

PLANNING APPLICATIONS COMMITTEE 8TH DECEMBER 2016

	APPLICATION NO. 16/P3430	DATE VALID 06.09.2016
Address/Site	Former Thames Water Merton Works, Fortescue Road, Colliers Wood, SW19 2EB.	
Ward	Colliers Wood	
Proposal:	Erection of three x 4 storey buildings and one x three storey building each with a lower ground floor to provide 74 residential units (5 x studios, 18 x 1 bedroom, 34 x 2 bedroom and 17 x 3 bedroom flats) (use class C3), 29 car parking spaces and 126 cycle parking spaces, associated landscaping and children's play space.	
Drawing No's	Site location plan, drawings; 5416 P01_002, 5416 P01_003, 5416 P01_100, 5416 P01_101, 5416 P01_102, 5416 P01_103, 5416 P01_104, 5416 P01_105, 5416 P01_106, 5416 P01_107, 5416 P01_108, 5416 P01_109, 5416 P01_200, 5416 P01_203, 5416 P01_204, 5416 P01_205, 5416 P01_206, 5416 P01_207, 5416 P01_208, 5416 P01_209, 5416 P01_210, 5416 P01_300, 5416 P01_301, 5416 P01_400, 5416 P01_500 and 8216-PL-GA-101-P and documents 'Noise aspects', 'Landscape & Public Realm strategy' and Arboricultural Report' reference: '141215-PD-21a' and dated 'August 2016' including the drawing titled: 'Tree Protection Plan' numbered '141215-P-22 Rev.a'.	
Contact Officer:	Leigh Harrington (020 8545 3836)	

RECOMMENDATION

GRANT PERMISSION SUBJECT TO SECTION 106 AGREEMENT AND CONDITIONS.

CHECKLIST INFORMATION.

- S106 Heads of agreement: Yes
 - Is a screening opinion required: No
 - Is an Environmental Statement required: No
 - Has an Environmental Impact Assessment been submitted –No
 - Design Review Panel consulted – No
 - Number of neighbours consulted – 372
 - Press notice – Yes
 - Site notice – Yes
 - External consultations: Two; Historic England, Metropolitan Police
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- Number of jobs created – n/a
 - Density 123 dwellings/345 habitable rooms per ha
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1. INTRODUCTION

- 1.1 The application is brought before PAC due to the level of objection to the proposal and for approval in relation to a section 106 agreement for a permit free development and affordable housing.

2. SITE AND SURROUNDINGS

- 2.1 This is a 0.6 hectare roughly rectangular shaped site located on the south side of Fortescue Road on which the site entrance is located. The north of the site adjoins the rear gardens of houses on Fortescue Road which are typically 2-3 storey Edwardian properties. The east of the site is adjacent to the Myrna Close Local Nature Reserve. The south of the site, which is around 2.5m lower than the Fortescue Road side of the site, is bounded by a footpath area linking Christchurch Road and the Tandem Centre with Brailford Close. The west of the site is bordered by the remains of the Thames Water pumping site. New residential developments of up to 17 storeys in height are being constructed nearby at the Brown and Root tower and there are new blocks of up to 12 storeys along Christchurch Road.
- 2.2 The site was first developed as part of a railway and when that rail service was closed it became a depot site for Thames Water. Whilst the depot use is no longer active the site includes two high pressure Thames Water mains, 40m shafts and a 19th century pumping chamber 40m below ground. Because of these features Thames Water have imposed a no build zone over a third of the site. Since the depot use ceased the site has been heavily infested with Japanese knotweed and suffers from fly tipping.
- 2.3 The site is not within a Conservation Area but is located within an Archaeological Priority Zone and a Controlled Parking Zone (CW) .
- 2.4 The application site enjoys good access to public transport, (PTAL level 4) as it is within easy walking distance of several bus stops and Colliers Wood Underground station.
- 2.5 Approximately two thirds of the site is within the Myrna Close Valley Site of Borough Importance for Nature Conservation - Grade 2 covering the eastern and southern areas of the site. This designation also extends into the land adjacent to the southern and eastern boundary of the site. The land adjacent to the eastern boundary of the site is also designated as the Myrna Close Local Nature Reserve. The land adjacent to the southern and eastern boundaries of the site is also designated as open space.

- 2.6 The site is not subject to river flooding but is within a surface water risk area.

3. CURRENT PROPOSAL

- 3.1 The current proposal involves the erection of three x 4 storey buildings and one x three storey building each with a lower ground floor to provide 74 residential units (5 x studios, 18 x 1 bedroom, 34 x 2 bedroom and 17 x 3 bedroom flats) (use class C3), 29 car parking spaces and 126 cycle parking spaces, associated landscaping and children's play space.
- 3.2 Access to the site is via what would be a mixed/integrated vehicle and pedestrian entrance way from Fortescue Road. At the recommendation of the Police this entrance would be gated.
- 3.3 The residential accommodation is provided in the form of four blocks, A, B, C & D which are separated from each other by pathed areas of greenery. Each block would be partially cut into the slope of the site creating lower ground floors. Each lower ground floor provides lockable storage space for the flats and blocks A, B and C have their secure cycle storage provided within the lower ground level along with plant and meter rooms on the north side of the site with apartments on the south elevation.
- 3.4 Blocks A, B and C would be four storeys high with Block D being the three storey block. Each block would be primarily constructed from London Stock facing brick with natural colour mortars with the top floors being finished in dark grey fibre cement rainscreen cladding materials. 8 accessible units have been provided with 6 of them designed to be easily adaptable for wheelchair use and two being specifically designed for disabled use and fully fitted as wheelchair user dwellings and located within the affordable rented block.
- 3.5 Two refuse stores would be located near the entrance way to the site with a smaller one opposite Block D that would also include a 20 space bike store. The 29 car parking spaces that would be provided would be located under a pagoda arrangement of frames and wires to encourage climbing plant systems adjacent to the rear gardens of the properties on Fortescue Road.
- 3.6 To the east of the site a series of allotment type resident growing areas would be provided in a section to the rear of house on Fortescue Road along with a pond area and accompanying woodland between the site and the adjacent Myrna Close nature reserve. A children's play area would be situated between blocks A and B.
- 3.7 The application is accompanied by the following supporting documents; Design and access statement, Planning statement, Landscape and Public realm strategy, Noise aspects assessment, Sustainability statement, Air quality assessment, Air quality neutral calculation report,

Transport assessment, Interim travel plan, Statement of community involvement, Arboricultural report, Ecology report, Energy statement, Building for Life 12 assessment, Archaeological baseline assessment, Outline construction management plan, Flood risk assessment, Viability assessment, utilities assessment, Daylight/sunlight assessment, Phase 1 Preliminary risk assessment and Phase 2 environmental and geotechnical site investigation report.

4. PLANNING HISTORY

- 4.1 MER971/71 Planning permission granted for erection of generating house central building, oil storage compound chlorination building and ancillary work in connection with boards southern tunnel main.
- 4.2 MER31/78 permission granted for new operational building and formation of roads and ancillary works.
- 4.3 MER556/79 permission granted for erection of security fence.
- 4.4 MER997/82 Permission granted for construction of new building to house compressor plant required in connection with water supply.
- 4.5 15/P0397 Licence notification in respect of the upgrade of existing telecommunications equipment comprising of the installation of 3 x antenna and repositioning of the existing 3 x antenna and associated development that form part of the EE mobile phone network.

5. CONSULTATION

- 5.1 Prior to the submission of the application the applicants undertook their own community involvement consultation process with letters sent to local residents, businesses and local interest groups. Meetings were also held with the local London Assembly member, local ward councillors, Crime prevention Officer and the Colliers Wood Residents Association. 1,200 leaflets advertising a public consultation event to be held at Christ Church Hall on June 9th 2016 were distributed and 60 people attended and left 24 comments with parking being the main concern.
- 5.2 In response to the concerns the initial pre planning submission proposals were reduced from 76 to 74 units and the height of block D reduced to three floors. The proposals would be permit free with spaces moved further back from neighbours on the eastern side of the site.
- 5.3 Prior to the submission of this application the applicants engaged in further pre application discussions with officers.
- 5.4 The proposal was publicised by means of major press and site notices. Letters were sent to 372 neighbouring occupiers. In response 1 letter of support was received along with 13 individual objection letters and 21

copies of the same objection letter have been received from local residents raising the following issues:

Parking and traffic

- Insufficient on-site parking with 29 spaces (6 for disabled), residents will park in Christchurch Close where there is no CPZ.
- Parking surveys undertaken for the evening when the CPZ is not in force.
- Increased pressure on parking on Sundays when Oasis and Christ Church worshippers are there.
- Where is visitor parking going to be?
- Could the development not be vehicle free?
- There should be a restriction on the number of trucks entering the site, idling in the street and no construction on weekends, need clarity on construction methods and management plan.
- The developers need to clean the streets afterwards and the houses impacted by dust

Amenity

- Noise and fumes from cars parked near the rear boundary fences.
- Buildings too close to neighbouring boundary fences (between 10 and 19m)
- Loss of daylight and sunlight to houses and gardens
- Loss of privacy to buildings and gardens from overlooking and the use of onsite CCTV
- Noise assessment technically flawed as was not done throughout the night and early morning for deliveries to the Tandem Centre
- Light pollution from the development
- Increased noise and disruption caused during and after construction
- Increased noise and pollution from increased numbers of people using communal space and balconies

Design

- Buildings are too big, disproportionate and out of keeping with the area. Should be the same height as the houses in Fortescue Road
- Boundary fences should be higher for security and more soft trees in planters on the boundary
- Cannot see need for southern perimeter access even for maintenance
- Security risk from having the rear of the site accessible.
- The security gates should be operational 24 hours a day.
- Over development with 50% more cramming into the equivalent space on the street, this is backland development.
- Conflicting relationship to the scale, proportion and density of the surrounding area.
- There should be site access via the Thames Water Merton Works offices
- Wheel washing by the exit could put debris and knotweed into the public service drainage system.

- Additional comments
- How do residents know the Japanese knotweed will not be spread by the disturbance?
- The viability assessment should be public.
- No evidence that impact assessment has been completed canvassing views of residents bordering Myrna Close nature reserve.
- Schools may not have capacity for the extra children.
- If the sewer is at capacity alternative arrangements need to be effected.
- Will the developer resurface Fortescue Road and pavement on completion?

5.5 Transport Planning have confirmed that;

- An internal shared surface is suitable in this instance as there are low car parking numbers (low trip gen) and servicing will be confined to the area immediately surrounding the main access route into the site.
- The proposed level of trip generation will equate to an increase of 0.8% on the junction of Christchurch and Fortescue which will generate no form of perceivable or operational impact on the performance and safety of the surrounding highway network.
- If the lawful use was operating at it full capacity trip generation levels for the existing use would far exceed the proposed use.
- Census car ownership data (2011) for this ward (Colliers Wood) indicates that there will be a maximum of 40 vehicle associated with above proposals. The proposals contain 29 parking spaces, therefore 10 surplus over spill vehicles will be generated by the development. The applicants have agreed to the development being exempt from the surrounding CPZ (future residents will not be eligible for permits). Applicants will provide an on street car club bay along with 3 years free membership for each eligible adult. Both of these measures are robust mitigation against the likelihood of overspill parking by future residents of the development.
- There have been a number of residential objections on parking received from members of the public who live in Christchurch Close and Colwood Gardens. These two roads are not part of the CW CPZ and therefore these residents are concerned that future residents of the development will park in these roads. On street parking stress in these roads operates above capacity. The high level of competition for kerb side parking space during commuter, retail and residential parking peak times of demand is sufficient to deter future residents who don't have access to off street parking facilities from owning vehicles and struggling to park in these roads. The above mentioned roads are due for a CPZ review in the next financial year, as such when this development is ready for occupation there is a

distinct possibility that these roads may have been incorporated into the surrounding CPZ. The incorporation of these roads into the surrounding CPZ is subject to residential consultation and approval.

- Conflict between vulnerable road users and service/ refuse vehicles will be kept to a minimum due to the good provision for pedestrian/cycle movement and the design of bin stores and block access's reduce the need for service and refuse vehicles to travel through the site.
- 126 secure cycle parking spaces have been proposed which exceeds London plan standards by one. The design needs to be conditioned.
- The bin stores are also in reasonable proximity of the main entrance to reduce the need for refuse vehicles to travel through the development. Swept paths have also been submitted showing a refuse vehicle entering and exiting the development in a forward gear which is the preferred option.
- Details of the electric vehicle charging points and location of the car club need to be dealt with by condition
- In terms of transport and highways matters, officers support the application as it contributes to Merton Council's sustainable transport policies. The proposals will not generate a significant negative impact on the performance and safety of the surrounding highway network or its users.

5.6 Highways section raised no objection to the physical highways issues subject to conditions.

5.7 Environmental Health. No objections. Given the site's location officers recommended conditions relating to noise, vibration, external lighting, site contamination, air quality and a demolition and construction method statement be imposed.

5.8 Merton Flood Risk Management confirmed the submitted flood risk Assessment and Drainage Strategy were acceptable and in accordance with relevant policies and therefore had no objections subject to conditions.

5.9 Merton Climate Change. Officers raised no objections to the proposals subject to the imposition of suitable conditions

5.10 Merton Arboricultural officer No objections to the proposals subject to the imposition of conditions.

5.11 Merton Greenspaces raised no objection to the proposals subject to conditions.

5.12 Metropolitan Police Safer by Design Officer.

- To improve physical security advised that the entrance gates should be closed at all times apart from allowing access.

- Layout details should ensure no conflict with the seating areas and vehicular traffic, secondly there must be clear demarcation between communal and public areas due to the above point.
 - The proposed play area appears to be in a location to allow for supervision from nearby dwellings with safe routes for users to come and go, this is a good security measure.
 - Natural surveillance should be encouraged where possible
 - There is less car parking spaces to the number of residential units so to avoid disputes the parking spaces should be allocated.
 - The location of lighting, CCTV and tree planting should be coordinated to avoid lighting or CCTV cameras from being obscured.
 - The cycle storage design should be approved
 - Any railings and balcony design should eliminate potential aides for climbing to higher floors. Also proposed new tree planting should not assist climbing to the balconies.
 - The communal entrances should be video access controlled entries tested with the appropriate locking mechanisms in situ. The video access should preferably be linked to a dedicated monitor/screen within the residence.
 - A zoned encrypted fob controlled system should be installed to control access throughout the buildings.
 - All lighting across the entire development should be to the required British Standards and local council requirements, avoiding the various forms of light.
 - The CCTV system should adopt the existing Merton Borough Council town centre CCTV standards. Details should be approved by condition
- 5.13 Historic England/GLAAS advised that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest given the depth of the high pressure mains and therefore had no objections and made no request for conditions to be applied.

6. POLICY CONTEXT

- 6.1 Relevant policies in the London Plan (March 2015) are 3.2 (improving health and addressing health inequalities), 3.3 (Increasing Housing Supply), 3.4 (Optimising Housing Potential), 3.5 (Quality and Design of Housing Development), 3.8 (Housing Choice), 5.1 (Climate Change), 5.3 (Sustainable Design and Construction), 5.13 (Sustainable drainage), 6.9 (Cycling), 6.13 (Parking), 7.4 (Local Character), 7.5 (Public realm), 7.6 (Architecture), 7.15 (Reducing and managing noise), 7.21 (Trees and woodlands).
- 6.2 Relevant policies in the Core Strategy (July 2011) are CS8 (Housing Choice), CS9 (Housing Provision), CS11 (Infrastructure), CS 13 (Open space), CS14 (Design), CS15 (Climate Change), CS 16 (Flood risk management), CS 17 (Waste Management), CS18 (Active Transport), CS19 (Public Transport), CS20 (Parking, Servicing and Delivery).

- 6.3 Relevant policies in the Adopted Sites and Policies Plan 2014 are DM D1 (Urban Design and the Public Realm), DM D2 (Design considerations in all developments), DM EP1 (Opportunities for decentralised energy networks), DM EP 2 (Reducing and mitigating against noise), DM EP 4 (Pollutants), DM F2 (Sustainable urban drainage systems), DM O2 (Nature conservation), DM T1 (Support for sustainable transport and active travel), DM T2 (Transport impacts of development), DM T3 Car parking and servicing standards.

- 6.4 London Housing SPG 2016

7. PLANNING CONSIDERATIONS

- 7.1 The main planning considerations include the principle of housing use of the site, the impact on biodiversity, housing targets, affordable housing and standard of accommodation; impact on neighbouring amenity; parking and servicing; Biodiversity, planning obligations.

- 7.2 The principle of residential development on the site.
When the railway closed the existing Thames Water premises to the west of the site was opened due to its proximity to the existing ring mains and Victorian subterranean pumping station that was built under the railway line. The site was then developed into a depot for storage of equipment and Thames Water have since consolidated their operations onto the smaller adjoining site and therefore there are no concerns with the loss of any employment on site and given the proximity to residential properties on Fortescue Road the site is not considered suitable for further commercial use and that residential use would be the most appropriate use and this is supported by Merton Planning Policy team.

- 7.3 Currently Policy CS. 9 within the Council's Adopted Core Strategy [July 2011] and policy 3.3 of the London Plan [March 2015] state that the Council will work with housing providers to provide a minimum of 4,107 additional homes [411 new dwellings annually] between 2015 and 2025. This proposal will provide 74 new flats ranging in size from one bedroom units up to three bedroom units suitable for family accommodation and is therefore considered to accord with these policies.

- 7.4 Biodiversity
London Plan Policy 7.19 'Biodiversity and Access to Nature' states: On Sites of Importance for Nature Conservation development proposals should: give sites of borough and local importance for nature conservation the level of protection commensurate with their importance. When considering proposals that would affect directly, indirectly or cumulatively a site of recognised nature conservation interest, the following hierarchy will apply:
- avoid adverse impact to the biodiversity interest
 - minimize impact and seek mitigation

- only in exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts, seek appropriate compensation.

7.5 Merton's adopted Core Planning Strategy Policy CS 13 'Open space, nature conservation, leisure and culture' states that to improve opportunities for our residents and visitors to experience nature policy will:

- Protect and enhance biodiversity through supporting the objectives of the London Biodiversity Action Plans;
- Refuse development that has a significant adverse effect on the population or conservation status of protected or priority species and priority habitats;
- Require any development proposals likely to affect a Site of Special Scientific Interest, Metropolitan, Borough or Local Sites of Importance for Nature Conservation and Local Nature Reserve, as shown on the Proposals Map, to demonstrate that such development will not adversely affect the nature conservation values of the site;

7.6 Although a large proportion of the site is currently designated as a Borough SINC it is evident that the site was scraped by the previous owners and this has had a substantial detrimental impact on the nature conservation status of the site because although brownfield sites are considered to provide biodiverse environments, in its current condition this site's ability to do so is limited. The provision of the proposals outlined in the landscaping strategy are considered to improve the biodiversity of the site and its wider environs.

7.7 The ecology report accurately identifies the parts of the site with the most potential for biodiversity enhancement and the proposed site layout and landscaping strategy avoids undue impact on the Local Nature Reserve and will result in the establishment of a nature conservation area adjacent to the LNR. Therefore, despite the fact that the proposals entail development on a SINC, with suitably worded planning conditions, which address the relevant matters, the proposals will result in net biodiversity gains and will not cause undue harm to protected species. To that end a condition relating specifically to a construction method statement relating to the relocation of the protected slow worms from the site is recommended.

7.8 Affordable housing

Policy CS 8 within the Core Strategy states that for new development involving housing of 10 or more dwellings the affordable housing target is for 40% of the units to be affordable of which the desired tenure mix should be 60% social Rented and 40% intermediate. The proposal was

submitted with an Economic Viability Assessment that has been independently assessed.

- 7.5 Following further negotiations on the level of affordable housing to be provided, the independent assessors, concluded that “this scheme, using our assumptions, will be able to provide 15% on site affordable housing at a tenure split of 60% affordable rent and 40% shared ownership”. The total offer put forward by the applicants Goldcrest includes 15% as affordable rent (1x1 bedroom, 5x2 bedroom and 5x3 bedroom units in Block D), deemed to be viable by POD, as well as an additional 5 studio flats, as ‘Starter Homes.’ These would be sold directly by the developer at a discount in perpetuity and these 5 units would be dealt with separately from the 15% affordable housing in the legal agreement. The starter homes were introduced to the site after questions were raised by ward councillors as to the potential to increase the amount of affordable housing on site. The affordable rented and starter home units would comprise 22% of the overall number of units.
- 7.6 Standard of Accommodation and Amenity Space
The London Plan (2015) (Policy 3.5) and its supporting document, The London Housing Supplementary Planning Guidance 2016 provide detailed guidance on minimum room sizes and amenity space. These recommended minimum Gross Internal Area space standards are based on the numbers of bedrooms and therefore likely future occupiers. Each flat either meets or exceeds this standard, with all habitable rooms receiving reasonable levels of daylight, outlook and natural ventilation. Similarly each unit meets or exceeds the minimum requirement for private amenity space.
- 7.7 Design
London Plan policy 7.4, Sites and Policies Plan policies DM D1 and DM D2: as well as LBM Core Strategy Policy CS14 are all policies designed to ensure that proposals are well designed and in keeping with the character of the local area.
- 7.8 Appearance; The applicants have actively engaged with the public and officers in refining the design of the building and the Council’s Urban Design officer has been involved in design discussions. The design reflects the New London vernacular of brick built blocks of flats and the application is accompanied with detailed drawings demonstrating the proposed materials and design finishes giving officers and members an indication of what the proposed blocks and their setting will look like and there have been no objections relating to the appearance of the blocks.
- 7.9 Scale bulk and massing. Each of the four blocks provides generous sized units, the vast majority of which are dual aspect and this has guided the size of each footprint. Whilst, as typical of most flatted

developments, the blocks are taller than the surrounding buildings, the site is distinct from its neighbours and as such they are not a continuation of an established pattern of development. Each block is to be set in from the site boundaries and would be surrounded in generous landscaping whilst the top of each block is to be set back and finished in lightweight materials to further reduce its visual impact and provide a development that officers consider would be an appropriate addition to the surrounding urban context.

- 7.10 Safety and security. Policy DM D2 requires that proposals provide safe and secure layouts. The Police Designing Out Crime Officer was involved at an early stage with the development of the scheme and the officer had similar concerns to neighbours with regards to restricting access to the site such that the main entrance gates were kept locked on a permanent basis with some form of fob, pad or key access for residents. Consequently it is proposed that the site be gated. The footpath to the rear of the site is remote, not very well lit and does not benefit from any real passive surveillance. This proposal will improve the lighting in the area and the overlooking flats will provide passive surveillance to make the path more user friendly for local residents and discourage anti-social behaviour. In order to address some concerns relating to the use of CCTV on site a condition requiring details of its set up and management to be approved is recommended.
- 7.11 Occupier amenity
Sites and Policies Plan policies DM D2 and DM EP2 require developments to protect future occupiers from noise and pollution so as not to unduly diminish their living conditions. The applicants have commissioned a 'noise aspects' report to consider the impact of noise on future residents of the development given the proximity to commercial uses to the west and south of the site. The report found that whilst the site was not particularly close to any major transportation noise sources there were noise sources from the commercial uses in the form of air handling units, condensers, extract systems and transformers. These sources were however found to be low intensity and were not attention attracting. It was considered that the use of normal specification glazing would be adequate provided bedrooms and living rooms were fitted with acoustical trickle vents. The report concluded that provided those measures were implemented the internal comfort conditions will be in accordance with available guidelines with no harm to the amenity of future residents.
- 7.12 Air Quality
The applicants also commissioned Air quality assessments for the site. The report notes that the highest risk of dust and airborne pollution would be during the construction but that provided the highly-recommended mitigation measures described in the mayor's SPG are adhered to it 'should ensure the air quality impacts of constructions and demolition are minimised and any mitigation measures employed are

effective'. A condition requiring a full construction method statement to deal with these issues is recommended.

- 7.13 The report also assessed the potential impact of the completed development on nearby 'receptors' in the local area and the modelling predicted this to be negligible. With regards to future occupiers of the site it determined that future occupiers should be exposed to acceptable air quality and the site is deemed suitable for its proposed future use in this respect. The reports also found that the total building emissions are below the relevant building benchmarks and no mitigation measures need to be considered.
- 7.14 Neighbour Amenity
London Plan policy 7.6 and SPP policy DM D2 require that proposals will not have a negative impact on neighbour amenity in terms of loss of light, visual intrusion or noise and disturbance. From the objections received there appears to be some confusion as to the height of the block. They will be 3 storey for block D and 4 storeys for blocks A to C relative to the neighbouring houses in Fortescue Road. There is a slope to the site and therefore the additional floor is only relates to the south elevation facing the footpath to the side of the Tandem Centre. There have been objections from neighbours in properties in Fortescue Road at the front of the site concerned about the impact on their amenity in terms of loss of light and privacy.
- 7.15 Privacy. Whilst distances between the blocks and the rear boundaries range from between 11.46m and 17m, the distance between the blocks and the closest points on the rear of those houses range between 20.8m and 32.m. Privacy standard 28 in the Mayor's Housing SPG 2016 (Page 85) notes; "In the past, planning guidance for privacy has been concerned with achieving visual separation between dwellings by setting a minimum distance of 18 – 21m between facing homes (between habitable room and habitable room as opposed to between balconies or terraces or between habitable rooms and balconies/terraces). These can still be useful yardsticks for visual privacy, but adhering rigidly to these measures can limit the variety of urban spaces and housing types in the city". Therefore whilst the proposals may create a perceived loss of privacy it is considered that the separation distance between the properties are such that it would not justify grounds for refusal.
- 7.16 Loss of light. In relation to a loss of light the applicants commissioned daylight and sunlight assessment which showed that all four blocks would be below the 25 degree vertical angle where the origin of that angle is taken at the midpoint of the lowest window serving habitable room in an existing neighbouring dwelling. The scheme would also exceed 25% Annual Probable Sunlight Hours and the report's conclusion is that the 'neighbouring properties will therefore continue to receive very good levels of daylight and sunlight'.

- 7.17 Noise and disturbance; There have been objections on the grounds of noise and disturbance from the new residents. The applicants have proposed pagoda style (see my comments above) coverings using climbing plants for the car parking area with planting to reduce the visual and audible impacts of the car parking area. Each flat will have an amenity balcony but these are not a common source of noise and disturbance due to their limited size whilst the main 'organized' amenity space will be the children's play area located between blocks A & B and behind a planting screen. Possible issues during the construction phase can be managed by means of conditions restricting the hours of operation and the requirement for a full Construction Management Plan to be approved and the construction company is to be registered with the Considerate Constructors Scheme and operate a third party Environmental Management System demonstrating sound management and systematic control of environmental impacts..
- 7.18 Traffic, Parking and Servicing
This issue was of greatest concern in most objections to the proposals. With regards to increased traffic levels the Council's Transport planning officer is satisfied that the level of vehicle movements generated are likely to only represent an increase of 0.8% (above existing traffic levels) and therefore the proposals will not have an adverse impact on the local highway network.
- 7.19 In terms of parking, current national and Mayoral guidance seeks to encourage use of sustainable travel modes and to reduce reliance on private car travel. To this end there are only guidelines on the maximum level of parking that should be provided rather than a minimum. The Council's Transport Planning Officer advised that the 2011 Census data for Colliers Wood indicates that there would be 40 vehicles associated with the development. With 29 spaces provided this leaves a 'shortfall' of 11 spaces. However the officer considers that a combination of making the development permit free and the provision of a car club with three years free membership represent a robust mitigation against the likelihood of overspill parking by future residents of the development. Consequently given the level of on-site parking, it is considered that the development would be unlikely to result in adverse impacts for highway safety or increased demand for on-street parking to an extent that would warrant refusal of the scheme. The proposal will provide electric vehicle charging points and disabled bays in accordance with London Plan requirements and the Council's Transport Planning Officer and the Police have advised that the proposal should be subject to a standard condition to provide a Parking Management Strategy.
- 7.20 The proposed level of cycle parking exceeds the London Plan minimum standards and is consequently considered acceptable. There is a requirement for the cycle storage to be secure and therefore a condition requiring details to be approved is also recommended.

- 7.21 Flood risk and Sustainable Urban Drainage
The site itself is not at risk from flooding but larger schemes such as this proposal are required to have regard to policy 5.13 of the London Plan and ensure that they have a SUDS that aims to achieve greenfield run-off rates and ensures that surface water run-off is managed as close to its source as possible. A series of conditions requiring compliance with the SUDS already submitted and flooding and drainage related matters are therefore recommended.
- 7.22 Play space
Merton's Core Planning Strategy policy CS 13 and The London Plan policy 3.6 require housing proposals to provide play spaces for the expected child population and the Mayor of London's 'Play and Informal Recreation' SPG 2012 provides detailed guidance on this matter. The proposals do however include a play space area between Block A and Block B (see Spacehub drg 8216-PL-GA-101-P), which will exceed the minimum requirements within the SPG. With a suitably worded condition, which secures the submission of details for the play space (as described in part 5.3 of the submitted Landscape & Public Realm Strategy), its delivery and its retention, this aspect of the proposals would be considered acceptable
- 7.23 Health Impact Assessment
London Plan policy 3.2 part (c) requires an HIA for major developments to assess the impact of proposals on the health and wellbeing of communities whilst part (d) requires that developments be designed, constructed and managed in ways that improve health and promote health lifestyles to help reduce health inequalities. For this proposal the applicants have placed a significant emphasis on the green credentials of the scheme with extensive planting and measures to improve biodiversity. Ample cycle parking is provided and the children's playspace is well in excess of the required minimum. The scheme also provides mini allotments on site to encourage residents to grow their own food.
- 7.24 Contaminated land
The relevant consultees have no objection to the proposals but require the imposition of suitable conditions relating to potential land contamination given the commercial use history of the site and that there is the possibility of asbestos being in the building hardcore which is now located on the site.
- 7.25 Ecological improvements
Within the site the provision of north-south green spaces is intended to improve ecological connections between the gardens of the houses on Fortescue Road and the open space to the south of the site as well as into Myrna Road nature reserve. The entrance has been designed to offer a greener opening onto Fortescue Road leading to the greened buffer where plant clad pergolas will cover the car parking bays and

feature permeable paving. The North-south Interstitial gardens will reconcile the changes in level between the two sides of the site, creating amenity space with rain gardens. The southern edge of the site would feature an 'Amenity corridor', a natural boundary with native species hedgerow with trees, habitat creation and ecological corridor which will also help to soften the view from the new flats to the industrial units beyond the site. To the east of the site an 'ecological park' including a reed bed pond will extend the ecological attributes of the nature reserve into the site, this would be for residents only with no public access for security reasons.

7.28 Public realm improvements

The applicants are proposing to enter into a section 106 agreement with the Council to make improvements to the area immediately adjacent to the footpath linking Myrna Close and Christchurch Road to the south and east of the application site and its immediate surroundings. The improvements would include removal of the 'Kissing gates', post mounted LED wildlife friendly lighting, improved permeable path surface, scattered woodland trees with a shrub understorey and species rich wild-flower meadow turf. These improvements would increase the attractiveness and safety of the area for local residents and would be in connection with on site improvements including the replacement of the existing industrial palisade boundary treatment with domestic style steel fencing, native species hedgerow and enhanced planting along the southern site boundary and are welcomed.

7.29 Archaeology

The site is located within an APZ but GLAAS have determined that given the amount of deep excavation works that were undertaken to locate the mains 40m below the surface, the chances of any meaningful archaeological remains being on site was remote and they requested no conditions to be imposed.

8. SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS

- 8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms of an Environmental Impact Assessment (EIA).

9. CONCLUSION

- 9.1 The site is a brownfield disused former Thames Water Depot that has become surplus to the company's requirements, with the former storage space being relocated to other sites, and suffers from fly tipping and an infestation of Japanese knotweed. The site provides a suitable opportunity for residential development.

- 9.2 The applicants seek to redevelop the site with four blocks providing 74 flats including an element of affordable housing, thereby making a contribution towards meeting housing needs. The proposals would be set within landscaped areas designed to promote biodiversity and improve the ecological offering of the area, linking with the Myrna Close nature reserve to the east of the site. The flats have been designed to provide future residents with a high standard of amenity with above minimum levels of internal and external space including a children's playspace and allotments for residents. The site would provide policy compliant on-site parking whilst its location within a CPZ would mean that future residents would be unable to park on surrounding streets as the development would be permit free. Further incentives to reduce the need for car ownership may reasonably be promoted via car club membership.
- 9.3 The on-site construction restraints, including a high pressure water main, have meant that most of the development is set back from the closest houses such that they are not considered to have an adverse impact on the amenity of neighbouring residents through loss of privacy and light whilst the imposition of suitable conditions is considered to further protect neighbour amenity. In view of these considerations the proposals are recommended for approval subject to a section 106 agreement and appropriate conditions.

RECOMMENDATION.
GRANT PLANNING PERMISSION SUBJECT TO A SECTION 106
AGREEMENT AND CONDITIONS.

Heads of terms

- i) Provision of affordable housing;
- ii) Permit free development;
- iii) Provision of three years free membership to car club.
- iv) Off-site public realm improvements;
- v) The developer agreeing to meet the Council's costs of preparing, drafting and monitoring the Section 106 Obligations.

1. A.1 Commencement of development for full application
2. A.7 Approved plans: Site location plan, drawings; 5416 P01_002, 5416 P01_003, 5416 P01_100, 5416 P01_101, 5416 P01_102, 5416 P01_103, 5416 P01_104, 5416 P01_105, 5416 P01_106, 5416 P01_107, 5416 P01_108, 5416 P01_109, 5416 P01_200, 5416 P01_203, 5416 P01_204, 5416 P01_205, 5416 P01_206, 5416 P01_207, 5416 P01_208, 5416 P01_209, 5416 P01_210, 5416 P01_300, 5416 P01_301, 5416 P01_400, 5416 P01_500 and 8216-PL-GA-101-P and documents 'Noise aspects', 'Landscape & Public Realm strategy' and Arboricultural Report' reference: '141215-PD-21a' and dated 'August 2016' including the drawing titled: 'Tree Protection Plan' numbered '141215-P-22 Rev.a'.

3. B 3 Materials as specified The development shall not be carried out other than in accordance with the list of materials detailed on drawings Block A Elevations (PO1_203, PO1_204), Block B Elevations (PO1_205, PO1_206), Block C Elevations (PO1_207, PO1_208), Block D Elevations (PO1_209, PO1_210) and P01_500
4. B.4 Surface treatment
5. B.5 Boundary treatment (Amended) No development (other than demolition and site clearance) shall take place until details of all boundary walls or fences are submitted in writing for approval to the Local Planning Authority. This shall include all boundary works that are required to allow the movement of animal, reptile and insect species between the site and adjoining land. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details are approved and works to which this condition relates have been carried out in accordance with the approved details. The walls and fencing shall be permanently retained thereafter. Reason To ensure a satisfactory and safe development in accordance with the following Development Plan policies for Merton: policies 7.5, 7.6 and 7.19 of the London Plan 2015, policies CS13 and CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.
6. C.6 Refuse and recycling
7. Non standard condition; External lighting.
Prior to commencement of development details of external lighting are to be submitted, which clearly demonstrates how the lighting features to be installed meets the principles that are set out in part 5.4 of the submitted Landscape & Public Realm Strategy. Reason To protect and enhance biodiversity in accordance with policies 7.19 of the London Plan 2015 and CS 13 of the Merton Core Strategy 2011.
8. D.11 Construction times.
9. F.1 Landscaping/ Planting Scheme.
10. F.2 Landscaping (Implementation)
11. Non standard Tree Protection: The details and measures for the protection of the existing retained trees as specified in the approved document 'Arboricultural Report' reference: '141215-PD-21a' and dated 'August 2016' including the drawing titled: 'Tree Protection Plan' numbered '141215-P-22 Rev.a' shall be fully complied with. The methods for the protection of the existing trees shall follow the sequence of events as detailed in the document and shall include arboricultural supervision by an arboricultural expert to monitor and report to the LPA not less than monthly the status of all tree works and tree protection measures throughout the course of site works from the commencement of site works through to the completion of the development. Reason: To protect and safeguard the existing trees in accordance with the following Development Plan policies for Merton:

policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policies DM D2 and DM 02 of Merton's Sites and Policies Plan 2014

12. H.3 Redundant crossovers. Prior to occupation of the development hereby permitted the car parking spaces shown on the approved drawings to serve the development shall be provided, and shall include 20% provision for charging electric vehicles and parking for disabled people in line with London Plan (March 2016) requirements, and hereafter shall be kept free from obstruction and shall be retained for parking purposes for users of the development and for no other purpose. To ensure the provision of an appropriate level of car parking and comply with policy CS20 of the Merton Core Planning Strategy 2011, the Mayor of London's Electric Vehicle Delivery Plan and policy 6.13 of the London Plan.
13. H6 Details of cycle storage
14. H.7 Cycle Parking to be implemented
15. H.10 Construction vehicles
16. H.11 Parking Management Strategy
17. Non-standard condition; Prior to the commencement of development the proposed design and habitat creation of the 'Ecology Garden', together with the supporting 'Landscape and Biodiversity Management Plan' should be approved in writing by the Local Planning Authority and be implemented prior to commencement of residential occupation. The 'Ecology Garden' shall thereafter be managed and maintained in accordance with such details as are approved. Reason To protect and enhance biodiversity in accordance with policies 7.19 of the London Plan 2015 and CS 13 of the Merton Core Strategy 20.
18. Prior to occupation of the development hereby approved, details for the play space (as described in part 5.3 of the submitted Landscape & Public Realm Strategy), its delivery and its retention, shall be submitted for approval by the Local Planning Authority and the play space shall be provided in accordance with those details before first occupation of flats in Blocks A and B and thereafter retained and maintained. Reason; To ensure the provision and retention of suitable children's play space in accordance with the requirements of Merton's Core Planning Strategy policy CS 13 and The London Plan 2015 policy 3.6.
19. Non-standard condition No works (including any site clearance and preparation) pursuant to this consent shall commence until a Species Method Statement, drafted in accordance with the recommendations and guidance set out in the submitted 'Fortescue Road Ecology Report' (8216-DOC-200 August 2016) by Spacehub, has been submitted to and approved in writing by the Local Planning Authority. The works

shall be carried out strictly in accordance with the approved Species Method Statement. Reason. To ensure no adverse impact on priority or protect species in accordance with the following Development Plan policies for Merton: policy 7.19 of the London Plan 2015 and policy CS13 of Merton's Core Planning Strategy 2011.

20. Non-standard condition: Prior to the occupation of the development hereby approved the bat boxes and bird nesting boxes as recommended in paragraph 8.3 and 8.4 of submitted ecological report and the landscaping features as set out in the submitted Landscape & Public Realm Strategy shall be implemented and made ready for use and shall thereafter be retained. Reason To protect and enhance biodiversity in accordance with policies 7.19 of the London Plan 2015 and CS 13 of the Merton Core Strategy 2011.
21. Non-standard condition; Notwithstanding the details of fenestration already provided, glazing for the units hereby approved shall be in accordance with the standards stipulated in the document 'Noise aspects' compiled by MoirHands. Reason; To protect the amenity of future residents from noise and disturbance in accordance with policy DM EP2 of the Adopted Merton Sites and Policies plan 2014
22. Non standard condition. Prior to first occupation of any part of the development details of the design and methods of operation of all access gates including the positioning and operational management of any associated on site security system shall be submitted to and approved in writing by the Local Planning Authority and be installed and operational and shall thereafter be retained and maintained. Reason; To ensure a safe and secure layout in accordance with policy DM D2 of the Merton Adopted Sites and Policies Plan 2015
23. Non standard condition. 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 (produced by RPS, dated August 2016, Ref:HLEF44107/001R) The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) at the agreed restricted rate of 2.9l/s with no less than 212.1m³ of attenuation provision, 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 examination 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.

24. Non-Standard Condition: The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment (FRA) The mitigation measures specified 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 Core Strategy policy CS16, DM F1 and DMF2 of the adopted Merton Sites and Policies Plan 2014 and London Plan policies 5.12 and 5.13.
25. Non-Standard Condition: 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 Core Strategy policy CS16 and policy DM F1 of the adopted Merton Sites and Policies Plan 2014 and London Plan policy 5.12.
26. Sustainable Design and construction.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 CO2 reductions and internal water usage rates equivalent to Code for Sustainable Homes

Level 4. 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.

27. District Heat Networks – London Heat Networks Manual
No development shall commence until the applicant submits to, and has secured written approval from, the Local Planning Authority 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). Reason. To demonstrate that the site heat network has been designed to link all building uses on site 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 2015 policies 5.5 and 5.6.
28. District Heat Networks – London Heat Map 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/>) Reason To ensure that the development contributes to the London Plan targets for decentralised energy production and district heating planning. Development Plan policies for Merton: policies 5.2 and 5.5 of the London Plan 2015 and policy CS15 of Merton's Core Planning Strategy 2011.
29. M2 Contamination
30. M3 Contamination remediation
31. M4 Contamination –validation report.

INFORMATIVES:

Evidence requirements for sustainability are detailed in the “Schedule of Evidence Required” for Post Construction Stage from Ene1 & Wat1 of the Code for Sustainable Homes Technical Guide (2010).

Demolition of buildings and tree felling should avoid the bird nesting and bat roosting seasons. Anyone who takes, damages or destroys the nest of any wild bird whilst that nest is in use, or who kills, injures or disturbs bats, obstructs access to bat roosts or damages or disturbs bat roosts, even when unoccupied by bats, is guilty of an offence under the Wildlife and Countryside Act 1981. Buildings and trees should be inspected for bird nests and bat roosts prior to demolition or felling by an appropriately qualified person. If bats are found, Natural England should be contacted for advice.

Appendix of accommodation and amenity space schedules

Description				Area			Amenity		
Fiat No.	Location	Type	Tenure	Area (m2)	Min Area (m2)	Additional Area	Amenity	Min Area (m2)	Additional Area
Block A									
1	LG	2B3P	Private	68.2	61.0	12%	9.8	6.0	63%
2	LG	3B4P (WA)	Private	89.1	74.0	20%	8.7	7.0	24%
3	Ground	2B3P	Private	63.7	61.0	4%	7.9	6.0	32%
4	Ground	2B3P	Private	68.0	61.0	11%	8.7	6.0	45%
5	Ground	3B4P	Private	77.0	74.0	4%	8.7	7.0	24%
6	Ground	2B3P	Private	65.6	61.0	8%	9.0	6.0	50%
7	First	2B3P	Private	63.7	61.0	4%	7.9	6.0	32%
8	First	2B3P	Private	68.0	61.0	11%	8.7	6.0	45%
9	First	3B4P	Private	77.0	74.0	4%	8.7	7.0	24%
10	First	3B4P	Private	80.4	74.0	9%	9.0	7.0	29%
11	Second	2B3P	Private	63.7	61.0	4%	7.9	6.0	32%
12	Second	2B3P	Private	68.0	61.0	11%	8.7	6.0	45%
13	Second	3B4P	Private	77.0	74.0	4%	8.7	7.0	24%
14	Second	3B4P	Private	80.4	74.0	9%	9.0	7.0	29%
15	Third	2B3P	Private	66.8	61.0	10%	24.3	6.0	305%
16	Third	2B4P (WA)	Private	85.3	70.0	22%	15.0	7.0	114%
17	Third	3B4P	Private	85.8	74.0	16%	25.1	7.0	259%
Block B									
18	LG	3B4P	Private	92.1	74.0	24%	11.3	7.0	61%
19	LG	2B4P (WA)	Private	71.9	70.0	3%	7.0	7.0	0%
20	LG	2B4P	Private	73.2	70.0	5%	7.0	7.0	0%
21	Ground	2B4P	Private	71.6	70.0	2%	11.0	7.0	57%
22	Ground	3B4P	Private	82.7	74.0	12%	11.3	7.0	61%
23	Ground	2B3P	Private	66.5	61.0	9%	7.0	6.0	17%
24	Ground	2B3P	Private	65.1	61.0	7%	7.0	6.0	17%
25	Ground	1B2P	Private	50.4	60.0	1%	6.8	6.0	36%
26	Ground	2B3P	Private	63.4	61.0	4%	10.0	6.0	67%
27	First	2B4P	Private	71.6	70.0	2%	11.0	7.0	57%
28	First	3B4P	Private	82.7	74.0	12%	11.3	7.0	61%
29	First	2B3P	Private	66.5	61.0	9%	7.0	6.0	17%
30	First	2B3P	Private	65.1	61.0	7%	7.0	6.0	17%
31	First	1B2P	Private	50.4	60.0	1%	6.8	6.0	36%
32	First	2B4P	Private	79.4	70.0	13%	10.0	7.0	43%
33	Second	2B4P	Private	71.6	70.0	2%	11.0	7.0	57%
34	Second	3B4P	Private	82.7	74.0	12%	11.3	7.0	61%
35	Second	2B3P	Private	66.5	61.0	9%	7.0	6.0	17%
36	Second	2B3P	Private	65.1	61.0	7%	7.0	6.0	17%
37	Second	1B2P	Private	50.4	60.0	1%	6.8	6.0	36%
38	Second	2B4P	Private	79.4	70.0	13%	10.0	7.0	43%
39	Third	2B4P	Private	71.6	70.0	2%	8.4	7.0	20%
40	Third	3B4P	Private	82.7	74.0	12%	8.8	7.0	26%
41	Third	1B2P	Private	51.8	60.0	4%	6.0	6.0	20%
42	Third	2B4P (WA)	Private	83.9	70.0	20%	45.0	7.0	543%
43	Third	2B3P	Private	66.8	61.0	10%	7.6	6.0	27%

Description				Area			Amenity		
Fiat No.	Location	Type	Tenure	Area (m2)	Min Area (m2)	Additional Area	Amenity	Min Area (m2)	Additional Area
Block C									
44	LG	Studio	Int. Starter	38.6	37.0	4%	7.8	6.0	56%
45	LG	1B2P	Private	51.5	50.0	3%	7.7	6.0	54%
46	LG	1B2P	Private	50.5	50.0	1%	6.3	6.0	26%
47	Ground	Studio	Int. Starter	41.2	37.0	11%	8.0	6.0	60%
48	Ground	Studio	Int. Starter	38.6	37.0	4%	7.8	6.0	56%
49	Ground	1B2P	Private	51.5	50.0	3%	7.7	6.0	54%
50	Ground	1B2P	Private	50.5	50.0	1%	6.3	6.0	26%
51	Ground	1B2P	Private	50.4	50.0	1%	7.3	6.0	46%
52	First	1B2P	Private	50.0	50.0	0%	8.0	6.0	60%
53	First	Studio	Int. Starter	38.6	37.0	4%	7.8	6.0	56%
54	First	1B2P	Private	51.5	50.0	3%	7.7	6.0	54%
55	First	1B2P	Private	50.5	50.0	1%	6.3	6.0	26%
56	First	1B2P	Private	50.4	50.0	1%	7.3	6.0	46%
57	Second	1B2P	Private	50.0	50.0	0%	8.0	6.0	60%
58	Second	Studio	Int. Starter	38.6	37.0	4%	7.8	6.0	56%
59	Second	1B2P	Private	51.5	50.0	3%	7.7	6.0	54%
60	Second	1B2P	Private	50.5	50.0	1%	6.3	6.0	26%
61	Second	1B2P	Private	50.4	50.0	1%	7.3	6.0	46%
62	Third	2B4P (WA)	Private	80.0	70.0	14%	50.6	7.0	623%
63	Third	2B3P (WA)	Private	67.1	61.0	10%	67.0	6.0	1017%
Block D									
64	LG	3B4P	Aff Rent	84.3	74.0	14%	10.0	7.0	43%
65	LG	3B4P (WC)	Aff Rent	90.5	74.0	22%	14.9	7.0	113%
66	Ground	2B3P	Aff Rent	61.0	61.0	0%	6.7	6.0	12%
67	Ground	3B4P	Aff Rent	76.0	74.0	3%	8.3	7.0	19%
68	Ground	2B3P	Aff Rent	62.7	61.0	3%	7.4	6.0	23%
69	First	2B3P	Aff Rent	61.0	61.0	0%	6.7	6.0	12%
70	First	3B4P	Aff Rent	76.0	74.0	3%	8.3	7.0	19%
71	First	3B4P	Aff Rent	77.5	74.0	5%	7.4	7.0	6%
72	Second	1B2P (WC)	Aff Rent	52.0	50.0	4%	6.7	6.0	34%
73	Second	2B3P	Aff Rent	64.3	61.0	5%	8.3	6.0	38%
74	Second	2B3P	Aff Rent	63.5	61.0	4%	34.9	6.0	482%

Amenity Schedule			
Description	Area (m2)	LP Policy Minimum area (m2)	Exceeds min. area by
<i>Shared</i>			
Ecological Garden	590	223.2	
Growing Area	180		
Child Play Space	370		
Gardens (between B & C)	150		
Gardens (between C & D)	130		
Other landscaped gardens	1000	223.2	
Total Shared	2420		
<i>Private</i>			
Balconies/Patios/Roof Terraces	792	449	76%
TOTAL AMENITY PROVISION	3212	672.2	378%

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