

**PLANNING APPLICATIONS COMMITTEE  
19 OCTOBER 2017**

**APPLICATION NO.**  
16/P3551

**DATE VALID**  
21/09/2016

**Address/Site**            **12A Ravensbury Terrace, Wimbledon Park SW18 4RL**

**Ward**                      **Wimbledon Park**

**Proposal:**                Demolition and redevelopment of the site to provide office accommodation (318m<sup>2</sup>) on the ground floor with 24 residential units on the first, second, third, fourth and fifth floors, together with eight car parking spaces including two disabled spaces and associated landscaping, cycle and refuse storage.

**Drawing Nos**            3540/001 B, 002, 003 G, 010, 020, 047 B, 048 A, 049, 050 F, 100 I, 101E, 102 E, 103 E 104 E, 105 E, 106 A, 111, 112 A, 200 G, 201 F, 202 G, 203 D, 300 C, 400 E, 401, 402 B, Planning Statement, Design and Access Statement, Flood Risk Assessment, Surface Water Strategy and Sustainable Drainage Systems Assessment and Transport Statement

**Contact Officer:**      Richard Allen (8545 3621)

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**RECOMMENDATION**

**GRANT Planning Permission subject to a S.106 Agreement and conditions**

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**CHECKLIST INFORMATION**

- Heads of agreement: No
- Is a screening opinion required: No
- Is an Environmental impact statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice-Yes
- Site notice-Yes
- Design Review Panel consulted-No
- Number neighbours consulted - 107
- External consultants: Yes
- Density: n/a
- Number of jobs created: n/a
- Archaeology Priority Zone: Yes

## 1. **INTRODUCTION**

- 1.1 This application has been brought to the Planning Applications Committee as a major application.

## 2. **SITE AND SURROUNDINGS**

- 2.1 The application site comprises a collection of industrial buildings occupying a site area of 924m<sup>2</sup> that run along the west side of Ravensbury Terrace. To the rear of the site is the River Wandle. To the north of the site is a tributary of the River Wandle. Both the River Wandle and the tributary are inaccessible due to the collection of outbuildings that abut the site boundaries. To the front of the site, fronting Ravensbury Terrace is a single storey warehouse style building, currently occupied as offices. To the south side of the site is a large brick warehouse, containing residential and office facilities. Ravensbury Terrace comprises a mix of two storey housing of various architectural styles and industrial buildings of various architectural qualities. The site is close to the borough boundary with the London Borough of Wandsworth and the site is not within a conservation area.

## 3. **PLANNING BACKGROUND**

The planning background for both 12 and 12A Ravensbury Terrace, the adjoining Haslemere Industrial Estate and the recently constructed building at 20 Thornsett Road on the opposite side of the River Wandle (within the London Borough of Wandsworth) are all relevant to the consideration of the current application.

### 3.1 12 Ravensbury Terrace

This building is occupied by a small number of businesses and a residential unit, and is currently arranged over a ground floor, first floor and a second floor which extends across the front half of the building closest to the street. Its authorised use comprises a studio at lower ground floor, offices and a residential unit at upper ground floor, and offices at first floor front level.

### 3.2 12A Ravensbury Terrace

Planning permission has previously been granted (Subject to legal agreement) for the a part 3/ 4 and 5 storey building designed to wrap around the retained single storey office building on the site frontage with undercroft parking at ground floor, six office suites at first floor and nine flats arranged over second, part third and part fourth floor levels. The proposed building would be faced in brickwork with a parapet detail designed to form a series of gable ends to shields an array of solar panels on the roof referencing a warehouse architectural form. The planning permission has not been implemented.

### 3.3 Haslemere Industrial Estate

The access to the Haslemere Industrial Estate sits immediately to the south of 12 Ravensbury Terrace and comprises a series of low level commercial units sitting between the rear of houses in Dawlish Avenue and Haslemere Avenue to the west and the River Wandle and the railway embankment to the east. It

is identified within Merton Council's Sites and Policies plan 2014 for potential redevelopment (Site 64) and is allocated for business/light industrial (B1) or suitable employment led redevelopment. The key issues in respect of redevelopment of this site are the same as for 12A Ravensbury Terrace, with the addition that the eastern boundary of the site is designated as a site of importance for nature conservation and a green corridor and is also designated as safeguarded for Crossrail 2 (Wimbledon-Hackney line). The site is also within the functional floodplain (Flood Zone 3b) and is susceptible to surface water flooding in the south and east of the site.

3.4 20 Thornsett Road (London Borough of Wandsworth)

This site was formerly occupied by a two storey warehouse and office building and has now been redeveloped by a four storey office building (with additional offices within the roof space). The building has an 'L' shaped foot print and has dormer windows facing the River Wandle. The three storey element of the building fronting Thornsett Road is 13.2 metres in height to eaves and 18.8 metres to the ridge. The four storey element (with a fifth floor within the roof space) facing obliquely across the River Wandle is 17 metres in height to eaves level and has a ridge height of 22.6 metres. The building (now known as the 'Banham building') is constructed of facing brickwork with zinc clad roof and anodised aluminium clad dormer windows.

4. **CURRENT PROPOSAL**

- 4.1 The current application involves the demolition and redevelopment of the site to provide office accommodation (318m<sup>2</sup>) on the ground floor with 24 residential units on the first, second, third, fourth and fifth floors, together with 8 car parking spaces, including two disabled spaces and associated landscaping, cycle and refuse storage.
- 4.2 The proposed building would be 27 metres in length along the Ravensbury Terrace frontage and 36 metres in length along the River Wandle frontage. It would be between 6.5 and 13 metres in width arranged around a podium deck courtyard and would be between 16.4 and 22.2 metres in height along the River Wandle frontage and be between 12.2 and 18.2 metres in height along the Ravensbury Terrace frontage. The River Wandle frontage would have pitched gabled roofs reflecting an industrial/warehouse style of architecture, whilst the Ravensbury Terrace frontage would have a mixture of gabled and flat roofed elevations.
- 4.3 Internally, at ground floor level 318 m<sup>2</sup> of office floor space (Class B1a) would be provided together with the residential entrance hall, residential and commercial refuse storage areas, cycle storage for both commercial and residential elements of the proposal and 8 car parking spaces including 2 disabled parking spaces. Five car parking spaces would also have electric car charging facilities. At first floor level six flats would be provided (5 x 2 bedroom and 1 x 3 bedroom units). At second floor level six flats would be provided (5 x 2 bedroom and 1 x 3 bedroom units). At third floor level 5 flats would be formed (4 x 2 bedroom and 1 x 3 bedroom units). At fourth floor level five flats would be formed (3 x 1 bedroom, 1 x 2 bedroom and 1 x 2 bedroom units). At

fifth floor level a further two flats would be provided (1 x 1 bedroom and 1 x 2 bedroom units). Each flat would have amenity space provided as a balcony. Details of the floor space of each unit are set out below:-

Unit	Type	Floor	Number of Bed spaces	Size m2 (GIFA)	London Plan Minimum
1	3 bed	1 <sup>st</sup>	6	104.2m2	95m2
2	2 bed	1 <sup>st</sup>	4	70.7m2	70m2
3	2 bed	1 <sup>st</sup>	3	74.9m2	61m2
4	2 bed	1 <sup>st</sup>	4	76.0m2	70m2
5	3 bed	2 <sup>nd</sup>	6	66.0m2	95m2
6	2 bed	2 <sup>nd</sup>	4	70.0m2	70m2
7	3 bed	2 <sup>nd</sup>	6	104.3m2	95m2
8	2 bed	2 <sup>nd</sup>	4	70.6m2	70m2
9	2 bed	2 <sup>nd</sup>	3	74.9m2	61m2
10	2 bed	2 <sup>nd</sup>	4	76.4m2	70m2
11	2 bed	2 <sup>nd</sup>	3	66.0m2	61m2
12	2 bed	2 <sup>nd</sup>	4	73.4m2	70m2
13	3 bed	3 <sup>rd</sup>	6	104.1m2	95m2
14	2 bed	3 <sup>rd</sup>	4	70.6m2	70m2
15	2 bed	3 <sup>rd</sup>	3	74.8m2	61m2
16	2 bed	3 <sup>rd</sup>	4	76.4m2	70m2
17	2 bed	3 <sup>rd</sup>	3	65.8m2	61m2
18	2 bed	4 <sup>th</sup>	4	89.6m2	70m2
19	1 bed	4 <sup>th</sup>	2	54.2m2	50m2
20	3 bed	4 <sup>th</sup>	5	104.0m2	86m2
21	1 bed	4 <sup>th</sup>	2	52.2m2	50m2
22	1 bed	4 <sup>th</sup>	2	49.5m2	50m2
23	2 bed	5 <sup>th</sup>	4	82.4m2	70m2
24	1 bed	5 <sup>th</sup>	2	51.6m2	50m2

4.4 In terms of amenity space, private amenity space would be provided in the form of balconies in accordance with London Plan standards:-

- 5m2 for 1-2 person units
- 6m2 for 3 person units
- 7m2 for 4 person units
- 8m2 for 5 person units

In addition to the provision of balconies, the podium deck courtyard would provide communal amenity space for all occupiers of the development.

4.5 In terms of car parking, the development would provide 8 car parking spaces to be used for residential occupiers, with two of the spaces for disabled use. Five of the parking spaces would also have electric charging points. It is recommended that residents of the development would be excluded from

applying for on-street parking permits. It is also proposed that 45 secure cycle parking places be provided for the development in a designated bike store at ground level between the car park and the riverside walkway. Refuse storage for residential occupiers would be at ground floor level within a designated store with direct access from the northern side of the building. The refuse storage area would also be within 10 metres of the public highway to enable convenient servicing.

- 4.5 The application site is located adjacent to the River Wandle and a Flood Risk Assessment has been undertaken and a Sustainable Urban Drainage System (SUDS) is proposed to ensure effective management of surface water. This will include porous paving, underground storage tank and controlled outflow from the site and green roofs. Flood protection measures are to be incorporated into the fabric of the building in accordance with advice from the Environment Agency.
- 4.6 The majority (90%) of the residential units have been designed to comply with Part M4 (2) Accessible and Adaptable Dwellings of the Building Regulations and 10% will meet the requirements of Part M4 (3) Wheelchair User dwellings of the Building Regulations.
- 4.7 The proposed building has been designed so that the residential units are all dual aspect enjoying views both out of the site and over the internal courtyard. The adopted architectural style is reminiscent of a group of industrial buildings with varying roof heights. The top floor of the building is recessed and would be clad in a dark material to reduce the overall impression of a sixth storey. The proposed building would be mainly constructed in facing brickwork with glass fronted balconies and dark cladding to recessed upper parts of the building. The proposed development also reserves a 2 metre wide strip of land adjacent to the River Wandle to enable the provision of a walkway for the Wandle Trail. In addition a section of land has been reserved adjacent to the River Wandle to accommodate a pedestrian bridge at a future dated.

## 5. **PLANNING HISTORY**

- 5.1 In March 2014 planning permission was granted by the Planning Applications Committee for the demolition of the existing buildings and erection of nine residential units (Class C3) and six offices (Class B1) with associated access arrangements, parking and landscaping (LBM Ref.13/P2904). The application was subject to completion of a S.106 legal agreement in respect of affordable housing, education and sustainable transport initiatives in the Borough and the development being designated 'permit free'.
- 5.2 A pre-application meeting was held in July 2015 in respect of the demolition of the existing building and the erection of a five storey building to provide accommodation across ground and first floors and 25 x residential flats across all five floors, together with the provision of 13 car parking spaces and two disabled spaces and associated landscaping cycle and refuse storage (LBM Ref.15/P1797/NEW).

5.3 Following the pre-application meeting, the applicant presented a revised scheme to the Design Review Panel on 24 September 2015. Key points arising from the Design Review Panel were:-

-The Panel welcomed the courtyard and deck access to enable a communal amenity space and dual aspect flats to the whole development.

-Accommodating the future footbridge was supported but questioned whether the 2 metre width was sufficient for pedestrians and cyclists.

-The overall design of the scheme needed to be restrained and simplified to make the building appear more harmonious.

-the building should be designed so that the scale of the development could be increased should the site to the south be redeveloped in the future; and

-The ground floor facing the street should have an active frontage.

In summary, the Panel concluded *'This was a promising design that was aiming high and contained a lot of creativity. The issues to address were mainly architectural, but important in developing the overall appearance and feel of the building'*. AMBER

5.4 In September 2016 an application to discharge planning conditions 2 (External materials), 7 (Refuse), 15 (Construction Method Statement), 16 (Demolition Statement) and 20 attached to LBM planning permission ref.13/P2904 in respect of the demolition of the existing buildings and erection of nine residential units (Class C3) and six offices (Class B1) with associated access arrangement and car parking (LBM Ref.16/P3630).

5.5 In September 2016 an application for the discharge of conditions 3, 4, 11, 13 and 17 attached to LBM planning permission 13/P2904 relating to the demolition of existing buildings and erection of nine residential units (Class C3) and six offices (Class B1) with associated access arrangements, parking and landscaping (LBM Ref.16/P3716).

## 6. **CONSULTATION**

6.1 The application has been advertised by major site and press notice procedure. In response 30 letters of objections have been received. The grounds of objection are set out below:-

-The development would result in more cars.

-Huge impact on resources in area, schools, doctor's surgeries etc.

-Local sewers have already overflowed in the area.

-Buildings too high. Any development should be in keeping with the scale of the area, the Banham building is too high.

-The nearby Banahm building is an eyesore on the skyline a mistake made by Wandsworth Council that Merton should not repeat.

- It is understood that Wandsworth want to reduce the height of 8 Ravensbury Terrace developments to 3 storeys.
- Design is ugly.
- Development out of keeping with 1900-130's housing.
- Wandsworth Council have refused planning permission for a similar development at 8 Ravensbury Road
- There are three applications for development in the area with a combined total of just under 200 dwellings and there is no joined up traffic management plan.
- The area will become grid locked with traffic.
- Lack of parking for the development, 13 spaces insufficient for 25 flats.
- The site should be developed for low rise family housing in keeping with the area.
- The nearby Waterside development caused chaos during construction with local roads blocked.
- The height of the buildings will set a dangerous precedent.
- The proposed building is too close to the banks of the Wandle and would give rise to potential flooding problems and may affect the ecology of the river.
- A five storey development with limited parking and outside space is clearly over development of the site.
- Residents already have to put up with the disastrous Banham building and the cross rail link is yet to come.
- The proposed development is too large.
- Invasive and ugly and out of keeping.
- Will be detrimental to neighbour amenity due to increased traffic.
- The Plough lane development provided a reasonable amount of parking. Even so on-street parking has still increased dramatically. New developments require a reasonable amount of parking.
- Gardens of properties in Brooklands Avenue and Lucien Road have already been subject to flooding and there remains a flood risk.
- A lower density development more in keeping with the area would get the support of the local community.
- Having construction traffic using Wandsworth roads to access the site is unacceptable. Penwith Road has become a main road and has become very dangerous.
- The sheer number of homes being built has put pressure on the junction between Ravensbury Terrace and Penwith Road and traffic backs up to Garratt lane.
- The shortage of parking is the main issue. If more off-street parking were proposed then more people would become sympathetic to the proposals.
- This is not a derelict piece of land in the middle of nowhere, but in the middle of a neighborhood where people have set up homes and families live. The development would turn the area upside down and threaten the community.
- Construction traffic would have to come along residential roads in Merton due to the width restriction planned by Wandsworth Council on Ravensbury Terrace. This would result in residents of Haslmere Avenue, Dawlish Avenue, Acuba Road and Brooklands Avenue having problems getting out of their homes.
- How will lorries get to the site?

- No benefit to the public, with no commitment to build a walkway over the River Wandle or to provide any amenity space.
- An alley way covered by an oversized block of flats would provide space for anti-social behaviour and crime.
- The Transport statement is misleading. The parking stress level is 100% late in the evenings.

## 6.2 Wandle Valley Forum

The Wandle Valley Forum state that the application site is in a significant location adjacent to the River Wandle on a potential route both across and along the River Wandle. It is one of a number of concurrent development plans for the area including 8 Ravensbury Terrace and the Haslemere Industrial Estate which also cross the local authority boundary into Wandsworth. The Wandle Valley Forum Charter identifies a need for development to *'leave space along the river bank, support public access, encourage a naturally functioning river and respect the Wandle's local character'*. It also identifies a need to *'provide public access for all along the river without urbanising the landscape and putting wildlife at risk and close gaps in the Wandle trail at Earlsfield....'* In order to complete the Wandle Trail. Policy CS5 and paragraph 21.13 of Merton Councils Core Planning Strategy is relevant. The Wandle Vally Forum welcome provision of access along the Wandle and future provision of a pedestrian and cycle crossing and ask the proposals are further refined to:

- Show how they contribute to a coherent strategy for providing new public access along and across the Wandle and links in the Wandle trail and across to Earlsfield Station, including the provision of a pedestrian and cycle bridge.
- Provide details of the new public access along the river front, including the provision of a 3 metre wide public frontage, designation as a permanent right of way and provision for connections to adjacent sites, including to 8 Ravensbury Terrace which is also being redeveloped.
- Require contributions from this and adjacent developments to fund the new crossing and enhance the Wandle and Wandle Trail as part of a pooled Wandle Fund drawing on developer contributions across the borough boundary (as highlighted as a priority in the Wandle valley Forum Charter).
- Emphasise views along the small tributary running along the boundary shared with 8 Ravensbury Terrace.

## 6.3 Sustainability Officer

The Council's Climate Change officer has examined the proposal and states that:-

### CO2 Emissions

-All new developments comprising the creation of new dwellings should demonstrate how the development will comply with Merton's Core Planning Strategy Policy CS15 Climate Change (parts a-d), and the policies outlined in Chapter 5 of the London Plan (2015), through submission of a detailed energy strategy. The strategy should demonstrate how the sustainability policy objectives will be met and should include a breakdown of how emissions reductions are achieved at each level of the energy hierarchy.

-While it is noted that the submission of an energy strategy for the development, the strategy does not confirm whether the residential element will meet the 35% improvement target over Part L, as required for major residential applications. Furthermore, I'm unable to locate the Target Emissions Rate (TER) figure in the submitted SAP calculations for the development and so I'm unable to verify the project improvement of the Dwelling Emissions Rate over Part L. I will therefore require the applicant to confirm the level of carbon emissions improvements against Part L 2013 and provide an indication of the emissions savings at each level of the energy hierarchy to ensure policy compliance.

-As the proposal is a major residential development valid from 21st September 2016 it will not be required to demonstrate compliance with the London Plan zero carbon emissions target.

-It is noted that it is the intention for the development to minimise water consumption through the use of water saving fittings and appliances. In accordance with the policy requirements under Policy CS15 of Merton's Core Planning Strategy (2011), the development should achieve internal water usage rates not in excess of 105 litres per person per day (equivalent to Code for Sustainable Homes Level 4). The Climate Change officer is satisfied that this issue can be dealt with via condition, as detailed below.

-Subject to submission of the additional information re: to CO2 performance, I would recommend applying the Standard Sustainable Design and Construction (New Build Residential) Pre-Occupation Condition is applied to the development:

#### Low carbon technologies

-It is noted that it is intended for the development to utilise CHP for the space and water heating requirements for the residential development, in accordance with the London Plan energy hierarchy. The applicant should note that, whilst there are not currently any decentralised heat networks operating in the location, the nearby Haslemere Industrial Estate mixed-use application (16/P2672: 128 residential units and 826sqm of commercial space) is proposing to utilise a site-wide CHP network. This could potentially provide an opportunity for 12A Ravensbury Terrace to connect to this network, subject to sufficient capacity and techno-economic feasibility. The applicant should therefore demonstrate that they have explored any opportunity to connect to nearby heat networks, in accordance with London Plan Policy 5.6 (part B).

-The district heat policy to be dealt with by way of condition and it is recommended that the two conditions are applied to the development in respect of decentralised heat networks in respect of pre-commencement and pre-occupation conditions.

-The non-residential element of the development has a GIA of 318.4m<sup>2</sup> and thereby falls below the 500m<sup>2</sup> threshold for BREEAM under Policy CS15 of Merton's Core Planning Strategy (2011) and below the 1000m<sup>2</sup> threshold for

major development under the London Plan (2015). However, it is noted from the submitted Sustainability and Energy Statement that the applicant is proposing to meet BREEAM Very Good standard for the commercial element of the development

It is noted that the development will achieve a 35% improvement over Part L (2013) of the Building Regulations as required for major residential applications and in accordance with policy 5.2 of the London Plan (2015) and policy CS15 Merton's Core Planning Strategy (2011).

#### 6.4 Transport Planning

The site has a PTAL of 5 with bus, train, tube available within the PTAL calculation area. The site is located within in an immediate proximity of the proposed Wandle River pedestrian cycle bridge. The proposed development has safeguarded sections of land which includes a safeguarded section of land along the northern boundary for the link to the bridge measuring 3 metres for 15m from the Site boundary before extending to a maximum width of 4.3 metres at the north easterly edge. A second section is safeguarded along the eastern boundary which is approximately 2m. These safe guarded sections of land can be found in highlighted in the ground floor plan (ST16108-1/1 23 plan shown at Appendix A).

6.5 The proposed development is located within a Controlled Parking Zone (P3 Zone), there is also a CPZ to the north of the development which is operated by Wandsworth council. Census car ownership data (2011) for this ward (Wimbledon Park) indicates that there could be a maximum of 17 vehicles associated with above proposals. A parking survey has been undertaken and it is clear that the over spill 9 vehicles can be accommodated on street at peak times of residential parking demand. On street stress levels average at 57 and 59% on the two survey days. Given the high PTAL score and the surrounding CPZ we suggest that the above application is exempt from the surrounding CPZ.

6.6 Trip generation by the proposed development will not have a significant impact on the surrounding highway network; the intensification of use generated by the residential aspect will not create a perceivable increase in traffic movement. No alterations to the highway or footways are required in association with the above application. All servicing will be undertaken from an on street location. Given the small nature of the B1 commercial floor space and the residential aspect, service trip generation is not thought to be of a significant level to impact on the operation of the surrounding highway network. Bins have been provided within a suitable proximity of the entrances to the development for the use by future residents; the bin stores are also a reasonable proximity from the public highway and can be easily accessed by refuse operatives. Pedestrian, cycle and vehicular access to the site is from Ravensbury Terrace the access arrangements do not impact on the pedestrian or driven visibility splays. No details have been submitted regarding the gates of the vehicular access. These arrangements should not cause vehicles to be stationary in the highway for elongated periods while waiting to gain access to the parking area.

- 6.7 London Plan minimum cycle parking levels state that a development of this nature should have three spaces for the commercial/ office use and 44 residential spaces, the two uses should have segregated cycle stores. We appreciate that the current standards associated with the latest iteration of the London plan are reasonably onerous, therefore we request the proposed cycle parking facilities are a mixture of space efficient cycle parking and easily accessible horizontal cycle parking facilities so those who aren't able to lift their cycle are able to store and retrieve bikes are catered for. A Construction management plan will need to be submitted that fully considers the impacts which are generated by a construction phase, and fully mitigates the impact derived by the construction phase. The proposed development will not generate a significant negative impact on the performance and safety of the surrounding highway network as such a recommendation for approval is supported.
- 6.8 Environment Agency  
The Environment Agency has been consulted and initially raised an objection to the proposed development. However, following discussions between the applicant and the Environment Agency and the submission of a revised flood risk assessment and site layout plans, the Environment Agency consider the proposal to acceptable subject to conditions being imposed on any grant of planning permission in respect of finished floor levels, River wall level and no residential use below first floor level in the development.
- 6.9 Historic England (Archaeology)  
The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Wandle Valley Earlsfield. Appraisal of this application using the Greater London Historic environment Record and archaeological baseline appraisal submitted with the application indicates the need for filed evaluation to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that it is considered that a condition would provide an acceptable safeguard. A condition is therefore recommended to require a two-stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. The archaeological interest should therefore be conserved by appropriate conditions.
- 6.10 London Borough of Wandsworth  
The London Borough of Wandsworth have been consulted and have objected to the proposed development.
- 6.11 Amended Plans  
In order to address concerns raised by the Environment Agency the design and layout of the car parking area was amended to include a shallow ramped access and the disabled parking spaces repositioned close to the main entrance. The Flood Risk Assessment was also amended. A reconsultation

has been undertaken and a further two letters of objection have been received. The grounds of objection are set out below:-

- Any increase in residential or commercial capacity would result in more cars looking to park in the already overcrowded surrounding streets. Those cars must not join any existing parking zone and the number of dwellings must reflect the available parking available. Eight spaces are no enough.
- The additional traffic will pose a risk to children in the nearby Wimbledon park primary school.
- In 2016 local sewers overflowed in Haslemere and Acuba Roads. The additional buildings will increase the risk of this being repeated.
- The neighbouring Banham building is too high and any development on this site should be a maximum of three storeys.
- The design look ugly and a bigger effort is needed not to repeat the eyesore of the Banham building.
- The cumulative impact of developments in Halsemere Avenue and Ravensbury Terrace will result in further unneeded strain parking.

## 7. **POLICY CONTEXT**

- 7.1 The relevant planning policy contained within the Adopted Merton Core Strategy (July 2011) are CS8 (Housing Choice), CS9 (Housing Provision), CS.14 (Design) and CS15 (Climate Change).
- 7.2 The Relevant Policies contained within the Merton Site and Policies Plan (July 2014) DM O1 (Nature Conservation, Trees, Hedges and Landscape Features), DM D1 (Urban Design and Public Realm), DM D2 (Design Considerations in all Developments), DM D3 (Alterations to Existing Buildings) and DM D4 (Managing Heritage Assets).
- 7.3 The relevant policies contained within the London Plan (July 2011) are 3.3 (Increasing London's Supply of Housing), 3.4 (Optimising Housing Potential), 3.5 (Quality and Design of Housing), 3.8 (Housing Choice), 7.4 (Local Character) and 7.6 (Architecture).
- 7.4 Mayor of London's London Plan Housing Supplementary Planning Guidance (March 2016) and Housing Standards, Minor alterations to the London Plan (March 2016).

## 8. **PLANNING CONSIDERATIONS**

- 8.1 The main planning considerations relate to the provision of Office Accommodation outside Town Centres, Design, Standard of Residential Accommodation, Neighbour Amenity, Parking, Sustainability, Flood Risk and Developer Contributions.
- 8.2 Provision of Office Accommodation Outside Town Centres  
The application site is identified within the Adopted Merton Sites and Policies Plan as site proposal 64 and is allocated for Office (B use class) and residential (Use Class C3). The current application proposes 337.3m<sup>2</sup> of

office floor space (Class B1) and the existing office floor space is 354m<sup>2</sup> in total. The proposal therefore would result in a very small reduction in the amount of commercial floor space on the site. However, the small reduction in floor area is outweighed by the provision of new quality office floor space.

### 8.3 Design

A number of objections relate to the design and height of the proposed development. The proposed development would range in height from three to six storeys in height, with the highest part of the development located on the River Wandle frontage opposite the Banham building. The proposed development would however, be lower than the neighbouring Banham (office) building. The lower parts of the development would be adjacent to the existing office building at 12 Ravensbury Terrace, with the higher elements of the development facing onto the River Wandle. In design terms the development would comprise tall narrow elements and pitched roofs to echo the character of the retained buildings on the adjacent site at 12 Ravensbury Terrace. It should also be noted that planning permission has been granted (subject to completion of a S.106 Agreement) for an building comprising four flats on the adjacent site at 12 Ravensbury Terrace (LBM Ref.15/P4016) which echo's the style adopted for the development at 12A.

8.4 The development would be constructed in a mix of facing brickwork and cladding and incorporate mainly pitched roofs arranged around a raised courtyard area. The flats would all have access to balconies providing features to the elevations of the development. The current application has been subject to pre-application discussions and the proposal has been considered by the Council's Design Review Panel who gave the proposal an 'Amber' score. The current proposal has been formulated following pre-application discussions and developed from comments made by the design Review Panel. The development would deliver 24 residential units and 318m<sup>2</sup> of quality office space on a site that is currently underutilised. The proposal is therefore considered to be acceptable in terms of its design scale and massing and complies with the aims of policies CS14 and DM D2.

### 8.5 Standard of Residential Accommodation

The proposal provides a range of units for single occupants through to three bedroom flats, suitable as six-person units. The largest proportion of the units are however two bedroom units (66%), with a smaller number of one bedroom units (17%) and three bedroom units (17%). The design and layout of the proposed residential accommodation has had regard to the requirements of the London Plan Housing SPG. The room sizes of all the flats accord with minimum room size standards. Each unit would also be dual aspect with their own amenity space provided in the form of balconies.

### 8.6 Neighbour Amenity

The nearest residential accommodation is within 12 Ravensbury Terrace. However, the position of the proposed building and the orientation of windows would not result in any overlooking or loss of privacy to the occupiers of the residential accommodation in number 12. The rear elevations of numbers 140 to 154 Ravensbury Terrace are two storey dwellings and the closest property,

number 154 Ravensbury Road would be over 20 metres from the corner of the application site. The proposed development would not therefore result in any overlooking and/or loss of privacy and the proposed development is considered to be acceptable in terms of policy DM D2.

#### 8.7 Parking

A number of objections to the proposed development relate to parking provision and parking problems in the surrounding area. The development is for 24 residential units and 318m<sup>2</sup> of B1 (Office) floor space. The development would provide eight car parking spaces (including two disabled car parking spaces). Five parking spaces would be provided with electric vehicle charging points. Secure cycle parking would be provided for both the commercial floor space and the residential units. The Council's Transport Planning section has examined the proposal and considers the parking provision is acceptable in this instance. However, it is recommended that the development be designated 'permit free' given the high PTAL score and the surrounding Controlled parking Zone. The parking and cycle provision accord with the Council's standards and comply with policy CS.20.

#### 8.8 Sustainability

The Council's Climate Change officer has examined the proposal and notes that the development achieves a 35% improvement over part L of the Building Regulations in terms of Co<sub>2</sub> reduction. The proposal therefore accords with the requirements of policy 5.2 of The London Plan (2015) and policy CS15 of the Adopted Merton Core Planning Strategy (2011).

#### 8.9 Flood Risk

The Environment Agency has examined the proposal and following discussions between the developer and the Environment Agency the layout of the parking area has been amended. The environment Agency considers the changes to the parking layout and the revised Flood risk Assessment to be acceptable and the Environment Agency has no objections to the proposed development.

#### 8.10 Developer Contributions

In accordance with policy CS8 the developer is required to provide affordable housing within the development and/or make a financial contribution towards affordable housing. The financial viability of the development has been assessed by Affordable Housing Solutions who have reviewed the developer's financial model. The financial appraisal concluded that the development can deliver two affordable units within the development and make a financial contribution towards affordable housing of £115,000 (to be paid on implementation of the consent). The Mayor of London and Merton's CILL would also apply.

### 9. **ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS**

- 9.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly there is no requirement for an EIA submission.

10. **CONCLUSION**

The redevelopment of the site has been subject to pre-application discussions and the current application has been submitted following advice given at the pre-application stage. The proposed building has been designed to reflect an industrial/warehouse style and would have a range of roof heights with the building stepping down in height along the Ravensbury Terrace frontage. The height and massing of the proposed building is considered to be appropriate for this location and is lower than the neighbouring office building on the opposite side of the River Wandle in Thornsett Road. There is adequate separation distance between the proposed building and residential properties in Ravensbury Road and the proposal would not therefore be detrimental to neighbour amenity. Accordingly, it is recommended that planning permission be granted.

**RECOMMENDATION**

**GRANT PLANNING PERMISSION**

Subject to a S.106 Agreement covering the following heads of terms:-

1. That the developer provides two affordable housing units within the development and a payment of £115,000 towards affordable housing provision in the borough.
2. That the development be designated 'permit free'.
3. That the developer pays the Councils legal and professional costs in drafting and completing the legal agreement.

And subject to the following conditions:-

1. A.1 (Commencement of Development)
2. A.7 (Approved Plans)
3. B.1 (External Materials to be Approved)
4. C.2 (No Additional or Enlarged Window or Door Openings)
5. C.6 (Refuse and Recycling (Details to be Submitted))
6. C.9 (Balcony Screening)
7. D.10 (External Lighting)
8. D.11 (Hours of Construction)
9. F.1 (Landscaping Scheme)
10. H6P (Details of Cycle Parking)

11. H9P (Construction Vehicles)
12. No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy 5.13 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 (attenuation provision of no less than 15m<sup>3</sup> of storage) and control the rate of surface water discharged from the site to no greater than 5l/s and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
  - ii. include a timetable for its implementation;
  - iii. include a CCTV survey of the existing surface water outfall and site wide drainage network to establish its condition is appropriate.

Reason: To ensure satisfactory means of surface water drainage, to reduce the risk of flooding and to comply with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F2 of Merton's Sites and Policies Plan 2014.

21. 'No part of the development hereby approved shall be occupied until evidence has been submitted to the council confirming that the development has achieved not less than the CO<sub>2</sub> reductions (ENE1), internal water usage (WAT1) standards 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).

Reason for condition: In order to comply with policy CS15 of the Adopted Merton Core Planning Strategy (July 2011).

22. Decentralised heat networks - Pre-commencement condition  
'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).'
- Decentralised heat networks - Pre-occupation condition  
'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/>)’

23. BREEAM  
‘Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby approved shall be used or occupied until a Post-Construction Review Certificate issued by the Building Research Establishment or other equivalent assessors confirming that the non-residential development has achieved a BREEAM rating of not less than the standards equivalent to ‘Very Good’ has been submitted to and acknowledged in writing by the Local Planning Authority. The submission shall also include confirmation that the development will meet the London Plan C02 reduction targets.’
24. Stage 1. No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. For land that is included in the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.
25. Stage 2. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which has archaeological interest a stage 2 WSI shall be submitted to and approved in writing by the Local Planning authority. For land that is included in 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 sit 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, publications and 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

The written scheme 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.

22. The development shall be carried out in accordance with the Approved Flood Risk Assessment (FRA) dated September 2017 Ref.2017/2017s5405 Rev3 by JBA Consulting and the following mitigation measures detailed within the Flood Risk Assessment:

1. Minimum Finished floor levels are set no lower than the levels shown in figure 6-1 in the Flood Risk Assessment.

2. The River wall is set no lower than 9.43 AOD.

3. No residential use below first floor level within the development.

The mitigation measures shall be fully implemented prior to occupation of the development 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 for condition: To ensure additional floodplain capacity and to ensure that the development will not affect overland flows and will increase the existing floodplain capacity and to reduce the risk of flooding to the proposed development and future occupants.

23. The development shall not commence until a detailed design for a new river wall is submitted to and approved in writing by the Local planning Authority in consultation with the Environment Agency. It shall incorporate the following:-

-The applicant will provide drawings, plans and sections showing clearly in detail how the proposed flood defences will form a continuous line with neighbouring sites.

-Plans, drawings, sections and calculations, demonstrating defences are designed to adequately manage anticipated loadings.

Reason for condition: To reduce the risk of flooding to the proposed development and future occupants over the lifetime of the development.

#### INFORMATIVE:

Flood Risk Activity Permit (FRAP)

Under the Environment Permitting (England and Wales) Regulations 2016 you must submit plans to the Environment Agency and apply for a FRAP if you want to do work:

-In, over or under a main river.

-Within 8m of the bank of a main river, or 16m if it is a tidal main river.

-Within 8m of any flood defence structure or culvert on a main river, or 16m on a tidal main river. Flood risk activities can be classified as: Exclusions, Exemptions, Standard Rules or Bespoke. These are associated with the level of risk your proposed works may pose to people, property and the environment.

INFORMATIVE:

It is the responsibility of the developer to make proper provision for drainage to ground, watercourses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

24. INF1 Party Wall Act

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

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