

**PLANNING APPLICATIONS COMMITTEE
17 NOVEMBER 2016**

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	15/P4741	22/12/2015
Address/Site	52 – 54 Wandle Bank, Colliers Wood, London, SW19 1DW	
Ward	Abbey	
Proposal:	Demolition of existing industrial buildings (Class B2 & B8) and erection of a part 2, part 3, part 4 storey buildings and associated works (parking & landscaping etc) to provide 34 x residential units and 459 sqm of office space (Class B1a).	
Drawing Nos	WDB-DS-01-LG-DR-A-P109 Rev P2, WDB-DS-01-GF-DR-A-P010 Rev P6, P110 Rev P9, P120 Rev P3, WDB-DS-01-01-DR-A-P111 Rev P7, P121 Rev P3, WDB-DS-01-02-DR-A-P112 Rev P5, P122 rev P3, WDB-DS-01-03-DR-A-P113 Rev P5, WDB-DS-01-03-DR-A-P123 Rev P3, WDB-DS-01-04-DR-A-P114 Rev P4, WDB-DS-01-04-DR-A-P124 Rev P3, WDB-DS-01-05-DR-A-P115 Rev P4, WDB-DS-01-ZZ-DR-A-P211 P5, P212 Rev P7, P213 Rev P4, P214 Rev P4, P215 Rev P7, P216 Rev P5, P217 Rev P5, P218 Rev P5, P219 Rev P5, P220 Rev P7, P221 Rev P0, P300 Rev P2, P301 Rev P0, P400 Rev P2, P401 Rev P1, P402 Rev P1, P403 Rev P2, P404 Rev P2, P405 Rev P2, P406 Rev P1, WDB-DS-01-ZZ-DR-A-P130 Rev P1, P131 Rev P1 & P132 Rev P0	
Contact Officer:	Stuart Adams (0208 545 3147)	

RECOMMENDATION

GRANT Planning Permission subject to conditions and S106 agreement

CHECKLIST INFORMATION.

Heads of agreement: - Affordable housing, car club, permit free, land transfer, Wandle Trail contribution & permissive path

Is a screening opinion required: No
Is an Environmental Statement required: No
Has an Environmental Impact Assessment been submitted – No
Press notice – Yes
Site notice – Yes
Design Review Panel consulted – No
Number of neighbours consulted – 155
External consultations – Environment Agency & Historic England
PTAL Score – 4
CPZ – Adjacent to CW1 and S3

1. **INTRODUCTION**

- 1.1 The application has been brought before the Planning Applications Committee due to the number of objections received and at the request of Councillor Neep.

2. **SITE AND SURROUNDINGS**

- 2.1 The application site has an approximate area of 0.31ha and is currently occupied by a group of industrial units that have been subdivided to offer small light industrial and storage lets comprising 1, 812 sqm in total.
- 2.2 To the north, the site is bounded by residential properties and to the south by a bus depot. The site is bounded to the west by East Road and on the opposite side of the road is All Saints Church of England Primary School as well as the flank wall and side garden boundary of 89 All Saints Road. On the eastern boundary, the site abuts the rear gardens of terraced houses in Wandle Bank. The existing commercial buildings are generally two storey in height on the road frontages with a pitched roof single storey commercial height building abutting the rear of properties in Wandle Bank.
- 2.3 The site has 2 existing vehicular and pedestrian access points – one from Wandle Bank to the east and the other by East Road to the west, which are both used for servicing and delivery. The Wandle River and Wandle Park run parallel on the opposite side of Wandle Bank. A pedestrian footbridge across the River Wandle is almost directly opposite the application site's Wandle Bank entrance. East Road is a no through road, with its south section providing access only to the site, to the Primary School and to the bus depot.
- 2.3 The surrounding buildings vary between two to four storeys in height. The terraced houses to the south in Wandle Bank and in East Road and All Saints Road are predominantly 2 storeys high. The height of the buildings increases to the north in Wandle Bank, South Road and Bygrove Road) to the south with a number of newer 4-storey flatted developments.

- 2.4 Wandle Bank connects the site to Merton High Street which has access to the main public transport network and other amenities including retail, educational and cultural facilities and local cafes and restaurants. The site has a PTAL between 3 and 4. The site also benefits from its proximity to the River Wandle and Wandle Park, designated a local Site of Importance for Nature Conservation.
- 2.5 The Wandle Valley corridor is identified in LDF - Core Planning Strategy: July 2011 as a strategic corridor for regeneration. Colliers Wood has been identified within the Further Alterations to the London Plan (FALP) 2015 as a strategic Area of Intensification, listed as 'Site 44 South Wimbledon/ Colliers Wood'. The site is not a designated Employment Site or Industrial Site within Merton's Local Plan. The site is not within a designated Conservation Area and does not include any statutory or locally listed buildings. The north-east part of the site falls within Flood Zone 2.

3. **CURRENT PROPOSAL**

- 3.1.1 The proposal is for the demolition of existing industrial buildings (Class B2 & B8) and erection of a part 2, part 3, part 4 storey buildings and associated works (parking & landscaping etc) to provide 34 x residential units and 459 sqm of office space (Class B1a).
- 3.1.2 The proposed buildings on the site have been spilt into three distinctive elements, Blocks A, B and C. Blocks A, B and C would all contain residential units. Block A would also have two commercial units (174 sqm and 187 sqm over ground and lower ground levels) and Block B would have one 88 sqm commercial unit at ground floor level. A new pedestrian access would be provided from East Road to Wandle Bank. A new vehicular access would serve the development from East Road. The frontage of building Block B and the rear elevation of Block A will help create an internal mews within the application site. A 311 sqm communal amenity space would be created within the mews and a gated secured boundary within the mews separates public and private areas.
- 3.1.3 Four parking spaces, two of which include electric charging point would be located within the mews. These spaces would be allocated to the both the proposed residential units and commercial units (two each). 10 car parking spaces would be provided on East Road. Some of the car parking spaces on East Road sit outside the land ownership of the applicant (on public highway), therefore in order to facilitate the proposed car parking arrangement, a land swap between private and public land is required. The 10 car parking spaces would then be split between private and public use. Three unallocated bays for public use and 7 allocated to the proposed new residential units

Block A- East Road Frontage

- 3.1.4 Block A fronts onto East Road and comprises a part single, part two, part three, part four storey building with accommodation within an part lower ground floor basement. Block A incorporates both commercial and residential accommodation. Block A would have a modern design approach which includes a distinctive wave roof form, constructed in standing seam zinc panels with a green oak soffit, echoed in a green oak structural frame to the balconies. The predominant facing material to the elevations is stock brickwork.
- 3.1.5 The two commercial units within Block A are located within part of the northern section of the building. The units span over ground and lower ground floor level. The lower ground floor would be lit from the double height space areas along the external wall of the building. This level has also 2 no. plantrooms for the proposed heating system.
- 3.1.6 25 residential flats (some spilt level) are provided at ground, first, second and third floor levels. Amenity space would be provided by way of private rear gardens, front and rear balconies and covered terraces at roof level (open ended terraces beneath main roof structure). Entrances to the flats would be located from both East Road and within the site from rear entrances.
- 3.1.7 The proposed ground floor commercial units in building A along the new pedestrian street will offer space for small and/or startup businesses in the area. The commercial unit would be spilt over ground and lower ground levels. Access to the units would be from both East Road and within the new mews.

Block B- Internal Mews Block

- 3.1.8 Block B, would be two storey buildings spilt into three separate building blocks within the eastern section of the site. The part single/part two storey building along the eastern boundary of the site, backing onto the rear gardens of properties in Wandle Bank incorporates a modern design approach with part brick elevations and a part zinc cladding at first floor level. An 88 square metre commercial unit is located at ground floor level within the northern section of this building. A ground floor 60 sqm bike store accommodating 68 cycle racks is located adjacent to the commercial unit. Four flats are located within the remaining sections of the building at ground and first floor levels. The first floor of this building would be inset 3.7m away from the rear boundary with gardens of houses in Wandle Bank and would include a part sloping roof cut into the rear wall of the building. Two external private gardens are provided at ground floor level

for the two southern end units, two terraces and two rear staircases with side/rear screens are located at first floor level.

- 3.1.9 A two storey, one bedroom house (Ref - B001) sits at the northern section of the site adjacent to 55 Wandle Bank. The proposed house would be a 1bedroom, 2 person house with a first floor balcony (12 sqm) that is partly enclosed and includes a front screen. At roof level, the house would have an enclosed staircase and screened roof terrace (30 sqm). It would be accessed from the new pedestrian route through the site.
- 3.1.10 A two storey, two bedroom house (Ref - B004) sit at the southern end of the proposed mews. The proposed house would be accessed directly via the proposed new mews. The house would have a modern design approach with a part flat, part hipped roof form. Part hipped ends to the flanks are set behind the front and rear parapet walls, thus the building appears as a flat roof building from the mews. A 43 sqm rear garden and 8 sqm first floor balcony with side screen provide the amenity space for the house.

Block C- Fronting Wandle Bank

- 3.1.11 Building Block C, a two storey detached house (Ref - C001) would front Wandle Bank. The proposed house would have a modern design approach with a flat roof design. The house would have a 38 sqm rear garden and 19 sqm front terrace at second floor level.
- 3.1.12 The floor space (GIA) and amenity space standards of individual residential units are as follows compared to London Plan 2015 requirements and Merton planning policy DM D2 Design considerations in all developments).

<u>Proposal</u>	<u>Dwelling Type</u>	<u>Proposed GIA (sqm)</u>	<u>GIA London Plan</u>	<u>Proposed Amenity (sq m)</u>	<u>Lon Plan – Merton Amenity Space Standards</u>
<u>Ground Floor</u>					
A007 (Flat)	3b6p	111	102	35	9
A008 (Flat)	3b5p	115	93	36	8
<u>Ground/First Floor</u>					
A001 (duplex flat)	3b6p	120	102	13 + 5.6	9
A002 (duplex flat)	2B4P	100	79	15 + 5.4	7
A003 (duplex flat)	2B4P	100	79	15 + 7	7
A004 (duplex flat)	2B4P	100	79	15 + 7	7
A005 (duplex flat)	2B4P	100	79	15 + 5.4	7

A006 (duplex flat)	3b6p	120	102	15 + 5.6	9
B002 (duplex flat)	2b4p	104	79	11	7
B003 (duplex flat)	2b4p	104	79	11	7
B001 (house)	1b2p	83	58	12 + 30	50
B004 (house)	2b3p	75	70	43 + 8	50
C001 (house)	4b8p	151	130	38 + 19	50

<u>Proposal</u>	<u>Dwelling Type</u>	<u>Proposed GIA (sqm)</u>	<u>GIA London Plan</u>	<u>Proposed Amenity (sq m)</u>	<u>Lon Plan – Merton Amenity Space Standards</u>
First Floor					
B101 (flat)	1b2p	58	50	17	5
B101 (flat)	1b2p	58	50	17	5
A105 (flat)	3b5p	105	86	5 + 5.6	8
A106 (flat)	3b5p	109	86	5.5 + 5.6	8
First/Second Floor					
A101 (duplex flat)	2b4p	94	79	7 + 5.6	7
A102 (duplex flat)	2b4p	94	79	5 + 5.6	7
A103 (duplex flat)	2b4p	94	79	5.6 + 6.5	7
A104 (duplex flat)	2b4p	94	79	5.6 + 5.6	7

<u>Proposal</u>	<u>Dwelling Type</u>	<u>Pro GIA (sqm)</u>	<u>GIA Lon Plan</u>	<u>Proposed Amenity (sq m)</u>	<u>Lon Plan – Merton Amenity Space Standards</u>
Second/Third Floor					
A201 (duplex flat)	1b2p	76	58	5.6 + 93	5
A202 (duplex flat)	2b4p	94	79	5.1 + 5.6 + 35	7
A203 (duplex flat)	2b4p	94	79	5.1 + 5.6 + 35	7
A204 (duplex flat)	1b2p	76	58	5.6 + 35	5
A205 (duplex flat)	2b4p	94	79	5.6 + 5.6 + 35	7
A206 (duplex flat)	2b4p	94	79	6.5 + 5.6 + 35	7
A207 (duplex flat)	2b4p	94	79	5.6 + 6.5	7
A208 (duplex flat)	2b4p	94	79	5.6 + 5.9 + 35	7
A209 (duplex flat)	2b4p	94	79	5.6 + 5.9 + 35	7
A210 (duplex flat)	2b4p	94	79	5.6 + 5.9 + 35	7
A211 (duplex flat)	2b4p	94	79	5.6 + 5.9 + 35	7
A212 (duplex flat)	1b1p	44	39	5.6	5
Third Floor					
A301 (duplex flat)	3b6p	114	95	84	9

Housing Mix

Housing Mix	Number	Percentage	Merton's policy
1 bed	6	17.647%	33%
2 bed	20	58.823%	33%
3 bed	7	20.588%	33%
4 bed	1	2.941%	

3.1.13 Amendments

Following concerns raised by neighbours and the Councils, amended plans were received on 13/09/2016. The amended details were subject of further consultation with neighbours. The plans/information were amended in the following ways:

- Width of the footpath along East Road has been increased to 1.8 metres.
- Lawn areas in communal garden increased.
- Alterations to access to Block B (building backing onto Wandle Bank) and blind corner removed from entrance.
- Form and height of Block B (buildings backing on Wandle Bank) reduced to sit within envelope of existing building (except rear staircases) and first floor element moved 1 metre towards the courtyard, increasing separation from properties in Wandle Bank.
- Internal alterations to the layout of residential units and amenity areas
- Block B, one bedroom house, side balcony above path omitted to maintain sense of openness. New flank window added on side with new path and new terraces at first floor level (front) and roof terrace (with screens and staircase).
- Block B, two bedroom house relocated towards east. Side terrace removed and replaced with front terrace with side screen. Part hipped ends added to flat roof of building and change of material at first floor level on flanks.
- Block A, privacy fins to be added for front balconies on East Road and new balustrades at roof level (details to be secured via planning conditions).

4. **PLANNING HISTORY**

- 4.1 00/P0698 - Redevelopment of site involving demolition of the existing buildings and the erection of 14 x 3 bedroom houses and 8 x 1 bedroom houses in 2-storey buildings fronting east road and Wandle bank and to the rear of 41-51 Wandle Bank (outline application) – refused on 21/07/2000 for the following reasons:

The proposed development would be contrary to Council policy resulting in the loss of existing employment uses on this site, thereby undermining the future of existing/prospective business uses contrary to policies W.9 of the Adopted Unitary Development Plan (April 1996) and E.9 of the Deposit Draft Unitary Development Plan (September 1999).

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The proposal would represent a cramped over development of the site which would result in a loss of amenity to neighbouring dwellings in Wandle Bank by virtue of visual intrusion and overshadowing, and a poor standard of residential accommodation for future occupiers due to poor outlook, environment and a lack of privacy, contrary to policies EB.17 and EB.18 of the Adopted Unitary Development Plan (April 1996) and HS.1, BE.22 and BE.28 of the Deposit Draft Unitary Development Plan (September 1999).

- 4.2 MER622/77 - retrospective permission for use for dismantling motor vehicles and the storage / sale of motor vehicle parts – Refused - 03/01/1978
- 4.3 MER230/77 - Re-building of factory workshop due to fire damage – Grant - 24/08/1977
- 4.4 MER293/68 - Erection of extension to factory for storage purposes – Grant - 02/05/1968
- 4.5 WIM7512 - Retention of single storey building for a limited period – Grant - 11/06/1964
- 4.6 WIM6016 - Erection of 2 storey building at rear of factory – Grant - 30/11/1961
- 4.7 WIM4959 - Erection of single storey factory for use as bolting house – Grant - 06/05/1960
- 4.8 WIM4903 - Construction of 5,000 gallon water tank over existing tank room on north side of factory building – Grant - 07/04/1960.
- 4.9 WIM4524 - 2 Storey extension – Refused- 03/09/1959
- 4.10 WIM4013 - Erection of single storey building in place of nissen hut – Grant - 04/12/1958
- 4.11 WIM3791 - Erection of 2 storey office and store block replacing single

storey office building – Grant - 05/06/1958

4.12 WIM3452 - Additional storey to office block – Grant - 09/10/1957

4.13 WIM2169 - Erection of lorry shelter – Grant - 12/01/1955

5. **CONSULTATION**

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

5.1.1 In response to consultation, 30 letters of objection received, including two petitions with 114 and 89 signatures respectively. 38 letters of support were also received.

Letters of Objection

5.1.2 The letters of objection raise the following points:

- Already a densely populated area. Out of keeping and overdevelopment of site. The combination of the residential conversion of the Brown and Root building by Colliers Wood station and the proposed development will add a considerable strain to the local infrastructure. The development is a high density scheme, with buildings that are overly dominant, too high, out of keeping, and would set poor precedent. Long corridor with little natural light.
- Existing buildings already cause loss of light to neighbouring homes and proposal will exacerbate this and cause overshadowing of Wandle Bank Common due to proposed height.
- Loss of outlook from neighbouring properties and overlooking from windows and balconies. Request removal of apartment at the extreme south (affects outlook from 40 Wandle Bank).
- Negative impact upon adjacent school with regards to traffic, parking and congestion.
- Disruption during demolition and construction. Noise, pollution and dust. Reduced ventilation due to height of buildings, resulting in health concerns.
- Petitions of support are not from local people affected by the proposal and should not be taken into consideration.
- Existing parking problems for residents will be exacerbated especially as so little parking provision for 34 new residential units. New occupiers unlikely to commute by bike. Issue of additional car parking permits will increase demand. Has underground car parking been discussed?
- The area is already prone to flooding - four storey plus roof terraces building will require deep foundations and will affect the water table/ add to risk of more flooding. Drainage system will not be able to cope.

- Loss of employment and jobs. Existing site employs around 100 people. The new commercial space will not be suitable for existing businesses. State of disrepair is no reason to redevelopment. Lack of affordable commercial units within the vicinity where existing business can relocate in the Borough. Concern that office will be changed to residential due to lack of interest, example seen at the nearby development on Plough Lane. Office space cannot provide more work opportunities that the present commercial units occupying the whole site. Existing workshops provide all the facilities required for small/medium sized business for local people and business. No effort to accommodate the existing tenants and businesses into the new proposed plan. Existing business have a good relationship with neighbours. Mixed community required, both jobs and housing resulting in less travel to place of work.
- Loss of property value
- Security risk from new pedestrian access
- Objections were raised at the public consultation despite claims of the applicant
- Does not overcome previous refusal on the site (00/P0698)
- Danger to school children due to the close proximity of the development.
- Lack of affordable housing for local people. Request that the viability assessment is made public. Concern that developers are avoiding their obligation to provide much needed affordable housing.
- Children currently play on the street and businesses look out for them, this will be lost with the redevelopment

5.1.3 The petition with 141 signatures raised the following points

- Flooding
- The local infrastructure will be overstretched with local schools already oversubscribed
- Traffic near the school entrance will be increased and yet more cars will vie for the resident parking spaces creating problems for existing residents
- The current commercial units employ about 100 people. Business's will be forced to leave and many companies will cease trading, resulting in unemployment of local people.
- The replacement commercial space would be very small office space rather than workshops which are scarce in the vicinity. The area needs a mixed economy.

5.1.4 The petition with 89 signatures raised the following points

- Loss of employment will be great due to the closing down of the businesses housed at the historical commercial estate. Loss of 30 odd local businesses housed at the site. Loss of transport repairs and building services supplies and engineering services to the Borough. Loss of historical employment site. Would destroy local community shared

- between the staff and local residents.
- Development is proposed on a formal flood plain and should sensibly not be developed for housing
- Highway congestion by the flat owners cars and visiting vehicles which will affect the school in East Road and the back entrance of the bus depot as both roads are much too small to cope with additional traffic and parking and unloading of vehicles. Haydon's Road is already congested.
- The proposal would overlook the school, bus garage and houses
- Overshadowing of gardens and houses
- Increased population with affect existing residents
- Existing employment uses will have to move outside the borough
- The architecture is plain and will turn into the slums of the future

Letters in support

5.1.5 The 38 letters of support raise the following points:

- Delivery of a new pathway through the site from East Road/All Saints Road to Wandle Park and Colliers Wood Station, useable by new and existing residents
- Redevelopment of a low quality industrial site into excellent new facilities
- 34 high quality new homes for the borough, including family sized and affordable housing
- A denser employment site, with 459 sqm of much improved and policy compliant commercial space, suitable for small to medium sized businesses.

Re-consultation (14/09/2016)

5.1.6 In response to the re-consultation, ten letters have been received, they reiterate the original objections and raises the additional points relating to:

- Flooding of basement and impact upon neighbouring buildings
- Ongoing problems with sewers
- Loss of light to Wandle Bank Common
- Loss of sky line and outlook from properties.
- Overlooking of 46 Wandle Bank from first floor terrace
- No details of refuse storage, will this be enclosed?

5.2 Council Tree Officer

5.2.1 No arboricultural objection is raised to the proposed development. However, as there are trees adjacent to the site, these will need to be protected during the course of building works. The arboricultural report advises that the building nearest the tree marked no.8 in the report may

require piled foundations to cause less disturbance to the tree. This can be dealt with by planning condition.

5.3 Council Transport Planning Officer

- 5.3.1 The proposed land swap would enable 7 of the proposed parking bays to be designated to the proposed family dwellings. The process would form part of the Section 106 agreement and would require the affected public highway to be stopped up before the land transfer could take place. A separate traffic order would be required to designate the new disabled parking bays. Materials and construction of the parking bay needs to be conditioned so that a clear distinction between private and public parking can be made. It is also noted a new footpath (private) is provided behind the parking where at present none exists.
- 5.3.2 As the site scores a PTAL rate of 4 (good accessibility) it is appropriate that the development is designated as permit free (this needs to be included in the title deeds). Close scrutiny of the existing CPZ boundaries shows that the existing development was not included in either zone S3 and CW1. Therefore future residents/businesses would still not qualify for parking permits. However, making the development permit free would remove any doubt and thereby help to mitigate parking pressure in East Road, which remains outside the adjoining CPZ's.
- 5.3.3 Subject to the regularisation of parking there is expected to be a reduction in vehicle trips as any new journeys will be off-set from the existing site traffic, in particular the number of larger goods/commercial vehicles should be reduced .
- 5.3.4 In practice traffic conditions for the school opposite should remain similar to the present situation, although the construction management plan needs to outline specific steps to liaise with school to avoid heavy plant/deliveries visiting the site or manoeuvring close by during school start and finish times.
- 5.3.5 The existing access/loading space onto Wandle Bank needs to be removed and a new footway provided to link the existing footways (up to the existing tree)

5.4 Council Flood Engineer

- 5.4.1 Further to the revisions made to the FRA, which includes detail on all ground finished floor levels being set above 1 in 100 year climate change level +300mm, I am happy to remove objections on flood risk grounds. The Environment Agency will need to be satisfied with respect of the fluvial risk from the River Wandle, but taking into account these changes,

this should now be appropriate.

5.4.2 Conditions will be required in respect of ground floor finished floor levels being set above +12.89m AOD and my previous condition below with regards to details of the final surcharge water drainage scheme. We would support opportunities to divert clean surface water/roof drainage to the Wandle rather than to sewer, if possible.

5.5 Environment Agency

5.5.1 Following receipt of the updated Flood Risk Assessment (FRA) Issue 4 from Vale Consultancy on the 2 September we are now in the position to remove our objection.

5.5.2 The revised FRA has taken into account the latest climate change allowances and proposes Finished Floor Levels (FFLs) that will appropriately mitigate risk.

5.5.3 The proposed development will only meet the requirements of the National Planning Policy Framework if the following measures as detailed in the FRA submitted with this application are implemented and secured by way of a planning condition on any planning permission.

5.5.4 The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated: 30 November 2015, REF: 3083 Issue 4 and the following mitigation measures detailed within the FRA:

1. Finished floor levels are set no lower than 12.75 m above Ordnance Datum (AOD).
2. The development will not increase flood risk to areas adjacent to the site, the wider area or downstream of the site for the lifetime of the development.

5.5.5 The above mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Evacuation Plans

5.5.6 The Environment Agency does not typically comment on, or approve the adequacy of, flood emergency response procedures accompanying development proposals, because we do not carry out such roles during a flood event. Our involvement with the proposed development during an emergency will be limited to delivering flood warnings to occupants or users covered by our 'FloodLine' service.

- 5.5.7 The applicant should take advice from the emergency services when producing an emergency response plan (or evacuation plan) for the proposed development as part of the FRA, as stated in the Planning Practice Guidance.
- 5.5.8 We advise local planning authorities to formally consider the emergency planning and rescue implications of development proposals when making their decisions, particularly in any circumstances where warning and emergency response are fundamental to managing flood risk.

Surface water flood risk

- 5.5.9 There will be a significant improvement to the surface water drainage at the site through a combination of reducing impermeable area, and the implementation of the proposed Sustainable Drainage Systems (Green Roof areas/Permeable pavements etc.). These will act to reduce pluvial runoff to surrounding areas, as well as reducing the stress upon the downstream sewer network for the lifetime of the development

5.5 Future Merton Planning Policy

- 5.5.1 The site is a scattered employment site and as such Policy DM.E3 *Protection of scattered employment sites* (Merton's Sites and Policies Plan 2014) applies. This states:

Policy aim

To ensure that there is a diverse mix of size, type, tenure and location of employment facilities which can support a range of employment opportunities towards creating balanced mixed use neighbourhoods in Merton.

Policy

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 policy requirements DM E3 (a) (iii) above, the council will seek measures to mitigate against the loss of employment land. Such measures may include:

- 1. Providing employment, as part of a mixed use scheme on-site; or,*
- 2. Providing alternative sites for employment use (for instance, 'land swaps')*

Site proposal – employment use

- 5.5.2 The proposal will result in the loss of 1,389sqm of employment floorspace (using the net usable employment floorspace of 422sqm rather than the 459sqm which includes the commercial refuse store).
- 5.5.3 The existing site currently has around 29 different business tenancies. Rental rates are low compared to SME premises in South Wimbledon Business Area but the premises are generally in poor condition. The smaller units at Rapid House (approx. 8 units) are mostly vacant.
- 5.5.4 There is a difference of view between the applicant and those making representations about the number of jobs supported by the existing site.
- 5.5.5 Based on the Jelf Insurance Partnership report (site visit November 2015 for insurance and risk management purposes which included a visit to each premises and an assessment of each tenant's use and occupancy), the applicant claims that there are 32 jobs on site. The Jelf Insurance Report is useful as it was carried out as a site visit and it is assumed that the number of people working on the site are self-declared by each business.
- 5.5.6 However the Jelf Insurance report (November 2015) takes no account of jobs created by people who are self-employed but contracted to the business, nor of some tenancies where the premises is let but the number of jobs reported is "not known" nor the capacity of any vacant units considered for jobs density.
- 5.5.7 Representors to the planning application state that there are more than 100 jobs supported by the site. Representations to the planning application have been received from businesses occupying the site. These representations states that more people are employed on-site than are accounted for by the applicant in the Jelf report. In one example, the Jelf report states that the number of people working within a particular tenancy are "not known" but the representation from the tenant states that at least five people are working out of the particular tenancy. Whether these are direct employees or subcontractors is not known nor is it clear

why the businesses did not declare these people as working out of the site for insurance purposes

- 5.5.8 Based on the information provided by the applicant and the representations, it seems reasonable that the site supports more employment than the applicants' statement of 32 jobs on site particularly when different work patterns (full time, part time, direct employees, subcontractors etc) are considered. However it is also impossible to verify representors' statements that around 100 people are working on the site and this too seems unlikely, given the number of vacant premises and the lower number of onsite workers provided by the business tenants for insurance and safety purposes in November 2015.
- 5.5.9 The applicant's proposal could provide 42 jobs (applicant's Planning Statement) which seems a reasonable assumption based on job density calculations. However, as the applicant states in their letter of 4th July, it is not possible at this early stage to know who might occupy the site in the future and therefore how many jobs it would deliver.
- 5.5.10 It is therefore a balanced judgement as to whether the proposed employment floorspace would provide more jobs than are currently available on the existing site. It is likely, though not certain, that the redeveloped site would support fewer businesses than are currently present on site. The proposed application would provide higher quality modern employment floorspace. It is important to be clear that any viable redevelopment of the site – in whole or in part - for employment purposes would result in higher business rents as the current rental levels are reflective of low grade industrial type property.

Policy matters

- 5.5.11 The Council's Core Planning Strategy 2011, policy CS.12 and Merton's Economic Development Strategy both support proposals that increase the number of jobs and the provision of more highly skilled and higher earning jobs. I am addressing each of the policy matters in turn.
- 5.5.12 DM E3 (i) Neither the applicant nor the council are stating that the operation of the existing employment space has had a significant adverse effect on residential amenity.
- 5.5.13 DM E3(ii) In the applicant's letter of 24 March 2016 (from Savills), the applicant states that the size, configuration, access arrangements and other characteristics of the site make it unsuitable for continued sustainable whole-site employment/industrial use as evidenced by the submission of a Houston Lawrence report (24 March 2016).

5.5.14 However the Houston Lawrence submission accompanying the application does not consider this matter. The Houston Lawrence submission contains information supporting the council's current policy position and market conditions:

- that there is currently strong demand for business space to serve the SME sector
- That there is a high proportion of SMEs that make up Merton's business base
- the currently high demand for SME space can further be demonstrated by using examples at the Generator Business Centre, Lombard Estate, Merton Abbey Mills and the Trident Business Centre in Tooting.
- The importance of shorter term, more flexible contracts in attracting SME businesses.

5.5.15 It is clear from the applicant's submission that:

- the existing site provides employment floorspace suitable for SMEs on short term contracts. The premises are of poor quality and are not up to modern standards with rental levels similar to those found on other workshop / similar industrial sites in Merton.
- The proposed site would provide employment floorspace suitable for SMEs to modern standards. The plans associated with this application are characteristic of Grade A offices. The applicant states that they would market the employment floorspace on short term contracts which are suitable for SMEs. The applicant's submission (Savills letter 4th July 2016 and the financial viability report) states that the applicant would be renting the employment space at levels comparable to other modern premises in south London

5.5.16 The council's research and local evidence, including other planning proposals, supports the information on the currently high demand for SME space in Merton.

5.5.17 There is currently good demand for well-designed commercial premises in Merton and surrounding boroughs. This view is supported by the council's own commercial property stock which is also seeing high demand and other employment surveys undertaken in the past 18 months.

5.5.18 There is currently good demand for premises from the SME sector. The council would agree with this view, which is supported by Merton's own employment studies and strategies which demonstrate that Merton has a high proportion of SMEs and that currently demand for space that can be occupied by SMEs is high. Mitcham business generator fully let as is Wembletech, and other venues such as Wandle Valley Resource Centre and Vestry Hall are well let. There is demand for employment space for all

types of SMEs, including the flexible office space proposed as part of the planning application and the workshop/storage space that is being demolished.

5.5.19 DM.E3(iii) although the applicant has not marketed the scattered employment site as required by policy DM.E3 (iii) the applicant's the Aitchison Raffety letter of 28 April 2016 demonstrates ongoing marketing of the various units within the site over a much longer period of time than is required by policy DM.E3, with the most recent date for marketing being 2013. The Aitchison Raffety letter states that the marketing techniques used (e.g. To Let signs, adverts in local press) kept vacancy levels low and occupation steady for the larger units but that the smaller office-type units have been hard to let due to the poor condition of the buildings. There is no evidence of the site being marketed as a whole for employment or community use.

Conclusion

5.5.20 In accordance with Sites and Policies Plan policy DM E3(b), as proposals do not meet policy requirements DM E3 (a) (iii), the applicant has asked the council to consider providing employment as part of a mixed-use scheme to mitigate against the loss of employment land.

5.5.21 It is a balanced judgement as to whether the proposed scheme accords with policies CS12 and DM.E3.

5.5.22 The proposed scheme would provide modern, flexible employment floorspace suitable for SMEs, rented at comparative market-led commercial rents. There is currently good demand for this type of employment space in Merton. This accords with Merton's Core Planning Strategy CS12 in providing modern space for higher value jobs in Merton.

5.5.23 However the proposed scheme would result in a loss of 1,389sqm / 14,951sqft of employment floorspace, currently hosting 29 SMEs. The limited marketing evidence from the applicant demonstrates that the larger existing units have been in demand with minimal turnover for more than a decade although the smaller office-based units are nearly all vacant. The evidence and the representations do not demonstrate that the proposal accords with DM.E1(i) or DM.E.(ii); while the site may be financially unviable according to the applicants to redevelop for whole site employment purposes, the evidence assessed with this application does not demonstrate that the site is unsuitable for whole-site employment use. The current accommodation is in poor condition, not up to modern standards and the rents are low, reflecting this.

- 5.5.24 There are different statements as to the number of jobs supported on site between the applicant and the representors. Based on all the evidence, it seems possible that the number of jobs supported by the existing site could be very similar to the potential 42 jobs estimated for future occupants of the proposed employment floorspace.
- 5.5.25 Were this site to be redeveloped for whole site employment purposes, the rents would need to rise considerably to reflect commercial rents for modern employment premises similar to those in the South Wimbledon Business Area. From the representations received from the existing businesses, it seems very unlikely that these existing businesses would be able to afford competitive market rents in modern premises and therefore would not benefit even if this site were to be redeveloped for 100% employment uses, were this to become viable.
- 5.5.26 The applicant's Savills letter of 4th July states that the new employment premises would be rented at commercial market rates of £20 per square foot, repeated in the applicant's assessment of financial viability. If the council were to require "affordable" rents for part or all of the new employment floorspace, the applicant states that this would need to be deducted from the affordable housing contribution in order to create a viable scheme.
- 5.5.27 In conclusion, it is a finely balanced judgement as to whether this proposal meets the aims of Merton's Core Planning Strategy and Sites and Policies Plan by making Merton more prosperous with strong and diverse long-term economic growth. The planning application should be considered as a whole and the merits of the other attributes of the scheme such as the provision of new homes, improved public realm, transport improvements and other matters may support an approved scheme.
- 5.6 Council Climate Officer - No objection subject to conditions.
- 5.7 Council Environmental Health – No objection subject to conditions
- 5.8 Historic England – No objection subject to conditions.
- 5.9 Councils Highway Officer
- 5.9.1 We would require legal involvement for a stopping up order for the existing public highway, and S38/S278 agreements to carry out works on the public highway and to adopt any new highway. We would need to agree any alignment and construction details of the highway.
- 5.10 Councils Emergency Planner – No objection subject to condition

6. **POLICY CONTEXT**

6.1 Merton Core Planning Strategy (July 2011)

CS8 – Housing Choice
CS9 – Housing Provision
CS12 – Economic Development
CS14 - Design
CS15 – Climate Change
CS18 – Active Transport
CS19 – Public Transport
CS20 - Parking, Servicing and Delivery

6.2 Adopted Merton Sites and Policies Plan (July 2014)

DM H2 Housing Mix
DM H3 Support for affordable housing
DM E1 Employment areas in Merton
DM E3 Protection of scattered employment sites
DM E4 Local employment opportunities
DM O2 Nature conservation, trees, hedges and landscape features
DM.D2 Design Considerations in All Developments
DM.EP2 Reducing and Mitigating Noise
DM T1 Support for sustainable transport and active travel
DM T2 Transport impacts of development
DM T3 Car parking and servicing standards
DMR2 Development of town centre type uses outside town centres

6.3 London Plan (2015)

3.3 (Increasing Housing Supply),
3.4 (Optimising Housing Potential),
3.5 (Quality and Design of Housing Developments),
3.8 (Housing Choice),
5.1 (Climate Change Mitigation),
5.3 (Sustainable Design and Construction).
7.3 (Designing Out Crime)
7.4 (Local Character)
7.6 (Architecture)

7. **PLANNING CONSIDERATIONS**

7.1 The principal planning considerations related to this application are the principle of development , loss of employment floorspace, the design of the new buildings and site layout, impact upon the East Road and Wandle Bank street scenes, the standard of accommodation provided, impact upon neighbouring amenity, flooding/basement issues, trees and parking/highways considerations and affordable housing provision.

7.2 Amendments

- 7.2.1 A number of amendments have been made to the original submission at officer's request to improve the design of the development and to protect neighbouring amenity. A full list of the changes can be found in 3.1.13 of the committee report.

7.3 Principle of Development

- 7.3.1 The redevelopment of the site would provide 34 new flats and 459sqm of new office space (Class B1a).

- 7.3.2 The existing site is not a designated industrial site and is classified as a scattered employment site in relation to the Council's adopted Sites and Policies Plan. Planning policy DM E3 (Protection of scattered employment sites) therefore applies. This seeks to ensure that there is a diverse mix of size, type, tenure and location of employment facilities which can support a range of employment opportunities towards creating balanced mixed use neighbourhoods in Merton. Neighbours and existing occupiers have expressed their concerns with the loss of existing businesses on the site, however it must be noted that there is no policy requirement to protect the existing uses, only that the site retains a source of employment. The proposal seeks to provide a mixed use development of residential and office space. The proposed office facilities are considered to be high quality and a vast improvement on the current facilities on the site. Office accommodation has also been identified as an attractive use in this location. and could create a net increase in the number of jobs on site. The principle of reproviding new employment floorspace is considered to be acceptable.

- 7.3.3 The requirement for additional homes is a key priority of the London Plan and the recently published Further Alterations to the London Plan (FALP) seeks to significantly increase the ten year minimum housing target across London from 322,100 to 423,887 (in the period from 2015 to 2025), and this equates to an associated increase in the annual monitoring target across London to 42,389. The minimum ten year target for Merton has also increased by more than 30% to 4,107, with a minimum annual monitoring target of 411 homes per year. The delivery of new residential units at this site will contribute to meeting housing targets and the mix of unit sizes will assist in the delivery of a mixed and balanced community in a sustainable location. New housing is considered to be in accordance with the objectives of the NPPF, London Plan targets, and LBM policy.

7.4 Reduction in Employment Floorspace/Redevelopment of Existing Buildings

7.4.1 The site is a scattered employment site and as such Policy DM.E3 Protection of scattered employment sites (Merton's Sites and Policies Plan 2014) applies. Policy DM.E3 seeks to ensure that there is a diverse mix of size, type, tenure and location of employment facilities which can support a range of employment opportunities towards creating balanced mixed use neighbourhoods in Merton.

7.4.2 Planning policy DM.E3 states that 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).*

7.4.3 If proposals do not meet policy requirements DM E3 (a) (iii) above, the Council will seek measures to mitigate against the loss of employment land. Such measures may include:

- Providing employment, as part of a mixed use scheme on-site; or
- Providing alternative sites for employment use (for instance, 'land swaps')

7.4.4 The proposal seeks to provide employment as part of a mixed use scheme on site. The proposed redevelopment of the site will however result in the loss of 1,389sqm of employment floorspace, reducing from 1,812 sqm to 422sqm (excluding the commercial refuse store). The reduction in the amount of commercial floor space is therefore a material planning consideration given the site's existing use as a scattered employment site. It should however be noted that consideration must be given to the number of potential jobs any redevelopment could potentially generate.

7.4.5 The existing site currently has around 29 different business tenancies. Rental rates are low compared to SME premises in South Wimbledon Business Area, reflecting the fact that premises are generally in poor condition. The smaller units at Rapid House (approx. 8 units) are mostly vacant. There is a difference between the applicant and representations received on the number of jobs supported by the existing site. As set out

in the Planning Policy section's full comments, it seems likely that the site supports more than the applicant's statement of 32 jobs and less than the 100 jobs claimed by objectors. Based on the level of proposed replacement floorspace, the assumption that it would generate 42 jobs (agent's Planning Statement) seems reasonable according to job density calculations, noting that office floor space generates significantly more jobs per square metre than industrial units.

- 7.4.6 It is a balanced judgement as to whether the proposed employment floorspace would provide similar or more jobs than are currently available on the existing site. The proposal would provide higher quality modern employment floorspace. The existing units are in poor condition and any viable redevelopment of the site up to good standards – in whole or in part - for employment purposes would result in higher business rents as the current rental levels are reflective of low grade industrial type property.
- 7.4.7 In relation to part (i) of Policy DM E3, neither the applicant nor the council are claiming that the operation of the existing employment space has had a significant adverse effect on residential amenity.
- 7.4.8 In relation to part (ii), the planning agent states that the size, configuration, access arrangements and other characteristics of the site make it unsuitable for continued sustainable whole-site employment/industrial use. However, the Houston Lawrence report (24 March 2016) submitted with the application is considered to demonstrate the following:
- that there is currently strong demand for business space to serve the SME sector
 - That there is a high proportion of SMEs that make up Merton's business base
 - the currently high demand for SME space can further be demonstrated by using examples at the Generator Business Centre, Lombard Estate, Merton Abbey Mills and the Trident Business Centre in Tooting.
 - The importance of shorter term, more flexible contracts in attracting SME businesses.
- 7.4.9 It is clear from the applicant's submission that:
- the existing site provides employment floorspace suitable for SMEs on short term contracts. The premises are of poor quality and are not up to modern standards with rental levels similar to those found on other workshop / similar industrial sites in Merton.
 - The proposed site would provide employment floorspace suitable for SMEs to modern standards. The plans associated with this application are characteristic of Grade A offices. The applicant states that they would market the employment floorspace on short term contracts which are suitable for SMEs.

- 7.4.10 Merton's own employment studies confirm that there is currently good demand for well-designed commercial premises in Merton and surrounding boroughs. There is demand for employment space for ALL types of SMEs, including the flexible office space proposed as part of the planning application and the workshop/storage space that is being demolished.
- 7.4.11 The proposed scheme would provide modern, flexible employment floorspace suitable for SMEs, rented at comparative market-led commercial rents. There is currently good demand for this type of employment space in Merton. This accords with Merton's Core Planning Strategy CS12 in providing modern space for higher value jobs in Merton.
- 7.4.12 However the proposed scheme would result in a loss of 1,389sqm / 14,951sqft of employment floorspace, currently hosting 29 SMEs. The limited marketing evidence from the applicant demonstrates that the larger existing units have been in demand with minimal turnover for more than a decade although the smaller office-based units are nearly all vacant. The evidence and the representations do not demonstrate that the proposal accords with DM.E1(i) or DM.E.(ii); while the site may be financially unviable according to the applicants to redevelop for whole site employment purposes, the evidence assessed with this application does not demonstrate that the site is unsuitable for whole-site employment use.
- 7.4.13 The current accommodation is in poor condition, not up to modern standards and the rents are low, reflecting this. Were this site to be redeveloped for whole site employment purposes, the rents would need to rise considerably to reflect commercial rents for modern employment premises similar to those in the South Wimbledon Business Area. The concerns of existing business tenants have been noted, however, from the representations received from the existing businesses, it seems very unlikely that these existing businesses would be able to afford competitive market rents in modern premises and therefore would not benefit even if this site were to be redeveloped for 100% employment uses, were this to become viable.
- 7.4.14 The acceptability of the proposed reduction in employment land is finely balanced, however account must be taken of all other planning considerations set out in the committee report. The redevelopment of the site would replace poor quality employment space with a limited life span with new high quality office space, which would offer potentially the same number of jobs on the site. There is evidence of demand for offices in this location and therefore the new facilities would ensure the long term economic future of the site.

7.4.15 The redevelopment of the site would bring other benefits such as the need for high quality new homes in London. 34 new homes of high quality would be created by the proposed development. In addition the existing commercial units have a negative impact upon the visual amenities of the area - the proposed development would provide high quality modern buildings which positively respond to the context of the site and the immediate area. A new pedestrian link from East Road to Wandle Bank would also be created through the heart of the scheme, leading directly to the pedestrian bridge over the River Wandle. On balance, taking into account all planning considerations, the proposed redevelopment of the site to create a mixed use scheme is considered to be acceptable in relation to policy DM E3.

7.5 **Design and Neighbour Amenity**

7.5.1 Design

Context

7.5.2 The application site is located within a predominantly residential area of two, three and four storey buildings and some smaller scale commercial units. Long rows of two storey terraced houses adjoining the application site in Wandle Bank, East Road and All Saints Road. The height and massing of buildings increase almost immediately to the north of the application site in the northern section of Wandle Bank and South Road as well as on the opposite bank of the River Wandle to 3 to 4 stories plus roof.

7.5.3 A single storey school (All Saints Church of England School) is located directly to the west of the application site and a two storey bus depot directly to the south.

7.5.4 It should be noted that the existing buildings on site have a negative impact upon the visual amenities of the area due to their condition and appearance. From the design perspective, the redevelopment of the site is welcomed by the Council.

Height/massing

7.5.5 The height and massing of the proposed buildings are considered to respect the context of the site. The proposed building would be located towards the end of a no through road, separated from the two storey terrace to the north by the proposed vehicular/pedestrian access and adjacent to the undeveloped vehicle parking area of the bus garage to the south. The proposed building would therefore be seen as a standalone building within the street.

- 7.5.6 Block A would have a staggered elevation treatment and building height along the East Road frontage which will help integrate the development into the wider environment, lowering in height at the southern and northern ends. The larger four storey central element would include a well-considered wave roof form and set backs within the elevations providing modelling. Blocks B and C would be two storey detached or terraced buildings which will help maintain the domestic scale of the development and respond to the varying building forms/height within the vicinity and proximity to the terrace in Wandle Bank at the rear.

Materials

- 7.5.6 The proposed buildings would have a modern design approach which is considered to be of high quality that will enhance the visual amenities of the area. The modern design approach picks on the materials of surrounding buildings with the predominant use of stock brick within its elevations; this is supported by modern materials such as zinc standing seam panels and a green oak structural frame to the balconies..

Layout

- 7.5.7 The proposed redevelopment of the site would include a new pedestrian access from East Road to Wandle Bank. It should be noted that there is an existing access but it is a convoluted and unattractive route between the existing commercial units. The proposed new route through the site would provide an improved direct link from East Road to Wandle Bank which has the benefit of natural surveillance from windows within the development as well as neighbouring properties. The new route would help integrate the proposed development into the surrounding area and link with the pedestrian bridge over the Wandle into Wandle Park.

Landscaping

- 7.5.8 The existing trees on the site to be removed have limited visual amenity given their size and condition. The Council tree officer has confirmed that adjacent trees can be safeguarded through the use of planning conditions. As part of the redevelopment of the site soft landscaping is proposed including the planting of trees. Soft landscaping details can be secured via a planning condition. The existing site is dominated by buildings and hardstanding. The proposed buildings combined with the proposed hard and soft landscaping strategy is considered to be an improvement on the current situation and would therefore improve the visual amenities of the area.

Neighbour Amenity

Sun and day light Report

- 7.5.9 The applicant has submitted an independent sun and day light report with the application. The report includes an assessment of sun and day light to 89 All Saints Road, 44 East Road, 40 – 51 Wandle Bank and 55 Wandle Bank. The report uses three detailed methods for calculating daylight, the Vertical sky Component (VSC), the N—Sky Line Contour (NSC) and the Average Daylight Factor (ADF). For sunlight the Annual Probable Sunlight Hours (APSH) method is detailed.
- 7.5.10 The results of the VSC and NSC assessments demonstrate that the vast majority of windows within the surrounding properties retain daylight levels fully in line with the BRE criteria. The results do indicate a small number of technical deviations, however these reflect localised sensitivities such as small or constrained windows and overall compliance rates are excellent for an urban environment.
- 7.5.11 The results of the APSH sunlighting assessment of the surrounding properties also show that the vast majority of relevant windows / rooms remain compliant with the BRE criteria. Only a small number of west facing windows experience changes in low angle winter sunlight with the majority of these impacts already falling below the target criteria.
- 7.5.12 In addition to the above, the sun and day light report has also assessed the sunlight available to the amenity space situated to the east of the site. The results of the sunlight amenity space demonstrates full compliance with the BRE targets.
- 7.5.13 Overall the results of the daylight and sunlight assessment are in line with the intentions of the BRE guidance and are considered acceptable particularly given the urban nature of the site.

Block A

Design

- 7.5.14 Building Block A fronts onto East Road and comprises a part single, part two, part three, part four storey building with accommodation within a part lower ground floor basement. The proposed building line would be set back from the pavement edge to allow for a front curtilage, some soft landscaping and a formal car parking arrangement. The design would create an active frontage onto East Road with individual ground floor as well as communal entrances being accessed directly from the street. It would also greatly improve upon the existing appearance of the site and relationship to the street.

Neighbour Impact (Block A)

42 - 51 Wandle Bank

7.5.15 Block A, fronting East Road, would be a four storey building distanced approximately 28m from the rear elevations of terraced houses in Wandle Bank. The foreground of views from the rear of properties in Wandle Bank would be of Block B close to the rear garden boundaries of these neighbouring properties, with a similar massing and siting to the existing buildings on the site. Therefore Block A would be seen within this context and thus the massing of Block A would be broken down by the level of separation and the siting and massing of Block B. Given the arrangement and level of separation, there is considered to be no unacceptable loss of amenity from Block A.

89 All Saints Road

7.5.16 Located to the west of the application site on the opposite side of East Road. The proposed building block A would be distanced at least 12.693m away from the flank wall of this neighbouring property and East Road would form a physical barrier between the sites. Given the level of separation, orientation of this neighbouring property at a right angle to the application site and East Road forming a physical barrier it is considered that that there would be no undue loss of amenity.

7.5.17 Whilst there would be some overshadowing of this neighbours garden during early morning sunlight, given the orientation of the property and its relationship with the application site, the neighbours garden would receive suitable levels of sunshine from midday onwards which would easily exceed the 2 hours of sunlight recommended in the BRE guidance on overshadowing. Given the level of separation and the neighbouring property sitting at a right angle to the application site, it is considered that there would be no undue loss of amenity.

7.5.18 The front balconies to Block A will be fitted with privacy screens which would direct views away from residential gardens along East Road. The proposed fins have been designed seamlessly into the fabric of the building, providing an architectural feature as well as ensuring that there is no undue overlooking of this neighbours and other rear gardens beyond for properties in East Road. A planning condition can be imposed to ensure the long term protection of neighbouring amenity.

All Saints School

7.5.19 All Saints School is located opposite the application at the southern end of East Road. The proposal seeks to create a live frontage into East Road

including a formal car parking arrangement and a new pedestrian route from East Road to Wandle Bank. The proposed car parking arrangement would be an improvement on the informal arrangement and the proposed new pedestrian route would provide a more pleasant access from Wandle Bank to East Road. Given the non-residential use of the school there would be no loss of amenity.

44 East Road

7.5.20 Located to the north of the application site, this neighbour has an open and expansive side/rear garden and is well distanced away from the proposed building within the development site. It should also be noted that the existing building projecting along the neighbour's garden would be replaced by the new vehicle/pedestrian access. This could be considered as an improvement on the neighbours open aspect garden area. The proposed buildings are well distanced away from this neighbouring property to ensure that there is no undue loss of amenity. Screening to balconies at the upper levels would ensure that there is no undue overlooking of the neighbouring garden and house.

Block B

Design

7.5.21 The proposed two storey building within the eastern, southern and northern sections of the site will contribute towards adding variety to the scheme and helping to create a high quality mews type development. The buildings within the site are either two/three storey in height, domestic in scale and responding to the constraints of the site. The buildings pick up on the materials of surrounding properties with the use of brickwork elevations however this would be supported by modern materials such as zinc panels. Overall the proposed buildings are considered to be well designed, adding interest to the scheme and responding to the news mews development and surrounding properties in a positive manner.

Impact on Neighbour Amenity (Block B)

42 - 51 Wandle Bank

7.5.22 Located to the east, the application site is considered to have a sensitive relationship with these neighbours due to the neighbour's shallow rear gardens and close proximity of the existing building along their site boundary. The existing building on the site is a large single storey building with either a flat or sloping roof form, forming either the whole rear boundary of these neighbours' rear gardens or like number 42 and 51 Wandle Bank forming part of the rear boundary. The existing situation is

considered to be a material planning consideration due to the close proximity and height of the existing building affecting outlook and light levels for these properties.

7.5.23 Following amendments requested by the planning officer, the proposed massing creates a similar relationship to the existing sloping roofed building. With the exception of the two rear staircases, the proposed building has been designed to sit within the envelope of the existing massing. The eaves level of the proposed building, which forms the rear boundary of neighbouring properties, is 0.1m lower than the existing situation and set 0.2m further away from the rear boundary. In terms of the rear staircases, these are not considered to have a material impact, due to their modest size and screens to prevent overlooking of neighbouring properties and gardens. It should also be noted that the existing building has a continuous form along the rear boundary of neighbouring gardens. The proposed building would include two gaps at first floor level which would help break down the massing of the proposed building. These two gaps would accommodate amenity spaces for two of the flats. A 1.8m high screen would prevent overlooking of the neighbours. This can be controlled via a suitable planning condition.

7.5.24 In terms of the relationship to the existing flat roof section of the existing buildings along these neighbouring gardens (projects along the rear boundary of 42 to 44 Wandle Bank), the proposed eaves level would 0.2m higher than the top of the existing flat roof, however the rear wall of the proposed building at ground floor would be set 0.2m further away from boundary (existing building forms rear boundary). At first floor level, the building has been designed with a part sloping roof cut into the rear wall which helps reduce its massing when viewed from properties in Wandle Bank. The rear wall of the proposed first floor would be inset 3.7m away from the rear boundary. Whilst the Councils SPG recommends a 4m separation for two storey buildings directly adjacent to the ends of existing gardens, consideration is given in this instance to the existing situation and the design of the first floor. The proposed first floor would only be 0.3m short of the guidance and its first floor has been designed with a part sloping roof section cutting into the rear wall (not appearing as a traditional two storey building with roof). Given the existing situation and design of the proposed building it is considered that there would be no undue loss of amenity in this instance.

40 – 42 Wandle Bank

7.5.25 40 – 42 Wandle Bank (three properties) are located to the east of the application site. The existing flat roof building occupies part of the rear garden of 42 Wandle Bank, however the other areas beyond the rear gardens of these neighbouring properties are separated from the

application site by the part of the car parking area of the adjacent bus depot. The parcel of land of the bus depot therefore forms a physical buffer between the rear gardens and the application site boundary thereafter. The two storey house (Block B) in the southern section of the site (opposite these neighbours) is distanced 17.8m from the rear elevations of 40 – 42 Wandle Bank. In addition, as stated above, the existing parcel of land of the bus depot offers a physical buffer between existing and proposed neighbours. Whilst the amended plans have moved the proposed house closer to these neighbours, the side roof terrace has been removed and the level of separation would ensure that there is no undue loss of amenity.

55 Wandle Bank

- 7.5.26 This neighbour is located to the north of the application site. The neighbour sits within a wider plot compared to other houses in the street. This creates an improved relationship with the application site with the neighbouring house having an open side/rear garden and house itself being set away from the northern boundary of the application site. The existing buildings on the site sit parallel with the neighbours side/rear garden and are therefore considered to be a material planning consideration.
- 7.5.27 The proposed buildings along the side/rear boundary of the neighbouring property, whilst being higher at points, would have a lesser projection, thus creating a more open aspect for the neighbour's garden. The proposed buildings in some respects could therefore be considered an improvement on the existing situation. Whilst the proposed houses (Block B & C) are taller in height, compared to the existing industrial units, the proposed houses are well distanced away from this neighbouring building to ensure that there is no undue loss of amenity. Whilst there is a proposed roof terraces, planning conditions requiring screening of the terraces would ensure that there is no undue overlooking of the neighbouring property and garden areas.

Block C

Design

- 7.5.28 The proposed new house on Wandle Bank is considered to be a well-designed house that responds to the form and height of buildings within the street scene in a modern and well-designed manner. The proposed building is considered to add interest and variety within the street scene forming a good transition between the smaller terraced houses to the south (34 – 51 Wandle Bank) and the large terrace to the north (55 Wandle Bank).

Neighbour Amenity (Block C)

42 - 51 Wandle Bank

7.5.29 The proposed house fronting Wandle Bank (Block C) would be sited to the flank of the adjacent terrace in Wandle Bank. Therefore there be no undue loss of amenity from the building itself or front roof terrace. The proposed one bedroom house (Block B) on the northern side of the proposed mews would be set away the rear garden of 51 Wandle Bank by a suitable distance to ensure that that there is no undue loss of amenity. The provision of screens to the roof terrace would ensure that there is no undue overlooking of the neighbouring gardens or properties. Retention of screening can be secured via a planning condition to ensure the long term protection of amenity.

7.6 Standard of Residential Accommodation

7.6.1 In terms of the quality of the accommodation proposed, it is considered that the proposed houses and flats would provide a good standard of accommodation for future occupiers. The proposed units would generally exceed or meet minimum London Plan Gross Internal Area, room size and amenity space standards. Each habitable room would receive suitable light levels, adequate outlook and would be capable of accommodation furniture and fittings in a suitable and adoptable manner.

7.6.2 The 1 bedroom house does not have a 50 sqm garden (Council's minimum amenity space standard for house). However, given that this is only a 1-bed unit with a 12 sqm first floor terrace and 30 sqm roof terrace, this is considered to be acceptable.

7.7 Playspace

7.7.1 The proposed scheme would be generally well in excess of London Plan minimum requirements for on-site private amenity space provision and a small communal amenity space is proposed. As the site is approximately 150m (actual walking distance) from an existing play space and 20m from a large public park, the proposals are acceptable with regards to play space provision.

7.8 Highways

Context

7.8.1 The applicant site is located within an area of good public transport accessibility (PTAL score of 4). Within the vicinity of the site there are 5

bus services, Colliers Wood under ground station is 550m from the site; Haydon's Road train station is 1.3km from the site (16 mins walk) and the site is 600m from the cycle superhighway 7 which provides passage to Central London.

- 7.8.2 The applicant site is not located within a Controlled Parking Zone (CPZ), however the application site is located close to CPZ's S3 (North/South/West of East Road - Monday to Saturday between 8.30am and 6.30pm) and CW1 (Wandle Bank - Monday to Saturday between 8.30am and 6.30pm).
- 7.8.3 There are no servicing restrictions adjacent to the site along Wandle Bank and East Road. Existing servicing arrangements are via kerbside along East Road and Wandle Bank. There is however no stopping allowed from 07.30 – 9.00 and 15.00 – 17.00 Monday to Friday at the entrance to C of E All Saints Primary School opposite the site.
- 7.8.4 The application site currently has an informal arrangement of car parking on site and on East Road. Cars and vans currently park on the access road on the southern end of the site and the access way between the existing industrial. Additional car parking for the units and general public is provided for on East Road in an informal arrangement next to the wooden fence along East Road.

Proposal

- 7.8.5 The proposal for 34 residential units and 459 sqm of office space is considered to a modest sized development within an urban setting. The proposal would provide a total of 14 car parking space with a new vehicle access serving the site from East Road and a new pedestrian access through the site from East Road to Wandle Bank.
- 7.8.6 Of the 14 car parking spaces, 9 spaces would be allocated directly to the new residential units. These spaces would be managed by a parking management plan which would be subject of a planning condition and approval from the Council. Of the 9 allocated car parking spaces for the new residential units, 2 spaces with electric charging points would be located within the site and 7 spaces along the southern end of East Road.
- 7.8.7 The proposed commercial units would have 2 allocated car parking spaces within the site close to the units. A new double yellow line opposite the pedestrian access on Wandle Bank is proposed to improve potential servicing of the commercial units from Wandle Bank (40-45m carry distance). The 3 car parking spaces on the northern end of East Road would be unallocated car parking spaces with peak parking restrictions between 8.30-10am & 4.00pm – 6.30pm. This would prevent commuter

parking during peak hours and would allow for visitor parking and servicing requirements for both residential and commercial units.

Land Swap

- 7.8.8 Some of the car parking spaces in East Road sit outside the land ownership of the applicant (public highway), therefore a land swap is required in this instance. This can be secured via a S106 agreement. In addition, a contribution towards parking restrictions and traffic management order for East Road and Wandle Bank if these are needed would also be subject of a legal agreement whereby in agreement with the Councils Highway section the applicant would be liable for the cost of the related works.

Permissive Path

- 7.8.9 In order to ensure that the proposed pedestrian access is made available for public use, the development would be subject of an S106 agreement requiring a permissive path through the site.

Residential Parking

- 7.8.10 Neighbours have raised concerns with the level of car parking and impact upon surrounding streets. The Councils Transport Planning Section considers that the scheme is acceptable subject to conditions and S106 agreements.
- 7.8.11 Given the parking restrictions and the site having good accessibility to public transport, it is expected that the majority of travel would be by public transport. The proposal would provide 9 car parking spaces for residential use which would be in line with the London Plan 2016 parking standards (minor alterations to the London Plan) which states that up to 1.5 car parking spaces per unit can be provided. It also notes that all developments in areas of good public transport accessibility (in all parts of London) should aim for significantly less than 1 space per unit. The level of car parking is therefore in line with the objectives the London Plan.
- 7.8.12 The Council does acknowledge the concerns from neighbours in terms of car parking, however the proposals would meet London Plan policy requirements, is modest in scale and application site has a PTAL score of 4 which indicates good levels of public transport within close proximity of the site. In order to ensure limited impact upon surrounding area, place no additional pressure on the operation of surrounding CPZ's and to promote sustainable modes of transport, the development is considered suitable as a permit free development whereby preventing car parking permits being issued for the residential and commercial units.

Car Club

- 7.8.13 To further encourage sustainable modes of transport and help establish travel patterns for future occupiers, the development would also be subject to a free, three year car club membership. This can be controlled via a S106 agreement.

Commercial Parking/Serviceing

- 7.8.14 As stated above the application site is located within an area of good public transport accessibility and given the amount of parking available, travel by staff and visitors is likely to be made from public transport thereby promoting sustainable modes of travel and limiting impact upon surrounding highway network.
- 7.8.15 The three commercial units would be allocated 2 car parking spaces within the site close to the units. The 3 unallocated parking bays on East Road would provide additional parking for visitors and servicing arrangements. The applicant states that servicing would continue on East Road and Wandle Bank, however the plans have been amended to provide improved parking and servicing arrangements with allocated car parking and new double yellow lines opposite the pedestrian access on Wandle Bank improving servicing within close walking distance of the commercial units (40 – 45m carry distance). On balance, the proposed car parking and servicing arrangement are considered suitable for the proposed employment units.

Wandle Trail

- 7.8.16 As set out above, given the constraint of the site and surrounding areas, it is expected travel to and from the site will take place by walking to and from public transport areas, such as from Colliers Wood. The application site is located partly on Wandle Bank and within close proximity of the Wandle Trail on the opposite side of Wandle Bank. Therefore in order to promote sustainable modes of transport, the applicant has agreed to make a financial contribution of 10k towards improvements to the Wandle Trail. The Wandle Trail is currently working on improvements to lighting and therefore the contribution can be put towards this current project.

7.9 Flooding

- 7.9.1 Part of the northeast corner of the site is located within Flood Zone 2 associated with the fluvial risk of flooding from the River Wandle. Wandle Bank itself has a high and medium risk of Surface Water Flooding, according to the Environment Agency's flood map for surface water.

Further to the revisions made to the FRA, which includes detail on all ground finished floor levels being set above 1 in 100 year climate change level +300mm, the Councils Flood Engineer has no objection to the scheme subject to conditions. The Environment agency has also confirmed that they have no objection to the scheme (following amended information being submitted) subject to conditions.

7.9.2 The Councils Emergency Planner has confirmed that details of flood warning as requested by the Environment Agency can be suitably addressed via a planning condition requiring details of a Flood Warning and Evacuation plan and that the procedure is implemented and agreed in writing to the satisfaction of the Local Planning Authority.

7.10 Archaeology

7.10.1 The site is located within the Wandle/Colliers Wood Archaeology priority zone. The Wandle/Colliers Wood archaeology priority zones has been a particular focus for riverside industry from medieval period onwards with several corn mills being located during the mediaeval period, supplanted in the post-mediaeval period by textile processing and finishing industries. Historic England states that they have no objection subject to conditions.

8 Affordable Housing

8.1.1 Planning policy CS 8 (Housing Choice) of Merton's Core Planning Strategy states that development proposals of 10 units or more require an on-site affordable housing target of 40% (60% social rented and 40% intermediate). In seeking affordable housing provision, the Council will have regard to site characteristics such as site size, its suitability and economics of provision such as financial viability issues and other planning contributions.

8.1.2 The amount of affordable housing this site can accommodate has been subject of a viability assessment. Following extensive discussions, the Council's independent viability assessor originally stated that a policy compliant 40% affordable scheme is not viable and that only 13.5% affordable in the form of Low Cost Home Ownership could be achieved on this scheme. Due to the management difficulties associated with such a small element of affordable housing, a payment in lieu of affordable housing of £200,000 was considered to be a reasonable approach. The provision of an offsite affordable housing contribution is considered to be acceptable in this instance and meets the objectives of planning policy CS 8 (Housing Choice).

8.1.3 In light of the scale of the development and the possible lengthy timescales involved in implementing and constructing the development,

the affordable housing contribution would be subject of a review mechanism.

9. Local Financial Considerations

- 9.1 The proposed development is liable to pay the Merton and Mayoral Community Infrastructure Levy (CIL), the funds for which will be applied by the Mayor towards the Crossrail project. Merton's Community Infrastructure Levy was implemented on 1st April 2014. This will enable the Council to raise, and pool, contributions from developers to help pay for things such as transport, decentralised energy, healthcare, schools, leisure and public open spaces - local infrastructure that is necessary to support new development. Merton's CIL has replaced Section 106 agreements as the principal means by which pooled developer contributions towards providing the necessary infrastructure should be collected.

10. **SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS**

- 10.1.1 The proposal is for minor residential development and an Environmental Impact Assessment is not required in this instance.

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

11. **CONCLUSION**

- 11.1.1 The existing site is occupied by rundown, low quality industrial buildings and some form of redevelopment is considered to be inevitable. On balance, the reduced amount of employment floorspace is considered to be acceptable in the context of the new, high quality floorspace to be provided and its potential level of replacement employment as well as the other planning benefits flowing from the proposal. The proposed development will provide 34 new family dwellings and 459 sqm of good quality office floor space. The principle of development is considered to be acceptable with a mixed use development retaining a source of employment and providing much needed new homes. The design of the development is considered to be of high quality in terms of appearance and accommodation being proposed. The proposed buildings would respect the context of the site and would have no undue impact upon neighbouring amenity, flooding or highway considerations. The proposal is therefore recommended for approval subject to conditions and S106 agreement.

RECOMMENDATION

GRANT PLANNING PERMISSION

Subject to the completion of a Section 106 Agreement covering the following heads of terms:-

1. That the developer makes a financial contribution towards Affordable housing (£200, 000) with review mechanism.
2. Permit Free Development (residential and business)
3. Wandle Trail contribution (10k)
4. Land Transfer
5. Car Club
6. Permissive path
7. The developer agreeing to meet the Councils costs of preparing, drafting and monitoring the Section 106 Obligations.

And the following conditions:

1. A.1 Commencement of Development
2. A7 Approved Plans
3. B1 Materials to be approved
4. B4 Details of Surface Treatment
5. B5 Details of boundary treatment
6. C06 Details of refuse & recycling
7. C07 Refuse implementation
8. C08 Use of Flat Roofs (other than those approved)
9. C09 Balcony Screening
10. D11 Construction Times

11. F05 Tree protection
12. F8 Site Supervision (Trees)
13. Design of foundations
14. H06 Cycle Parking – Details to be submitted
15. H07 Cycle Parking to be implemented
16. F01 Landscaping/planting scheme
17. F02 Landscaping (implementation)
18. H10 Construction vehicles, wash down facilities (mayor developments)
19. H12 Delivery and Servicing Plan to be Submitted
20. H13 Construction Logistic Plan to be Submitted (mayor development)
21. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated: 30 November 2015, REF: 3083 Issue 4 and the following mitigation measures detailed within the FRA:
 1. Finished floor levels are set no lower than 12.75 m above Ordnance Datum (AOD).
 2. The development will not increase flood risk to areas adjacent to the site, the wider area or downstream of the site for the lifetime of the development.

The above mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.
22. Construction Traffic Management Plan
23. Prior to the installation of the biomass boiler, an air quality assessment shall be undertaken and submitted to the Council for approval which should include dispersion modelling for the CHP boiler, and the CHP boiler shall only be installed if the Local Planning Authority considers the results of the assessment and any recommended measures to be acceptable. The boiler shall be installed in full accordance with any such measures.

24. Due to the potential impact of the surrounding locality on the residential use a noise survey undertaken by a competent person is to be undertaken having regard to all relevant planning guidance, codes of practice and British Standards for the investigation of noise. The survey shall include recommendations and appropriate remedial measures and actions to minimise the impact of the surrounding locality on the development. A scheme for sound insulation and noise control measures shall be submitted for the Council's approval and implemented to the satisfaction of the Council, prior to the occupation of the residential properties.
25. Noise levels, (expressed as the equivalent continuous sound level) LAeq (15 minutes), from any new plant/machinery, including the CHP boiler from the proposed development use shall not exceed LA90-10dB at the boundary with the closest residential property.
26. Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.
27. An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.
28. Subject to the site investigation for contaminated land, if necessary, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

29. Any approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, unless otherwise agreed in writing by the Local Planning Authority.
30. Following the completion of any measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.
31. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.
32. No development shall take place until a Demolition and Construction Method Statement 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 works.

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

33. 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 not less than a CO2 emissions reductions outlined in Policy 5.2 of the London Plan (35% reduction over the Part L 2013), and internal water usage rates of no greater than 105l/p/day (equivalent to Code for Sustainable Homes Level 4).

Evidence requirements are detailed in the "Schedule of Evidence Required" for Post Construction Stage from Ene1 & Wat1 of the Code for Sustainable Homes Technical Guide (2010). Evidence to demonstrate a Co2 emissions reduction compared to 2010 Part L regulations and internal water usage rates of 105l/p/day must be submitted to, and acknowledged in writing by the Local Planning Authority, unless otherwise agreed in writing.

Reason - To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: Policy 5.2 of the London Plan 2015 and Policy CS15 of Merton's Core Planning Strategy 2011.

34. No development shall commence until the applicant submits to, and has secured written approval from, the Local Planning Authority on evidence demonstrating that the development has been designed to enable connection of the site to an existing or future district heating network, in accordance with the Technical Standards of the London Heat Network Manual (2014).

To demonstrate that the site heat network has been designed to link all building uses on site (domestic and non-domestic) and to demonstrate that sufficient space has been allocated in the plant room for future connection to wider district heating in accordance with London Plan policies 5.5 and 5.6.

- 33 Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby approved shall be used or occupied until evidence has been submitted to the council that the developer has uploaded the appropriate information pertaining to the sites Combined Heat and Power (CHP) system has been uploaded onto the London Heat Map (<http://www.londonheatmap.org.uk/>)

To ensure that the development contributes to the London Plan targets for decentralised energy production and district heating

planning. Development Plan policies for Merton: policy 5.2,5.5 of the London Plan 2011 and policy CS15 of Merton's Core Planning Strategy 2011.

- 34 The development hereby permitted shall not be occupied until such time as a Flood Warning and Evacuation plan and procedure is implemented and agreed in writing to the satisfaction of the Local Planning Authority. The Flood Warning and Evacuation Plan shall be implemented in accordance with the Flood Risk Assessment and the procedures contained within the plan shall be reviewed annually for the lifetime of the development. Consultation of the plan shall take place with the Local Planning Authority and Emergency Services.

Reason: To reduce the risk of flooding to the proposed development and future users in accordance with Merton's CS16 and policy DM F1 and the London Plan policy 5.12.

- 35 Stage 1 - No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

36. Stage 2 - If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Informative Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally

accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

- 37 The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment (FRA) The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To reduce the risk of flooding to the proposed development and future users, and ensure flood risk does not increase offsite in accordance with Merton's policies CS16, DM F1 and DMF2 and the London Plan policies 5.12, 5.13.

38. The development hereby permitted by this planning permission shall ensure that finished floor levels for all residential units shall be set no lower than +300mm above the 1 in 100 year plus climate change flood level (in metres above Ordnance Datum) and include flood resilient materials for the ground floor construction. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To reduce the risk of flooding to the proposed development and future users in accordance with Merton's policies CS16, DM F1 and the London Plan policy 5.12.

- 39 The development hereby permitted shall not be occupied until such time as a Flood Warning and Evacuation plan and procedure is implemented and agreed in writing to the satisfaction of the Local Planning Authority. The Flood Warning and Evacuation Plan shall be implemented in accordance with the submitted document included within section 13 of the Flood Risk Assessment and the procedures contained within the plan shall be reviewed annually for the lifetime of the development. Consultation of the plan shall take place with the Local Planning Authority and Emergency Services.

Reason: To reduce the risk of flooding to the proposed development and future users in accordance with Merton's CS16 and policy DM F1 and the London Plan policy 5.12.

40 No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority and in consultation with Thames Water. The final drainage scheme shall be designed in accordance with the details submitted in the Flood Risk Assessment. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) to both the River Wandle and the surface water sewer at the agreed restricted rate in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. Provide information about the design storm period and intensity, the method employed to delay and control the rate of surface water discharged from the site. Appropriate measures must be taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. Include a timetable for its implementation;
- iii. Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime;
- iv. A CCTV of the existing sewer and drainage network to establish its condition and any remedial works;
- v. Include a sequencing of works and construction method statement for any sewer diversions and new connections
- vi. All sewer diversions and any new connections are undertaken to the satisfaction of Thames Water.

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 5.13.

41 Parking Management Plan

42 Planning Informative

Historic England recommends that Stage 1 of the archaeological fieldwork defined in the condition would comprise the following:

Geotechnical Monitoring

Should any future geotechnical work be undertaken on site it is recommended that these works are archaeologically monitored under watching brief conditions. Archaeological monitoring of geotechnical pits and boreholes can provide a cost-effective means of establishing the potential for archaeological remains to survive on previously developed land or where deep deposits are anticipated.

And (if required)

Geoarchaeological Coring and/or Test Pits

The excavation of targeted geoarchaeological cores and/or test pits is recommended if geotechnical works are not to be undertaken, or if the undertaken geotechnical works do not fully address archaeological questions regarding below ground deposits.

Geoarchaeology is the application of earth science principles and techniques to the understanding of the archaeological record.

The results of the geotechnical and (if required) geoarchaeological work undertaken on site should then be used for:

Deposit Model Compilation

The data gathered during the geotechnical and (if required) geoarchaeological work should be used in the creation of a 'Deposit Model', to assist in identifying buried landforms and deposits of archaeological interest. Previous geotechnical data gathered from the site but not archaeologically monitored should also be incorporated in the Deposit Model.

The findings of the Deposit Model should then be used to advise on the requirements of the eventual Stage 1 archaeological evaluation:

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

Further information on archaeology and planning in Greater London including Archaeological Priority Areas is available on the Historic England website.

- 43 IN01 Party walls
 - 44 INF9 Works on the Public Highway
 - 45 INF12 Works affecting the Public Highway
-

[Click here](#) for full plans and documents related to this application.

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