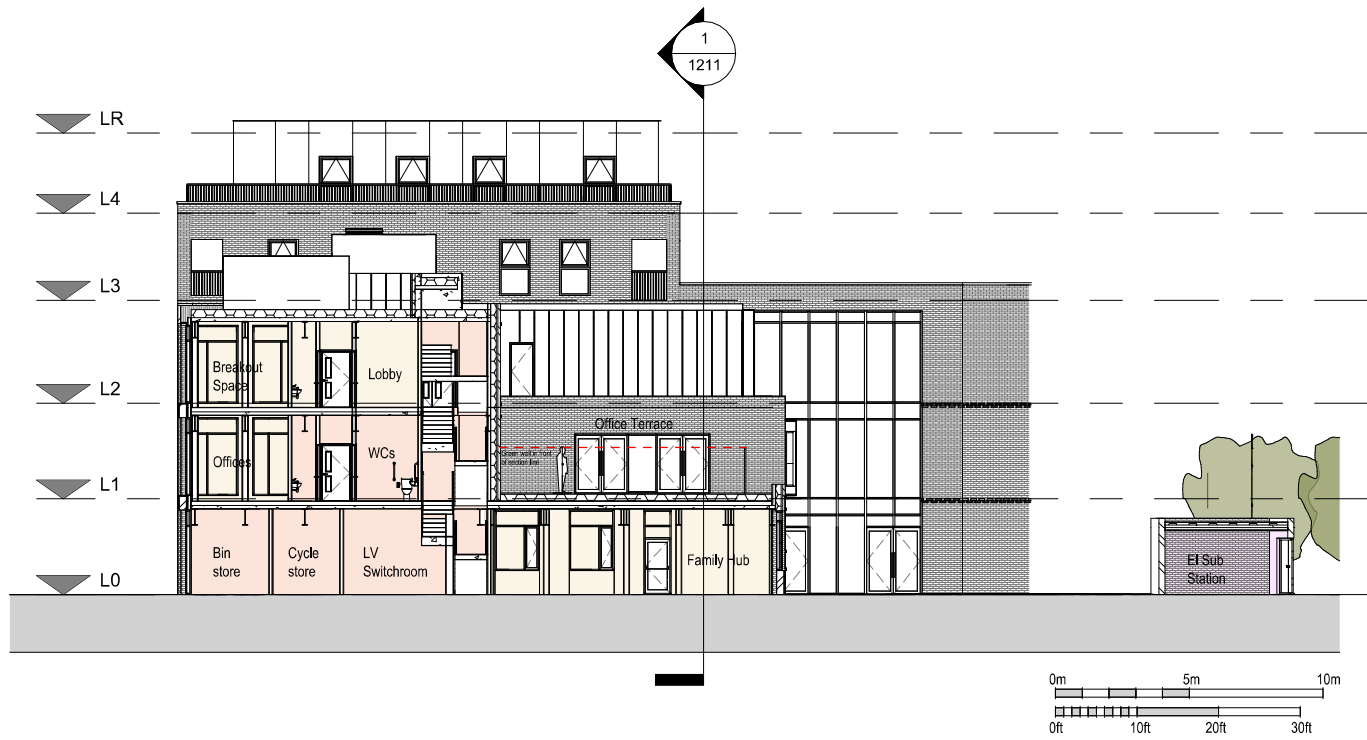
28 Great Queen Street, Covent Garden, London WC2B 9RL
 tel: 020 7611 7835 - email: admin@brimelowmcsweeney.co.uk

project
SEN School
 Kingston Road, London, SW20

title
Proposed Section C

scale	date	drawn
1:200@A3	11/03/22	SM

drawing no.	revision
2213 - 1212	B



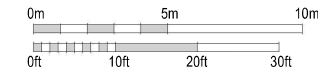
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 - Design development
 - Accurate site survey - site levels and dimensions need to be fully evaluated
 - Allowance for construction methods and building tolerances.
 - Local authority consents

rev	date	drawn by	checked	description
A	20.06.23	SM	PK	Changes to Hub Rear massing- saved for printing

BR136		PLANNING	
BRIMELOW McSWEENEY ARCHITECTS			
<small>28 Great Queen Street, Covent Garden, London WC2B 5RL Tel: 020 7331 7835 - email: admin@brimlowmcsweeney.co.uk</small>			
project: SEN School Kingston Road, London, SW20			
title: Proposed Section D			
scale	size	date	drawn
1 : 200@ A3		16/06/2023	SM
drawing no.	revision		
2213 - 1213	A		

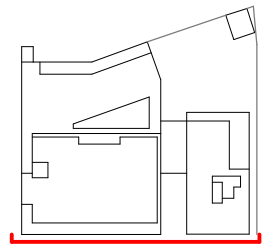
Materials Key

- | | | |
|--|--|---|
| 01 Grey Brickwork to School Building | 16 Bronze Finish Metal Parapet Coping to School | 31 Soldier Course Brick Detail to Ministry Hub |
| 02 Bronze Finish Curtain Walling | 17 Illuminated Signage to School, Hub, and Residential Entrance Text TBC | 32 Light Gold Finish Vertical Projecting Fins to Ministry Hub |
| 03 Bronze Finish Timber / Aluminium Composite Windows | 18 Projecting Brickwork Feature Pattern to School Boundary Wall | 33 Light Gold Metal Framed Projecting Bay Windows to Ministry Hub |
| 04 Mid Grey Faceted Metal Cladding to Residential | 19 Louvred Plant Screen to Plant Area | 34 Metal Cladding with Feature Lighting to Soffit |
| 05 Corbelled Brick Detailing to School | 20 Green Wall | 35 Cycle and Scooter Shelter |
| 06 Bronze Finish Curtain Wall School Entrance Doors | 21 Glazed Rooflight with Horizontal External Louvres | 36 New Brick Clad and Timber Fencing |
| 07 Metal Framed Bronze Glazed Residential Entrance Door | 22 Buff Brickwork to Ministry Hub Building | 37 Grey Brickwork to Electric Sub Station |
| 08 Bronze Metal Feature Panels to School | 23 Light Gold Metal Cladding to Ministry Hub Building | 38 Lift Overrun |
| 09 Bronze Finish Perforated Metal School Gates | 24 Light Gold Finish Curtain Walling | 39 Smoke Shaft |
| 10 Bronze Finish Metal Doors to School | 25 Folded Perforated Light Gold Facade to Link Bridge | 40 Kitchen Extract |
| 11 Bronze Finish Louvred Bin Storage Doors | 26 Brickwork Columns with Brick Inset Detail to Ministry Hub | 41 Top of Staircore to Ministry Hub |
| 12 Bronze Perforated Metal Panelling with Concealed Ventilation Grilles behind | 27 Feature Brick panels with Recessed Headers | 42 Mid Grey Metal Cladding to Residential |
| 13 Bronze Finish Solid Panel over Windows | 28 Light Gold Perforated Screens with Openable Windows behind | 43 Bronze Finish Louvred Panel over windows to School |
| 14 Bronze Finish Balustrade | 29 Light Gold Finish Solid Panel over Windows | 44 Light Gold Perforated metal to base of suspended Second Floor |
| 15 Projecting 2 course Brick Feature Band | 30 Single Course Projecting Brick Feature Band | 45 Translucent Film to lower sections of Windows |



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 - Design development
 - Accurate site surveys, size levels and dimensions need to be fully evaluated
 - Allowance for construction methods and building tolerances.
 - Local authority consents

rev	date	drawn by	checked	description
A	06/11/23	PK	NPA	Issued for RfE assessment
B	12/01/23	PK	NPA	Drawn and checked issued for breem
C	06/02/23	SM	PK	Issued for planning
D	07/02/23	SM	PK	North Point and Scale Bar added



KEY PLAN

PLANNING

**BRIMELOW
MCSWEENEY
ARCHITECTS**



28 Great Queen Street, Covent Garden, London WC2B 9RL
 tel: 020 7811 7835 - email: admin@brimelowmcsweeney.co.uk

project
SEN School
 Kingston Road, London, SW20

title
Proposed South Elevation - Front

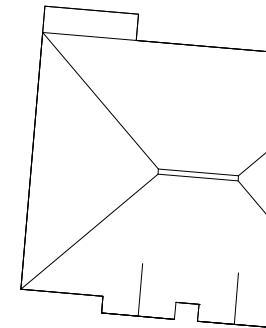
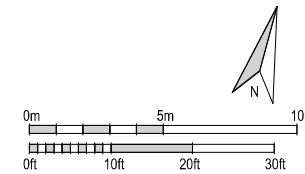
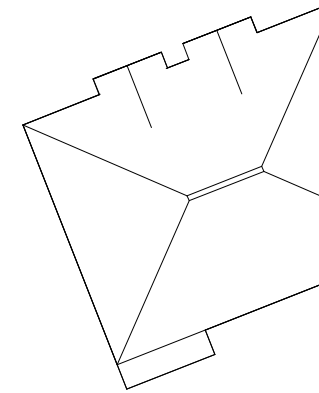
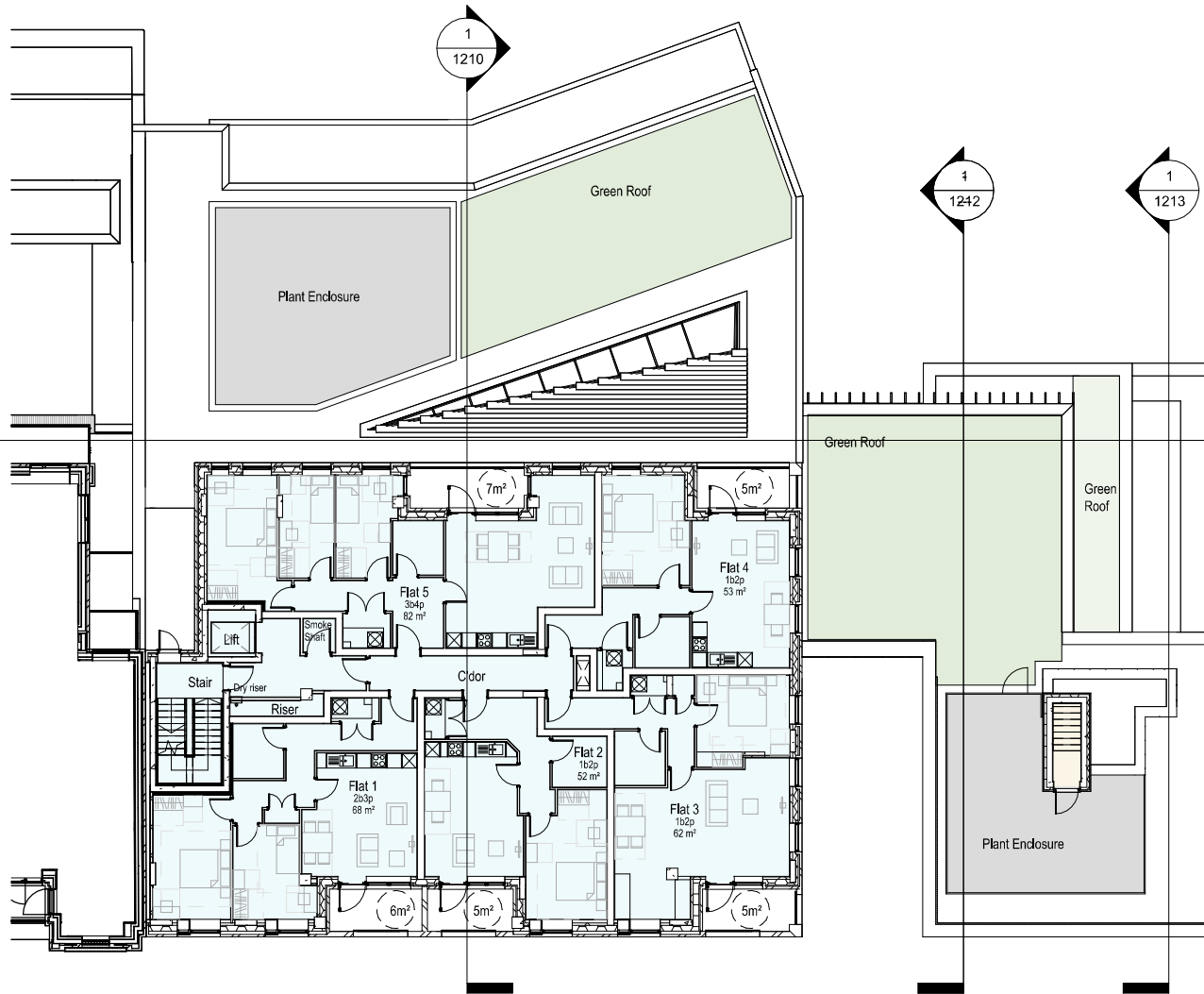
scale
 1: 200@ A3

date
 09/21/22

drawn
 NPA

drawing no.
2213 - 1300

revision
D



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 - Local authority consents

rev	date	drawn by	checked	description
A	24.11.22	NPA	PK	Issued to Consultants
B	05.01.23	NPA	PK	Issued for RIG assessment
C	11.01.23	NPA	PK	Kitchen duct knockout, issued to consultants
D	17.01.23	NPA	PK	Additional window added to flat 5 & 9 for dual aspect
E	07.02.23	SM	PK	Issued for Planning
F	20.02.23	SM	PK	Changes to rear floor massing, issued for planning

BRIMELOW MCSWEENEY ARCHITECTS			
28 Great Queen Street, Covent Garden, London WC2B 5RL Tel: 020 7831 7835 • email: admin@brimelowmcsweeneys.com			
PROJECT SEN School Kingston Road, London, SW20			
TITLE Proposed Third Floor Plan			
scale	date	drawn	revision
1 : 200@ A3	11/15/22	NPA	F
drawing no.			revision
2213 - 1103			F

Committee: Planning Applications

Date: 24th August 2023

Subject: Planning Appeal Decisions

Lead officer: Head of Sustainable Communities

Lead member: Chair, Planning Applications Committee

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 viewed by following each individual link. Other agenda papers for this meeting can be viewed on the Committee Page of the Council Website via the following link:

[LINK TO COMMITTEE PAGE](#)

Application Number	22/P2132
Appeal number:	APP/T5720/W/23/3314364
Site:	Land at the Shannon Business Centre Beverley Way Fronting Rookwood Avenue New Malden
Development:	AMENDMENTS TO THE FIRST FLOOR FRONT ELEVATION WINDOWS, BATHROOM WINDOWS, FRONT GROUND FLOOR WALL PAINTED WHITE, BRICK PLINTH PAINTED GREY, GUTTER CONTINUES PAST CHIMNEY AND SMALL PLANTED AREAS ARE NOW HARD LANDSCAPED RELATING TO THE ERECTION OF 3 x DETACHED HOUSES WITH VEHICULAR ACCESS FROM ROOKWOOD AVENUE AND FOOTPATH ACCESS BETWEEN ROOKWOOD AVENUE AND BLAGDON ROAD, PLUS MINOR ALTERATIONS TO BOUNDARY OF 36 ROOKWOOD.
Recommendation:	Refuse (Delegated)
Appeal Decision:	Turned Away

Date of Appeal Decision: 2023

[click LINK TO DECISION NOTICE](#)

Application Number 22/P3199
Appeal number: APP/T5720/W/22/3312756
Site: 23 Dorien Road, Raynes Park SW20 8EL
Development: DETERMINING WHETHER PRIOR APPROVAL WAS REQUIRED FOR THE ERECTION OF A SINGLE STOREY REAR EXTENSION WITH THE FOLLOWING DIMENSIONS: EXTENDS BEYOND THE REAR WALL OF THE ORIGINAL DWELLINGHOUSE BY 5 METRES. THE MAXIMUM HEIGHT OF THE ENLARGED PART OF THE DWELLINGHOUSE WILL BE 3 METRES. THE HEIGHT OF THE EAVES OF THE ENLARGED PART OF THE DWELLINGHOUSE WILL BE 3 METRES.
Recommendation: Refuse (Delegated)
Appeal Decision: **DISMISSED**
Date of Appeal Decision: 7th July 2023

[click LINK TO DECISION NOTICE](#)

Application Number 22/P3312
Appeal number: APP/T5720/D/23/3317628
Site: 92 Hamilton Road, South Wimbledon SW19 1JF
Development: ERECTION OF A SINGLE STOREY SIDE AND REAR EXTENSION WITH 4 x ROOFLIGHTS AND CONCEALED BOX GUTTER, REMOVAL OF EXISTING EXTERNAL STAIRCASE AND EXTENSION OF THE REAR TERRACE ON THE FIRST FLOOR LEVEL.
Recommendation: Refuse (Delegated)
Appeal Decision: **ALLOWED**
Date of Appeal Decision: 31st July 2023

[click LINK TO DECISION NOTICE](#)

Application Number 22/P3763

Appeal number: APP/T5720/D/23/3319774
Site: 32 Crusoe Road, Mitcham CR4 3LG
Development: ERECTION OF BIKE SHED IN THE FRONT GARDEN.
Recommendation: Refuse (Delegated)
Appeal Decision: **DISMISSED**
Date of Appeal Decision: 1st August 2023

[click LINK TO DECISION NOTICE](#)

Application Number 23/P0331
Appeal number: APP/T5720/D/23/3320513
Site: 36 Biggin Avenue, Mitcham CR4 3HN
Development: ERECTION OF A PART SINGLE, PART TWO STOREY SIDE AND FRONT EXTENSION INCLUDING RAISING OF THE RIDGE HEIGHT.THIS IS ONE OF THREE LINKED APPEALS LODGED CONCURRENTLY FOR WORKS AT 36 BIGGIN AVENUE (ALSO SEE 23/P0332 AND 23/P0333)
Recommendation: Refuse (Delegated)
Appeal Decision: **DISMISSED**
Date of Appeal Decision: 6th July 2023

[click LINK TO DECISION NOTICE](#)

Application Number 23/P0332
Appeal number: APP/T5720/D/23/3320514
Site: 36 Biggin Avenue, Mitcham CR4 3HN
Development: ERECTION OF A PART SINGLE PART TWO STOREY SIDE AND FRONT EXTENSION INCLUDING RAISING OF THE RIDGE HEIGHT AND ERECTION OF A REAR ROOF EXTENSION ACROSS THE WIDTH OF THE ORIGINAL ROOF. THIS IS ONE OF THREE LINKED APPEALS LODGED CONCURRENTLY FOR WORKS AT 36 BIGGIN AVENUE (ALSO SEE 23/P0331 AND 23/P0333)
Recommendation: Refuse (Delegated)
Appeal Decision: **DISMISSED**
Date of Appeal Decision: 6th July 2023

[click LINK TO DECISION NOTICE](#)

Application Number 23/P0333
Appeal number: APP/T5720/D/23/3320515
Site: 36 Biggin Avenue, Mitcham CR4 3HN
Development: ERECTION OF A PART SINGLE PART TWO STOREY SIDE AND FRONT EXTENSION INCLUDING RAISING OF THE RIDGE HEIGHT AND ERECTION OF A REAR ROOF EXTENSION ACROSS THE WIDTH OF THE ORIGINAL AND SIDE EXTENSION ROOF. THIS IS ONE OF THREE LINKED APPEALS LODGED CONCURRENTLY FOR WORKS AT 36 BIGGIN AVENUE (ALSO SEE 23/P0331 AND 23/P0332)
Recommendation: Refuse (Delegated)
Appeal Decision: **DISMISSED**
Date of Appeal Decision: 6th July 2023

[click LINK TO DECISION NOTICE](#)

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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Date: 17th August 2023

Agenda item: Enforcement Report

Wards: All

Subject: PLANNING ENFORCEMENT - SUMMARY OF RECENT WORK

Lead officer: HEAD OF SUSTAINABLE COMMUNITIES

COUNCILLOR Aidan Mundy, CHAIR of PLANNING APPLICATIONS COMMITTEE

Contact Officer Raymond Yeung
Raymond.Yeung@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 casework 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:	355	New Appeals:	4
New Complaints	20	Existing Appeals	11
Cases Closed	15	<i>There is a high volume of backlog at the Planning Inspectorates to determine appeals, the waiting time with them is several months, the existing appeals have not progressed with the inspectors.</i>	
New Enforcement Notices Issued			
Breach of Condition Notices	1	Prosecutions: (instructed)	0
Enforcement Notices	1	New Instructions to Legal	1
S.215: ³	0	Existing instructions to Legal	2
Others (PCN, TSN)	0	<hr/>	
Total	1	TREE ISSUES	
		Tree Applications Received	99
		% Determined within time limits:	97%
		High Hedges Complaint	0
		New Tree Preservation Orders (TPO)	0
		Tree Replacement Notice	0
		Tree/High Hedge Appeal	0
		5-Day notice	3

Note (*figures are for the period from (from 14th July 2023 to 11th August 2023).*)

¹ S215 Notice: Land Adversely Affecting Amenity of Neighbourhood.

It should be noted that due to the pandemic the Planning Inspectorate have over a year's backlog of planning enforcement appeals to determine. The Planning Inspectorate have recently stated that they are concentrating on the larger complexed schemes which take priority over householder and smaller cases.

2.0 Recent Enforcement Action

8 Dahlia Gardens -Potential prosecution for non-compliance of enforcement notice

On 16th August 2022 the Council issued an enforcement notice he unauthorised construction of an upper-floor extension to an existing detached outbuilding without the benefit of planning permission. This came immediately after the refusal of planning application for the same under ref no. 22/P1540.

What was single storey outbuilding was altered into a two storey outbuilding, and by reason of its design and form fails to blend and integrate well with its surroundings, is considered to be unduly dominant and visually intrusive, having a negative impact on the character and appearance of Dahlia Gardens and Hadley Road. It created unacceptable loss of light, privacy and outlook toward the adjoining properties along Dahlia Gardens and Hadley Road.

Officers conducted a Notice of Entry to visit in March to see works are not complied with the notice and a further letter of alleged offence in April 2023, the council will review next steps to potential prosecution for non-compliance of the said notice.

Officers are now reviewing legal action.

162 & 164 Hartfield Road, Wimbledon-Breach of condition notice issued

A new breach of Condition notice has been served, this time condition 11 in addition to condition 14 of the 2018 Permission that requires full compliance with the construction and ancillary works times, in addition to the CTMP for the duration of the construction process and paragraph b) of the CTMP has not been complied with delivery times. The council are now reviewing the next steps, such as a temporary stop notice.

153A Dorset Road Merton Park London SW19 3EQ- Notice issued-Appealed

Notice served against the conversion of the outbuilding on the Land into a self-contained residential unit.

The conversion of the outbuilding to a self-contained unit, by reason of size and layout would fail to provide an acceptable standard of residential accommodation and living space resulting in a cramped and unsatisfactory standard of accommodation to the detriment of the amenities of current and future occupiers. It does not provide sufficient secure, integrated, convenient and accessible cycle parking nor refuse and recycling facilities. It creates a harmful impact to amenity to the host and neighbouring properties by reasons of noise, lack of privacy and disruption and creates limited outdoor amenity space for both the occupiers of the outbuilding and the main dwelling on the site. The requirement is to cease the use of the outbuilding as a self-contained residential unit. The notice has been appealed.

37 Octavia Close, Mitcham –Notice issued-Appealed

Unauthorised erection of a front porch, and enforcement notice was issued for its removal. The Porch by the virtue of its size, siting and design is considered visually obtrusive, incongruous and unsympathetic to the character and appearance of the dwelling, locality, and character of the area in general. The applicants have appealed against the notice.

356 Garth Road, Morden -Notice issued

Unauthorised erection of a side extension that is encroaching on to highway land, the Extension encroaches on to the public highway adjoining Wydell Close and thus impedes the pavement user flow and compromises the health and safety of both pavement and road users.

59 Epsom Road, Morden-Notice issued-Appealed

Use of the outbuilding at the rear of the Land as a self-contained residential unit. The change of use has a negative effect on the neighbouring properties and local residents in terms of noise as the occupiers would use the alley way on a daily basis; the front of the garage/outbuilding has been fenced off to provide a private amenity space. This would result in further noise issues when in use by any occupiers. The amenity space enjoyed by the occupiers of the host site has been reduced. The gardens abutting the alleyway are open spaces and are open to crime, no preventive design measures have been taken into consideration to combat crime. The applicants have appealed against the notice.

The Beeches -Broken fences and untidy land – Before and after

The council were notified about the state of the fences in this residential area, following contact made by officers, the fence was replaced immediately along with the clear up paving and repairing of patios slabs.



Before



After

Market Square, Upper Green Mitcham –erection of stalls Before and After

Officers were notified about the stall erected against the trees, following a discussion with those responsible it was removed immediately.



Before 21st March



After 27th March

Land at 144 Central Road – Caravan untidy land -Before & After

Officers visited the car park and a warning letter was placed on the caravan, the results are below.



Before



After

Land at 93 Montacute Road – Asbestos untidy land -Before & After

Officers visited the property and discussed with the developer, after negotiations, it was moved via informal enforcement action, the results are below.



Photo taken Wednesday 15th Feb 2023



Photo taken March 2023

156 Merton Hall Road - Before and after -Advertisement -Before & After

An advert was placed on the side of a restaurant facing Kingston Road which is a designated **Merton Hall Road conservation area**, the advert had no consent .

Officers visited the property and discussed with the owner and staff of the restaurant, after negotiations, it was moved via informal enforcement action, the results are below.



Before-Advertisement of restaurant



After advertisement removed

The Nelson trading estate Advertisement -Before and after

Advert banners were placed on the fencing of the trading/retial park, officer discussed with the land owner to remove the banners from the boundary fencing

Before -January 2023



After February 2023



Burn Bullock – 315 London Road

In March 2023, Planning enforcement notice was hand delivered at the site for the unauthorised material change of use of the public house main building and ancillary car parking to a large House of Multiple Occupation (“HMO”), car-repair and cleaning workshop, storage, scrapyards and installation of portacabins.

The requirements are to; 1. permanently cease the unauthorised material change of use of the former public house main building and ancillary car parking to a House of Multiple Occupation within the main building on the Land; 2. Permanently cease the unauthorised material change of use of the car park on the land for storage, car-repair & cleaning workshop, scrapyards and stationing of mobile homes for residential accommodation (sui-generis) on the Land; 3. Completely remove all of the vehicles stored on site for commercial purposes on the Land; 4. Completely remove all of the scrap car parts, sofas, pallets, waste, and general rubbish on the Land; 5. Completely remove all of the portacabins, non-functioning vehicles, trailers, forklift and caravans on the Land; 6. Completely remove the caravans, trailers, vans and trucks used for mobile homes on the Land and; 7. Completely remove from the Land all associated materials, fixtures, fittings and debris and take off site on the Land. They have 3 months from the April effective date to comply with the notice unless an appeal has come in before the effective date. Having tried to get the responsible persons to comply with the notice and arrange another visit, they have appealed against the notice, we are awaiting for the outcome of the appeal from the planning inspectorates.

52-54 High Street, Wimbledon, London SW19 5AY

A notice was served for the installation of roller shutters on the shopfront

An appeal was submitted against this notice, enforcement officers have written up an appeal statement to defend their position on why it was served a notice, now awaiting for the planning inspector’s appeal site visit and final decision.

Concerns were raised with the vacant unit, it is not within the planning enforcement function to control or enforce on it to be occupied as it is not a breach of planning. As the property is private, the council may not have jurisdiction over its occupation nor can force the owner to be used.

Land at 129 Pelham Road Wimbledon London SW19 1NZ

A notice was served for the unauthorised material change of use of the Land from ancillary car parking for use class E to commercial car park (sui generis).

The breach relates to the change of use of the land from B1 storage and ancillary use car parking to offices and working of motor vehicles and garages to the current use as a commercial car park in a residential area.

An appeal was submitted against the notice, enforcement officers have written up an appeal statement to defend their position on why it was served a notice, now awaiting for the planning inspector’s appeal site visit and final decision.

Broken telecoms cabinets Middleton Road/ Lilleshall Road Muchelney Road

A report was made with regards to Middleton Road/ Lilleshall Road Muchelney Road junction with regards to broken cabinets with a potential issue of s215 untidy land. Our officers went out on site to inspect to find the contact details to the telecommunications company Virgin Media who are responsible. The officer negotiated to fix these boxes without requiring any formal action. The matter resolved 2 months later as shown below and is a visual improvement to the streetscene and health and safety of the public.

Before



After



Land to the rear of 42 Tamworth Lane, Mitcham, CR4 1DA.

The council will re-serve a notice but to reinstate the garage and rear boundary adjacent to Acacia Road.

The planning enforcement team have been working with the police and anti-social behaviour team to find a solution to board up the site, the process is ongoing.

To summarise:

A s215 notice was issued on 10th May 2021. This notice requires compliance at the end of July 2021 requiring the Land to be tidied up / cleared.

The Land is again being fly tipped a further s215 Notice was issued on February 2023 including enclosing and clearing the untidy / overgrown Land. The land was fully secured with hoarding following collaboration with the anti-social behaviour team, but rubbish accumulating again. April 2023, the council issued another warning letter by the waste team.

28 Oakleigh Way, Mitcham, CR4 1AL

This notice was served to resolve the breach of planning control relating to the unauthorised conversion of the rear extension into a self-contained unit and rear canopy.

An appeal is in for this notice, enforcement officers have written up an appeal statement to defend their position on why it was served a notice, now awaiting for the planning inspector's appeal site visit and final decision.

Successful Prosecution case-update

7 Streatham Road, Mitcham, CR4 2AD- Summary of the prosecution:

The Council served two enforcement notices on 6th June 2019 for the unauthorised outbuilding and roof extension, the enforcement notice required the outbuilding to be demolished and to clear debris and all other related materials. Following the non-compliance of said notices, this is a criminal offence which lead to prosecution proceedings.

The result of the sentencing hearing was:

1. Fine for the outbuilding EN: £6,000, reduced by 10% so £5,400
2. Fine for the dormer EN: £12,000, reduced by 10% so £10,800
3. Surcharge: £181
4. Costs: £14,580
5. Total being £30,961. To be paid over a period of three years in monthly instalments.

The defendant was fined for the outbuilding and the dormer extensions due to non-compliance with two enforcement notices.

Latest

Enforcement officers have written to the landowner to state that The Council is minded to take direct action to undertake the works to secure compliance with the enforcement notices, pursuant to section 178, Town and Country Planning Act 1990 (as amended). This would result in further costs that would be recoverable from them directly.

To date the notice still has not been complied with, in October 2022, a meeting was taken place with a contractor to get quotes for the removal of both outbuilding and roof extension and rebuilding of the roof.

Quotes were received in November 2022 and discussions were had internally in view to accept one of the tasks involved to do it in stages due to budget reasons (removal of outbuilding first and then dormer and rebuild later), it is understood that any agreement of such works needs approval by the council.

An appeal has come in for the refused certificate of lawfulness for the outbuilding to be permitted development, awaiting the planning inspectorates decision on this.

The council warned about direct action to the owner and responded back in February that they have not complied with the notice yet and not able to, the council are looking into going ahead with direct action having obtained quotes form a suitable contractor.

3.4 Requested update from PAC

None

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

32 Glossary of terms

Glossary of Terms:

A complete glossary of planning terms can be found at the Planning Portal website: <http://www.planningportal.gov.uk/> The glossary below should be used as a guide only and should not be considered the source for statutory definitions.

Affordable Housing - Affordable Housing addresses the needs of eligible households unable to access or afford market housing. Affordable housing includes social rented and intermediate housing and excludes low cost market housing. Affordable housing should be available at a cost low enough for eligible households to afford, determined with regard to local incomes and local house prices. Provision of affordable housing should remain at an affordable price for future eligible households or if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision. Further information can be found in Planning Policy Statement 3 (Housing)

Area Action Plan (AAP) – Area action plans are part of the Local Development Framework. They should be used when there is a need to provide the planning framework for areas where significant change or conservation is needed. Area action plans should deliver planned growth areas, stimulate regeneration, protect areas particularly sensitive to change, resolve conflicting objectives in areas subject to development pressures or focus the delivery of area based regeneration initiatives.

Area for Intensification (AFI) – As defined in the London Plan. Areas that have significant potential for increases in residential, employment and other uses through development of sites at higher densities with more mixed and intensive use.

Brownfield land - Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed-surface infrastructure. The definition covers the curtilage of the development. Planning Policy Statement Note 3 (Housing) has a detailed definition

Community Plan – refer to Sustainable Community Strategy (SCS).

Comparison Retailing - Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

Convenience Retailing - Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.

Conservation Area - An area of special architectural and historic interest, the character or appearance of which it is desirable to preserve or enhance.

Core Strategy (CS) - The Core Strategy is the key plan within the Local Development Framework. Every local planning authority should produce a core strategy which includes:

- an overall vision which sets out how the area and the places within it should develop;
- strategic objectives for the area focusing on the key issues to be addressed;
- a delivery strategy for achieving these objectives. This should set out how much development is intended to happen where, when, and by what means it will be delivered. Locations for strategic development should be indicated on a key diagram; and
- clear arrangements for managing and monitoring the delivery of the strategy.

Development Plan Documents (DPD) – The statutory component parts of the [local development framework](#). Core strategies, area action plans and site-specific allocations are all DPDs. The procedure for their creation is set out in [Planning Policy Statement 12](#).

District Centre – District centres comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.

Floodplain - Generally low lying areas adjacent to a watercourse, tidal lengths of the river or sea, where water flows in times of flood or would flow but for the presence of flood defences.

Floorspace (gross) - all floorspace enclosed within the building envelope

Floorspace (net - for retail purposes) - area of a shop that is accessible to the public: sales floor, sales counters, checkouts, lobby areas, public serving and in-store cafes. Excludes goods storage, delivery, preparation area, staff offices, staff amenity facilities, plant rooms, toilets and enclosed public stairwells and lifts between floors.

Historic environment – All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.

Independent Examination - The process by which a planning inspector may publicly examine a [development plan document](#) before issuing a binding report.

Intermediate Housing – housing at prices and rents above social rent but below market price or rents. This includes various forms of shared equity products. Homes provided by the private sector or without grant funding may be included for planning purposes as affordable housing, providing these homes meet the affordable housing definition as set out in Planning Policy Statement 3 (Housing).

Issues, Options and Preferred Options - The pre-submission/ pre-production consultation stages on a [development plan document \(DPD\)](#) with the objective of gaining public consensus before submission of documents for [independent examination](#).

32 Glossary of terms

Listed Buildings - These are buildings or other built structures included in the statutory list of buildings of special architectural or historic interest of national significance, which is compiled by the Secretary of State for Culture, Media and Sport. Buildings are graded and are protected both internally and externally. [Listed building consent](#) is required for almost all works to a listed building.

Local Area Agreement (LAA) - Local Area Agreement is normally a three year agreement, based on the Sustainable Community Strategy vision that sets out improvement targets for the priorities of a local area. The agreement is made between central government and local authorities and their partners on the Local Strategic Partnership.

Local Centre - Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include services such as a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette.

Local Development Framework (LDF) - The Local Development Framework is the collection of local development documents produced by the local planning authority which collectively delivers the spatial planning strategy for its area.

Local Development Scheme (LDS) - This is the business plan for production of the [local development framework](#) (LDF). It identifies and describes the [development plan documents](#) (DPDs) and when they will be produced. It covers a three-year timespan and is subject to updating following production of an annual monitoring report to check progress.

Local Planning Authority (LPA) - The statutory authority (usually the local council) whose duty it is to carry out the planning function for its area.

Local Strategic Partnerships (LSP) - Local Strategic Partnerships are not statutory bodies, but they bring together the public, private and third sectors to coordinate the contribution that each can make to improving localities.

London Plan - the London Plan is the Spatial Development Strategy for London. Produced by the Mayor of London, it provides the overall spatial vision for the entire region, identifying the broad locations for growth, often by identification of sub-regions, and major infrastructure requirements, together with the housing numbers to be provided for in boroughs' LDFs. It is part of the development plan for Merton together with the borough's LDF documents and should be used to guide planning decisions across London. All LDF documents have to be in general conformity with the London Plan

Major Centre – Major Centres normally have over 50,000 square metres of retail floorspace and their retail offer is derived from a mix of both comparison and convenience shopping. Some Major Centres, which have developed sizeable catchment areas, also have some leisure and entertainment functions.

Neighbourhood parades: convenience shopping and other services easily accessible to those walking or cycling or those with restricted mobility.

Planning Application - Administrative process by which permission to carry out development is sought from the [local planning authority](#). The form and content of the application is laid down in guidance. Application can be made in outline or detailed form for some categories of development.

Planning Permission - The consent given by the [local planning authority](#) for building operations as defined in the Town and Country Planning Act that do not constitute permitted development as defined in the general permitted development order (GPDO) or uses permitted by the use classes order. Usually subject to conditions and sometimes a legal agreement.

Planning Policy Guidance Notes (PPG) - Former central government guidance on a range of topics from transport to retail policy giving advice to regional and local policy makers on the way in which they should devise their policies in order to meet national planning goals. Most PPGs have now been replaced by [Planning Policy Statements](#).

Planning Policy Statements (PPS) - Planning Policy Statements set out the government's policies on different aspects of spatial planning in England.

Public realm - This is the space between and surrounding buildings and open spaces that are accessible to the public and include streets, pedestrianised areas, squares, river frontages etc.

Spatial Development Strategy - (see London Plan)

Registered Social Landlords (RSLs) - Technical name for independent, not-for-profit organisations registered with and regulated by the Housing Corporation. These organisations own or manage affordable homes and are able to bid for funding from the Housing Corporation.

Sequential Test - A planning principle that seeks to identify, allocate or develop certain types or locations of land before others.

Scattered Employment Sites - An employment site that is not a designated employment site (a site that is not a Strategic Industrial Location or Locally Significant Industrial Site) as detailed in Merton's adopted Proposals Map (as amended).

Sites of Importance for Nature Conservation (SINC) - Locally important sites of nature conservation adopted by local authorities for planning purposes and identified in the local development plan.

Site of Special Scientific Interest (SSSI) – A site identified under the Wildlife and Countryside Act 1981 (As amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of its plants, animals and natural features relating to the earth's structure.

Socially Rented Housing - Planning Policy Statement 3 (Housing) states that this is rented housing owned and managed by local authorities and registered social landlords for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements (specified in Planning Policy Statement Note 3) as agreed with the local authority or the Housing Corporation as a condition of grant.

Statement of Community Involvement (SCI) - This sets out how, when and where the council will consult with local and statutory stakeholders in the process of planning for the local authority area, both in producing development plan documents and in carrying out the development control function.

Strategic Environmental Assessment (SEA) - A process of environmental assessment of certain plans and programmes which are likely to have significant effects on the environment. It is required by European Directive 2001/42/EC (the Strategic Environmental Assessment or SEA Directive)

Supplementary Planning Documents (SPDs) - Supplementary planning documents (SPDs) give further guidance on specific policy topic areas such as [affordable housing](#) provision, that have been identified in core policy in the [local development framework](#) (LDF), or to give detailed guidance on the development of specific sites in the form of a [master plan](#) framework plan or [development brief](#).

Sustainability Appraisal (SA) - A form of assessment used in the UK, particularly for regional and local planning, since the 1990s. It considers environmental, social and economic effects of a plan and appraises them in relation to the aims of sustainable development. Sustainability appraisals that fully incorporate the requirements of the [SEA Directive \(2001/42/EC\)](#) are required for [local development documents](#) and [regional spatial strategies](#) in England under the Planning and Compulsory Purchase Act 2004.

Sustainable Community Strategy (SCS) – The overarching strategy for the local area, which sets out of the overall direction and vision for the borough over the next 10 years. It tells the story of a place, and what needs to be achieved for the local area and its residents, based on what is most important to them. It is also known as the Community Plan.

Sustainable development - Development which meets the needs of the present generation without compromising the ability of future generations to meet their own needs.

Town centre type uses – In accordance with PPS4 Planning for Sustainable Economic Development, the main uses to which town centres policies can apply are:

- retail development (including warehouse clubs and factory outlet centres)

- leisure, entertainment facilities, and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls)
- offices, and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)

Unitary Development Plan (UDP) - This is the former statutory development plan system and contains the framework to guide development in local areas. Under the Planning and Compulsory Purchase Act 2004 it was replaced by Local Development Frameworks. UDP policies will continue to operate for a time after the commencement of the new development plan system in 2004, by virtue of specific transitional provisions, though they should all be eventually superseded by LDF policies

Use Classes Order – Schedule of class of use for land and buildings under Town and Country Planning (Use Classes) Order 1987 as amended 2005:

A1	Shops
A2	Financial and Professional Services
A3	Restaurants and Cafés
A4	Drinking Establishments
A5	Hot Food Take-away
B1	Business
B2	General Industrial
B8	Storage or Distribution
C1	Hotels
C2	Residential Institution
C2A	Secure Residential Institution
C3	Dwelling Houses
D1	Non-residential Institutions
D2	Assembly and Leisure
Other	Sui Generis