

PLANNING APPLICATIONS COMMITTEE
7 November 2013

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>Item No:</u>	<u>DATE VALID</u>
57/22	13/P1238		24.04.2013
Address/Site	Land at the former Grove Hotel, 2 Morden Road, South Wimbledon, SW193BH		
Ward	Abbey		
Proposals:	Redevelopment including a new 3 storey building on the site of the former pub garden, comprising either 78 square metres of Class A1, A2 or B1 use at ground floor with 2, two bedroom flats above, and conversion and extension of the upper floors of the former pub building, comprising 1 studio, 3 x 1 bedroom flats, and 1 two bedroom flat, with associated refuse and cycle storage facilities.		
Drawing No's	D-20A, 21A, 22A, 23A, 24A, 25A, Air Quality Assessment dated April 2013 and letter dated 22/1/2013; Noise Impact Assessment dated 15 April 2013; Planning Statement dated April 2013.		
Contact Officer:	Nanayaa Ampoma (020 8545 3300)		

RECOMMENDATION

Grant Permission subject to S106 obligations and conditions

CHECKLIST INFORMATION.

- Heads of agreement: Affordable Housing, Education
 - Is a screening opinion required: No
 - Is an Environmental Statement required: No
 - Has an Environmental Impact Assessment been submitted – No
 - Design Review Panel consulted – Yes, March 2013, Green Verdict.
 - Number of neighbours consulted – 59
 - Press notice – No
 - Site notice – Yes
 - External consultations: TfL
 - Number of jobs created: not known.
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1 **INTRODUCTION**

- 1.1 The application is brought before members of PAC due to requirement for S106 obligations and at the request of Cllr Diane Neil Mills.

2 **SITE AND SURROUNDINGS**

- 2.1 The application site comprises the upper floors of the former pub building and land previously used as a beer garden immediately to the rear of the building. The site is located at the crossroads where Morden Road meets Kingston Road, with South Wimbledon underground station on the opposite corner of this junction. The surrounding area has a wide mix of uses, including retail, office, car repairs, commercial and residential buildings.
- 2.2 Access to public transport is very good, (PTAL level 5), with several bus routes, the underground station in the local area and the tramlink in close proximity to the site. The site is in a Controlled Parking Zone (S1). The section of Morden Road to the north of Morden Town centre to the junction with Merantun Way forms part of the Transport for London Road Network
- 2.3 The building is not on the national statutory list of historically important buildings and not on the Council's non-statutory list of buildings that are of local importance. The site is not in a conservation area and there are no trees on the land. The site lies just outside land shown to be at moderate risk of flooding - Zone 2 and the site is not in an Archaeological Priority Zone.

3. **CURRENT PROPOSAL**

- 3.1 The proposal includes a new three storey building on the site of the former pub garden. It is proposed that the new floor space at ground floor level within this three-storey building will be used for retail use [Planning Use Class A1]; office use [Planning Use Class A2]; or business use [Planning Use Class B1]. The first and second floors of this three-storey building will each provide a 2 bedroom flat with access to this accommodation provided by an enclosed upper walkway at first floor level. A doorway from Morden Road will provide entry to the proposed commercial unit.
- 3.2 The development also includes the conversion of the upper floors of the former public house building to provide a studio unit, 3 one bedroom flats and 1 two bedroom flat, with associated refuse and cycle storage facilities. The proposal also includes extensions to the existing building to the Kingston Road elevation at first floor level and to accommodation within the existing mansard roof at second floor level. Access to the residential units at upper floors is proposed from Morden Road through new pre-galvanised security gates, painted grey that lead into a small courtyard.
- 3.3 The ground floor of the former public house building and part of the first floor do not form part of the current application. The ground floor and an area of 90 square metres at first floor level form part of a Tesco retail unit and associated office floorspace.

3.4 The extensions are proposed in a mansard style with natural grey slates and projecting arched dormer window features. The first floor accommodation involves matching face brick with timber framed double glazed sash style windows. The new building fronting Morden Road has a window display at ground floor level with arched features to match those of the original pub building.

Table 1: Bedrooms, bed spaces, floor areas and amenity space.

Unit	Floor	Bedrooms	Bed spaces	Floor area [Sq. M]	London Plan standard [Sq. M]	External amenity space [Sq. M]	UDP standard [Sq. M]
1	First floor - Existing building	2	3	62	61	12	30
2	First floor -Existing building	1	2	45	37	0	20
3	First floor - new building	2	4	70	70	13	30
4	Second floor -Existing building	1	2	51	50	6.6	20
5	Second floor -Existing building	1	2	51	50	0	20
6	Second floor -Existing building	1	2	52	50	0	20
7	Second floor -New building	2	3	67	61	10	30

3.5 The above table sets out the location of the flats within the proposed building, the number of bedrooms provided within the proposed eight flats, the gross internal areas, and the standards set out in the London Plan. The table also set out the external amenity space that is provided and the relevant standard of 10 square metres per habitable room that is set out in Unitary Development Plan policy HS1.

4. **PLANNING HISTORY**

4.1 12/P2874 – Refused permission under delegated authority – Erection of a mixed use development on land to the rear of Grove Hotel, (comprising the small beer garden, but excluding the car park and hand car wash at the rear), involving a ground floor commercial unit (Class A2), with 2 x 2 bed flats above. The reasons for refusal were as follows:

i) **The proposals by reason of design, size and siting, would fail to achieve a high standard of design and result in an unsatisfactory juxtaposition of development with the existing Grove Hotel, thereby failing to respect and enhance the character of the area, to the detriment of the visual amenities of this part of the Morden Road streetscene, contrary to policy CS14 of the Merton LDF Core Planning Strategy (2011) and policies BE.16 and BE.22 of the Merton UDP (2003) .**

ii) The proposal, incorporating accommodation that is of a size suitable for occupation by families with children, by reason of access from a shared rear service yard, provision of inadequate amenity space including balconies that are adjacent to a heavily trafficked and congested road junction, would fail to provide well designed housing that achieves a satisfactory environment for future occupiers, contrary to policy CS.14 of the Merton LDF (2011) which encourages well designed housing and HS1 of the Merton UDP (2003) which seeks to ensure a safe layout and access for all users, and avoidance of noise, vibration and other forms of pollution .

iii) The application has failed to demonstrate that the introduction of a new commercial (A2) unit and 2 residential flats above would not result in undue impacts on highway safety through lack of appropriate provision for servicing and delivery, contrary to policy CS20 of the Merton LDF Core Planning Strategy (2011).

4.2 11/P2467 – Refused under delegated authority - Application for outline permission with all matters reserved, for the demolition of the existing pub building and provision of a new three storey building, comprising retail (477 sq m), at ground floor and 9 self contained flats on the upper floors (4 x 1 and 5 x 2 bed units), (477 at first floor and 370 sq m at second floor). The application site covers 536 sq m and includes the small beer garden, but excludes the car park and hand car wash at the rear. The reasons for refusal were as follows:

i) The proposed development would remove the ability for the Council to introduce junction improvements to reduce accidents, improve facilities for pedestrians and cyclists and reduce congestion/improve conditions for public transport and would be contrary to the objectives of Policies CS 18a, CS 18b and CS19i of the Local Development Framework Core Strategy (2011) and Proposal 23T of the Unitary Development Plan Proposals Map (2003).

ii) The proposals would result in the loss of an existing public house, for which the applicant has failed to demonstrate by means of appropriate marketing evidence whether the existing public house is economically viable, resulting in the loss of a community facility, which includes an ancillary entertainment function, thereby diminishing facilities available to the community, contrary to adopted policies L.15 & L.16 of the Merton Unitary Development Plan (2003).

iii) The proposals by reason of their location in relation to a busy and congested road junction would result in a poor environment for future residential occupiers arising from the harmful impacts of noise and fumes, impacts that the applicant has failed to demonstrate may be adequately mitigated against, and would be contrary to policies HS.1 and PE2 of the Merton Unitary Development Plan (2003) and policies 7.14 and 7.15 of the London Plan (2011).

- 4.9 09/P0497 - Approved under delegated authority – Use of part of the existing public house at ground floor and a first floor bedroom as a music shop (Use Class A1), with two ancillary teaching rooms and new internal staircase.
- 4.10 12/P1909; 12/P1911; 12/P1914; 12/P1915 Permission and consent approved by the planning committee to an application by Tesco Stores Ltd for various external alterations to the building including new signage, condenser units, new entrance doors, new glazing panel within existing doorway, infilling of doorway and windows on side and rear of building at ground and first floor levels, open sided rear canopy, and creation of new means of escape doorway to rear, including timber fencing and gate.

5. **CONSULTATION**

- 5.1 The proposals have been publicised by means of site notices and letters to neighbouring occupiers. There has been no response to this consultation.
- 5.2 Councillor Diane Neil Mills An objection is raised to this proposal on the grounds of the negative impact on this locally listed building by over-development, the poor quality accommodation and amenity space.
- 5.3 Wimbledon Society: There is no objection to the principle of redevelopment, but suggest a number of modifications that would improve the standard of the accommodation.
- 5.4 Transport Planning: There are no objections to the proposal subject to planning conditions including a submission of a Construction Method Statement and Delivery and Servicing Plan.
- 5.5 Transport for London: There is support for the proposed seven cycle parking spaces provided for the residential element and support for the absence of any off street car parking for the development. Cycle parking should be provided for the commercial element; no objections are raised on grounds of highway safety or impacts on the Transport for London Road Network.
- 5.6 Environmental Health: There are no objections to the proposal subject to planning conditions covering construction times, soundproofing, lighting, contamination, air quality, hours of opening and deliveries.
- 5.7 Design Review Panel The proposal was considered by the Design Review Panel in March 2013 at the pre-application stage. The comments from the panel are provided below:
- 5.8 *The Panel welcomed the changes made to the proposal in light of the previous Panel meeting. Many of the Panel's previous recommendations had been taken on board – including the use of the upper floors. The Panel emphasised that the proposal had the capacity to alter the character of the area because it is a key location. It could help ease the current hostile and busy road junction. It is therefore important that any development here was 'got right'. A more grander and perhaps taller structure could be acceptable.*

- 5.9 *The Panel previously advised that a new building must relate well and meaningfully to the existing building and the Panel were generally supportive of the approach taken – two halves of the same building was a phrase previously used. However, the Panel emphasised that, although the proposed architectural approach is acceptable, they had not advised the applicant to copy the existing building. Replicating is one way of relating to an existing building, but there are others: through relationship of materials, form, proportion, alignment, etc., without necessarily copying ‘features’ or ‘style’.*
- 5.10 *The roof element was also discussed. It was felt that the extended roof of the existing building did not lend itself as a roof-top amenity space because of its structure and aesthetic character. For example, it would require balustrades, which would be visually intrusive. Additionally because of the heavy traffic in the area, the location does not lend itself to relaxed outdoor activities. It was therefore felt that this section of roof would be better utilised for PV/Solar panels, which could be screened by slightly raising the roof profile or using a double mansard form. However, the corner site is prominent enough to take a taller roof, provided it is proportionate to the existing building below.*
- 5.11 *Given the unlikely development of the adjacent car park in the near future it was felt that the flank wall should be made visually interesting – possibly by giving it some relief through the brickwork – though it should remain devoid both windows and advertising.*
- 5.12 *It was felt that the Morden Road elevation was much better than the Kingston Road elevation. This was primarily due to the dormer windows, whose proportion and size is inconsistent with the host building. This elevation needed further development to make it work successfully.*
- 5.13 *The Panel felt that the courtyard entrance now worked much better and the gap between the buildings was starting to work well, although further details were required. It was felt the residential archway could be architecturally accentuated more clearly and that the applicant should try to achieve an arrangement that maximised the width of the commercial unit by not having the bin store entrance directly onto the street. It was felt that some more detailed work was needed in these areas to ensure the quality of life for residents was maximised. VERDICT GREEN*

6. **POLICY CONTEXT**

- 6.1 London Plan (July 2011): 2.7 (Outer London: Economy), 2.8 (Outer London: Transport), 2.13 (Opportunity Areas and Intensification Areas), 3.3 (Increasing Housing Supply), 3.4 (Optimising Housing Potential), 3.5 (Quality and Design of Housing Developments), 3.8 (Housing Choice), 5.3 (Sustainable Design and Construction), 5.7 (Renewable Energy), 6.9 (Cycling), 7.4 (Local Character), 7.5 (Public Realm), 7.6 (Architecture), 7.14 (Improving Air Quality).
- 6.2 Core Strategy (July 2011): CS1 (Colliers Wood), CS8 (Housing Choice), CS9 (Housing Provision), CS11 (Infrastructure), CS12 (Economic Development),

CS14 (Design), CS15 (Climate Change), CS18 (Active Transport), CS19 (Public Transport), CS20 (Parking, Servicing and Delivery).

- 6.3 Unitary Development Plan (October 2003): HS.1 (Housing Layout and Amenity), BE.15 (New Buildings and Extensions, Daylight, Sunlight, Privacy, Visual Intrusion and Noise), BE.16 (Urban Design), BE.22 (Design of New Development), C13 (Planning Obligations for Educational Provision).

7. **PLANNING CONSIDERATIONS**

- 7.1 The main planning considerations include assessing the principle of non-residential floor space, the need for additional housing, design and appearance, standard of residential accommodation Impact on neighbour amenity and highway safety and parking

Principle of non-residential floorspace

- 7.2 In July 2011 both the Merton Core Strategy and the London Plan were adopted and more recently the National Planning Policy Framework (2012) has been published. The strategic aims of these documents include promoting mixed-use sustainable suburban neighbourhoods that meet a wide variety of residents needs locally, while protecting or enhancing the character and amenity of residential areas. They also place strong emphasis on encouraging the recycling of urban land, including low-density residential sites for future housing provision.

- 7.3 The current proposal involves a new building providing a ground floor commercial unit providing 78 square metres of internal floorspace. This space is intended to be used for Class A1 (retail), A2 (financial or professional services) or B1 (office) use. The application has been submitted in this manner to offer flexibility in a future use and a greater likelihood of securing future occupation of the unit.

- 7.4 With the location of the site at a very busy road junction, it is important to avoid uses that have the potential for high trip generation, as these are typically associated with increased demand for servicing and deliveries. Other retail uses [Planning Use Class A1]; office uses [Planning Use Class A2]; or business uses [Planning Use Class B1] are considered unlikely to have negative impacts on local highway safety or function. With the wide mix of uses in the immediate area, these proposed uses would be in keeping and there are no objections in this regard. It is noted that the former Grove Hotel has now opened as a Tesco metro store and this part of the building therefore forms no part of the current planning application.

Need for additional housing

- 7.5 The National Planning Policy Framework [March 2012] requires the Council to identify a supply of specific 'deliverable' sites sufficient to provide five years worth of housing with an additional buffer of 5% to provide choice and competition.
- 7.6 Policy CS. 9 within the Council's Adopted Core Strategy [July 2011] and policy 3.3 of the London Plan [July 2011] state that the Council will work with

housing providers to provide a minimum of 4,800 additional homes [320 new dwellings annually] between 2011 and 2026. This minimum target that should be exceeded where possible includes a minimum of additional 1450 to 1800 new dwellings to be provided within the Mitcham area where the proposal site is located.

- 7.7 The housing delivery trajectory set out in the latest Council's Annual Monitoring Report has identified future challenges in ensuring an adequate supply of housing is delivered in the borough to meet the minimum targets in the Core Strategy and the London Plan.
- 7.8 The Core Strategy states that the Council will encourage housing in 'sustainable brownfield locations'. The Core Strategy states that it is expected that the delivery of new housing in the borough will be achieved in various ways including the development of 'windfall sites'. The current application site is a 'windfall site' and is on brownfield land in a sustainable location adjacent to other existing residential properties and benefiting from good access to public transport and other local facilities.
- 7.9 In conclusion the provision of additional residential accommodation on this site is considered acceptable in principle subject to other considerations including matters of design, bulk, scale and layout, the standard of accommodation and the impact on amenity. The proposed development in this sustainable location will also assist in addressing the need for new residential accommodation in the borough that is identified in the London Plan and the Core Strategy.

Design and appearance

- 7.10 Retained adopted Unitary Development Plan policies BE.16 and BE.22 require proposals for development to compliment the character and appearance of the wider setting. This is achieved by careful consideration of how the scale, design and materials of a development relate to the urban setting in which the development is placed. Retained adopted Unitary Development Plan policy BE.23 requires extensions to be sympathetic to the form, scale, bulk and proportions of the original building.
- 7.11 The proposal is considered appropriate in terms of its design, scale and massing and would appear harmonious with the proportions and distinctive features of the former pub building. Also, it achieves a satisfactory relationship between the two "halves" of the proposed development by complementing the street scene.
- 7.12 The design and appearance of the current planning application has evolved following consideration on two separate occasions by the Council's Design Review Panel. The original proposal was considered by the panel in January 2013 with the panel giving the proposal a 'RED' verdict. A revised proposal was considered by the panel in March 2013 and was given a 'GREEN' verdict with the minutes from this meeting provided in the consultation section of this report.

- 7.13 Following the comments from the design panel the current proposal includes amendments in several areas where the panel considered that improvements could be made. These amendments include changing the roof space to include photovoltaic panels, providing greater interest to the flank wall adjacent to the car park, improved design and siting of the dormer windows and associated internal layouts.

Standard of residential accommodation.

- 7.14 The London Plan states that boroughs should ensure that new development reflects the minimum internal space standards as set out in table 3.3 of the London Plan. The standards are expressed in terms of gross internal area and supersede the individual room size standards provided within the Council's Supplementary Planning Guidance – "New Residential Development" [1999].
- 7.14 Policy HS.1 and BE.15 of the adopted Unitary Development Plan [2003] states that all proposals for residential development should safeguard the residential amenities of future occupiers in terms of providing adequate internal space, a safe layout and access for all users; and provision of adequate amenity space to serve the needs of occupants. Policies CS 8, CS9 and CS14 within the Council's Adopted Core Strategy [2011] states that the Council will require proposals for new homes to be well designed.

Internal layout and room sizes

- 7.15 As set out in the table provided earlier in this report, the proposed residential units provide internal residential floor space in accordance with the London Plan and in excess of minimum floor space standards.
- 7.16 The accommodation is provided with natural daylight and ventilation through external window openings. Due to the height and setting of the building, no adverse impacts are anticipated with regard to privacy for future occupiers. The proposal involves a separate entrance gate for residential occupiers into a small courtyard off Morden Road. Subject to appropriate lighting, this arrangement should ensure safe access to the proposed accommodation.
- 7.17 The layout of the accommodation makes good and efficient use of the space that is available with an appropriate internal layout and good provision of natural light to all habitable rooms.
- 7.18 In terms of the surrounding external environment a noise survey has been submitted with the current planning application. The noise survey concludes that subject to the use of appropriate glazing, the development should ensure an acceptable internal noise environment for future occupants and users. An earlier planning application for condensers linked to the existing food retail use was granted subject to a planning condition that stipulated that any noise associated with plant and machinery must not exceed specific background noise levels. Environmental Health Officers have been consulted on the current application and raise no objection to the proposal subject to planning conditions.

External Amenity Space

- 7.19 Retained Unitary Development Plan policy HS.1 requires that all proposals for residential development provide adequate private amenity space to meet the needs of future occupiers.
- 7.20 The proposed development makes provision for each of the two bedroom units through small balconies or terraces that would look out over the adjacent rear car park. While the development does not comply with the amenity space standards set out in adopted policy HS1 given the otherwise acceptable standard of living accommodation this matter would not warrant refusal of the scheme.

Lifetime Homes

- 7.21 Policies in the London Plan and Core Strategy require all new residential properties to be built to Lifetime Home Standards. The submitted design and access statement confirms that the development has been designed to Lifetime Home Standards. A planning condition is recommended to ensure that the development is constructed to these standards.

Impact on neighbour amenity

- 7.15 Retained policies HS.1 and BE15 of the adopted Unitary Development Plan [October 2003] state that all proposals for residential development should safeguard the residential amenities of occupiers of nearby properties including in terms of maintaining adequate daylight and sunlight to adjoining buildings and gardens, the protection of privacy; protection from visual intrusion and ensuring that development does not result in harm to living conditions through noise or disturbance.
- 7.16 The upper floors of the original public house building had previously been used both as ancillary staff accommodation and for bed and breakfast rooms in connection with the previous use. The introduction of an additional storey and changes to provide new self-contained accommodation are considered to raise no adverse issues in terms of overlooking, noise, or loss of outlook for existing neighbours.
- 7.17 It is considered that as a result of the design and orientation of the proposed building and the separation distances from adjacent buildings the proposed development is considered acceptable in terms of visual intrusion, daylight and sunlight, overlooking and privacy.

Highway safety and parking

- 7.18 Policy CS20 of the Core Strategy [July 2011] states car parking should be provided in accordance with current parking standards, whilst assessing the impact of any additional on street parking on vehicle movements and road safety. Policy 6.13 of the London Plan states that the Mayor wishes to see an appropriate balance between promoting new development and preventing excessive car parking that can undermine cycling, walking and public transport use.

- 7.22 The current 'maximum' off street car parking standards are set out within the London Plan at table 6.2 and allow for a maximum of one off street car parking space for properties with one or two bedrooms. In areas of good public transport accessibility the London Plan advises that residential developments should aim for significantly less than one on street car parking space per unit.
- 7.23 With the extremely good level of public transport accessibility (PTAL level 5) that the application site benefits from, it is considered that the development does not require any off street car parking. A planning obligation is recommended that would prevent future occupants of the accommodation from obtaining on street car parking permits.
- 7.24 the development makes provisions for an onsite secure and covered cycle parking area in line with current guidance. Transport Planning and Transport for London have confirmed that subject to conditions, there are no anticipated adverse impacts on highway safety or function.
- 7.25 Policy CS 18 of the adopted Core Strategy [July 2011] states that the Council will promote active transport by prioritising the safety of pedestrian, cycle and other active transport modes; by supporting schemes and encouraging design that provides, attractive, safe, covered cycle storage. A planning condition is recommended to seek further details of cycle storage for the residential and retail uses and to ensure that this parking is retained.

Sustainable design and construction.

- 7.26 The Council's Core Strategy reinforces the wider sustainability objectives of the London Plan with policy CS15 requiring all development to demonstrate how the development makes effective use of resources and materials and minimises water use and CO2 emissions. All new development comprising the creation of new dwellings will be expected to achieve Code 4 Level for Sustainable Homes.
- 7.27 The submitted design and access statement sets out that the development will incorporate grey water recycling for WC's; passive ventilation; solar panels; and the use of recycled materials for sub structure ground works. A planning condition is recommended to seek the submission of a design stage assessment and post construction certification to show that that Code for Sustainable Homes Level 4 is achieved together with a minimum 25% improvement in the dwelling emissions rate in accordance with Policy 5.2 of the London Plan.
- 7.28 In terms of the commercial floorspace and as set out in the Core Strategy policy CS15 the Council only seeks a BREEAM 'very good' standard for non-residential floorspace of over 500 square metres. The current proposal includes commercial floorspace of 78 square metres.

8. ENVIRONMENTAL IMPACT ASSESSMENT

- 8.1 The application site is less than 0.5 hectares in area and therefore falls outside the scope of Schedule 2 development under the The Town and

Country Planning (Environmental Impact Assessment) Regulations 2011. In this context there is no requirement for an Environmental Impact Assessment as part of this planning application.

9. LOCAL FINANCIAL CONSIDERATIONS

Mayor of London Community Infrastructure Lev

- 9.1 The proposed development is liable to pay the Mayoral Community Infrastructure Levy [CIL], the funds for which will be used by the Mayor of London towards the 'CrossRail' project. The CIL amount is non-negotiable and planning permission cannot be refused for failure to pay the CIL.
- 9.2 The provisional CIL charge that would be payable, for the proposed development, [providing additional floor space of 398 square metres], under the Mayor of London Community Infrastructure Levy would be £13,930.

Planning Obligations

- 9.3 Regulation 122(2) of the CIL Regulations 2010 (continued in the CIL Regulations 2011) introduced three tests for planning obligations into law, stating that obligations must be:
- necessary to make the development acceptable in planning terms;
 - directly related to the development;
 - fairly and reasonably related in scale and kind to the development.
- 9.4 If a planning obligation does not meet all of these tests it cannot legally be taken into account in granting planning permission and for the Local Planning Authority to take account of S106 in granting planning permission it needs to be convinced that, without the obligation, permission should be refused.

Financial contribution towards education provision:

- 9.5 Saved UDP policy C13 recognises that new housing developments will lead to additional pressure on local educational facilities, and seeks financial contributions to be used towards the extra demand placed on local schools as a result of the development.
- 9.6 The nearest primary school to the application site is Merton Abbey Primary School. The plans to expand this school are funded and are at an advanced stage and as a result it is not considered appropriate to request a financial contribution towards primary education provision.
- 9.7 In relation to secondary school places, planning has commenced in order to meet the predicted demand in 2016/2017 across the whole borough that will arise from growth within the existing population. The Council in its Business Plan for 2013-17 has identified a requirement for projects to meet this need with new classrooms required from 2017/2018. There are no funding commitments from the Department for Education to help meet this need and therefore there is a funding gap. In addition to the need from the existing population the new family sized dwellings within the proposed new development will exacerbate the need for secondary school places within the schools that would serve this development site. There are no formal catchment areas for secondary schools as travel distance is greater.

- 9.8 In order to meet the need from the existing population and new developments the Council is planning projects for which there is a shortfall of funding. Given this situation a financial contribution towards the provision of secondary school places is considered necessary as part of the proposed development and this accords with Regulation 122 of the Community Infrastructure Regulations 2010 and the NPPF. A planning obligation consisting of a financial contribution of £2,571 is sought towards secondary school education provision.

Restriction on eligibility of receiving on street parking permits

- 9.9As set out in the UDP and Core Strategy policy CS20, the Council encourages proposals for 'permit free' residential developments where there is an operational Controlled Parking Zone in town centres and areas that benefit from good access to public transport (PTAL 4 - 6). The application site benefits from a good level of access to public transport [PTAL 4] and a restriction on future occupants from obtaining on street car parking permits is recommended in this instance.

Financial contribution towards provision of affordable housing;

- 9.10 Policy CS. 8 within the Council's Adopted Core Strategy [July 2011] states that the Council will seek the provision of a mix of housing tenures at a local level to meet the needs of all sectors of the community including provision for those unable to compete financially in the housing market sector.
- 9.11 Core Strategy policy CS 8 states that for developments providing under ten residential units affordable housing provision should be equivalent to 20% of the open market value new units with this provision achieved through an off site financial contribution, in seeking this off site financial contribution the Council will have regard to the economics of provision including financial viability issues.
- 9.12 A financial contribution towards affordable housing calculated in accordance with Core Strategy policy CS 8 would amount to a total of £160,692. As part of the planning application the applicant has submitted an Affordable Housing Viability Assessment that has concluded that the provision of an off site contribution at this level would make the proposed development unviable. The conclusions of the applicant's viability assessment have been independently assessed. This independent assessment found that the development could support a reduced financial contribution of £130,380. A head of term is recommended seeking a financial contribution of £130,380 towards affordable housing provision.

The developer agreeing to meet the Council's costs of preparing and monitoring the Section 106 Obligations;

- 9.13 As set out in the Council's adopted Supplementary Planning Guidance the s106 monitoring fees would be calculated on the basis of 5% of the monetary contribution. Legal fees for the preparation of the s106 agreement would need to be agreed at a later date.

10. CONCLUSION

- 10.1 The proposed mixed-use development represents an effective and sustainable use of this brownfield site providing additional residential units, commercial floor space and incorporates a design and layout sympathetic to the character of the surrounding area. It is recommended that planning permission be granted subject to the planning conditions and planning obligations set out below.

RECOMMENDATION

GRANT PLANNING PERMISSION subject to the completion of a Section 106 Agreement and planning conditions.

1. Provision of a financial contribution towards secondary school places [£2,571].
2. Provision of a financial contribution towards off site affordable housing provision [£130,380].
3. Restriction removing the eligibility of future occupants of the proposed residential accommodation to receive on street car parking permits;
4. The developer agreeing to meet the Council's costs of drafting the Section 106 Obligations [£ to be agreed].
5. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations [£ to be agreed].

And the following conditions:

1. Standard condition [Time period] The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission. Reason for condition: To comply with Section 91 (as amended) of the Town and Country Planning Act 1990.
2. Amended standard condition [Approved plans] The development hereby permitted shall be carried out in accordance with the following approved plans: D-20A, 21A, 22A, 23A, 24A, 25A, Air Quality Assessment dated April 2013; Noise Impact Assessment dated 15 April 2013 Reason for condition: For the avoidance of doubt and in the interests of proper planning.
3. Standard condition [Timing of construction work] No demolition or construction work or ancillary activities such as deliveries shall take place before 0800hrs or after 1800hrs Mondays - Fridays inclusive; before 0800hrs or after 1300hrs on Saturdays or at any time on Sundays or Bank Holidays. Reason for condition: To safeguard the amenities of the area and occupiers of neighbouring properties and to ensure compliance with policy PE.2 of the Adopted Merton Unitary Development Plan 2003.
4. Amended standard condition [Construction phase impacts] No development shall commence until a working method statement has been submitted to and approved in writing by the Local Planning Authority to accommodate: parking of vehicles of site workers and visitors; loading and unloading of plant and materials; storage of construction plant and materials; wheel cleaning facilities; control of dust, smell and other effluvia; control of surface water run-off. No development shall be carried out

except in full accordance with the approved method statement. Reason for condition: In the interests of vehicle and pedestrian safety and the amenities of neighbouring occupiers and to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.

5. Standard condition [External Materials to be Approved] No development shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details. Reason for condition: To ensure a satisfactory appearance of the development and to comply with policy BE.23 of the Adopted Merton Unitary Development Plan 2003.
6. Standard condition [cables, wires, aerials, pipework] No cables, wires, aerials, pipework (except any rainwater downpipes as may be shown on the approved drawings) meter boxes or flues shall be fixed to any elevation facing a highway. Reason for condition: To safeguard the appearance of the development and the visual amenities of the area and to comply with policies BE.15 and BE.23 of the Adopted Merton Unitary Development Plan.
7. Standard condition [Hours of opening] The ground floor commercial use hereby permitted shall not be open to customers except between the hours of 6am and 11pm on any day and no staff shall be present at the premises one hour after the closing time. Reason for condition: To protect the amenities of neighbouring occupiers and ensure compliance with policy PE.2 of the Adopted Merton Unitary Development Plan 2003.
8. Amended Standard condition [Deliveries] All deliveries, loading, unloading or other servicing activities shall take place between the hours of 7am – 7pm Monday to Saturday, and 9am – 5pm on Sundays and public holidays. Reason for condition: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with policy PE.2 of the Adopted Merton Unitary Development Plan 2003.
9. Standard condition [Soundproofing of plant and machinery] No development shall commence until details of sound insulation/attenuation measures have been submitted in writing for approval to the Local Planning Authority to ensure that noise from new plant/machinery does not increase the background noise level by more than 2dBa L90 (5 min) with no increase in any one-third octave band between 50Hertz and 160Hertz. No works that are subject of this condition shall be carried out until the details are approved. The plant and machinery shall not be first used until those details are approved and installed in full accordance with the approved details and shall be permanently retained thereafter unless otherwise agreed in writing by the Local Planning Authority. Reason for

condition: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with policy PE.2 of the Adopted Merton Unitary Development Plan 2003.

10. Standard condition [External Lighting] Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary. Reason for condition: To safeguard the amenities of the area and occupiers of neighbouring properties and to ensure compliance with policy PE.3 of the Adopted Merton Unitary Development Plan 2003.
11. Standard condition [Delivery and Servicing Plan] to be Submitted Development shall not commence until a Delivery and Servicing Plan (including measures to prevent deliveries during peak hours of 7am to 10am and 4pm to 7pm) has been submitted in writing for approval to the Local Planning Authority. No occupation of the development shall be permitted until the Plan is approved in writing by the Local Planning Authority and implemented in accordance with the approved plan. The approved measures shall be maintained, in accordance with the Plan, for the duration of the use, unless the prior written approval of the Local Planning Authority is obtained to any variation. Reason for condition: In the interests of the safety of pedestrians and vehicles and to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.
12. Non standard condition [Air Quality] Prior to first occupation of the proposed new dwellings, a system of mechanical ventilation with Nox filtration of ventilated air shall have been installed for all residential accommodation in accordance with the submitted air quality assessment and letter from Air Quality Consultants dated 22.01.2013. The installed system shall be checked and maintained annually filtration media replace as necessary and an annual report submitted to the LPA for approval. Reason for condition: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with policy PE.1 of the Adopted Merton Unitary Development Plan 2003
13. Non standard condition [Land contamination – site investigation] No development shall commence until a detailed site investigation has been completed to survey and assess the extent of potential ground contamination on the site and from the surrounding environment (including any controlled waters), considering historic land use data and the proposed end use with the site investigation report (detailing all investigative works and sampling, together with the results of analysis, risk assessment to any receptors and proposed remediation strategy detailing proposals for remediation), and submitted to and approved by the Local Planning Authority and the residential units hereby approved shall not be occupied until the approved remediation measures/treatments have been implemented in full. Reason for condition: In order to protect the health of future occupiers of the site and adjoining areas in accordance with policy PE.8 of the Adopted Merton Unitary Development Plan 2003.

14. Standard condition [Land contamination – construction phase] If during construction works further contamination is encountered which has not previously been identified and considered the Council's Environmental Health Section shall be notified immediately and no further development shall take place until remediation proposals (detailing all investigative works and sampling, together with the results of analysis, risk assessment to any receptors and proposed remediation strategy detailing proposals for remediation) have been submitted to and approved by the Local Planning Authority and the approved remediation measures/treatments implemented in full. Reason for condition: In order to protect To protect groundwater and the health of future occupiers of the site and adjoining areas in accordance with policy PE.8 of the Adopted Merton Unitary Development Plan 2003.
15. Standard condition [Land contamination – validation] No residential unit hereby approved shall be occupied until a validation report has been submitted to and approved in writing by the Local Planning Authority to demonstrate that remediation works have been carried out in accordance with the agreed remediation strategy. The validation report shall provide a full record of all remediation activities carried out on the site including post remedial sampling and analysis, waste management documentation and evidence that the agreed site remediation criteria have been met (including waste materials removed from the site; an audit trail demonstrating that all imported or reused soil material conforms to current soil quality requirements as approved by the Council) and any post remediation sampling that has been carried out. Reason for condition: In order to protect the health of future occupiers of the site and adjoining areas in accordance with policy PE.8 of the Adopted Merton Unitary Development Plan 2003.
16. Standard condition [Code for Sustainable Homes Pre-Commencement - New build residential] No development shall commence until a copy of a letter from a person that is licensed with the Building Research Establishment (BRE) or other equivalent assessors as a Code for Sustainable Homes assessor that the development is registered with BRE or other equivalent assessors under Code For Sustainable Homes and a Design Stage Assessment Report demonstrating that the development will achieve not less than Code for Sustainable Homes Level 3 has been submitted to and approved in writing by the Local Planning Authority together with a minimum 25% improvement in the dwelling emissions rate. Reason for condition: To ensure the development achieves a high standard of sustainability and makes efficient use of resources and to comply with policies BE.25 of the Adopted Merton Unitary Development Plan 2003, 5.2 of the Adopted London Plan 2011 and CS 15 of the Adopted Merton Core Planning Strategy 2011.
17. Amended Standard condition [Code for Sustainable Homes Pre-Occupation- New build residential] Unless otherwise agreed in writing by the Local Planning Authority, prior to first occupation of the proposed new dwellings a Building Research Establishment or other equivalent

assessors Final Code Certificate shall be submitted to, and acknowledged in writing by the Local Planning Authority providing confirmation that the development has achieved not less than a Code 3 level for Sustainable Homes together with confirmation that a minimum 25% improvement in the dwelling emissions rate has been achieved Reason for condition: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with policies BE.25 of the Adopted Merton Unitary Development Plan 2003, 5.2 of the Adopted London Plan 2011 and CS 15 of the Adopted Merton Core Planning Strategy 2011.

18. Amended Standard condition [Lifetime homes] Prior to first occupation of the proposed new dwellings, the applicant shall provide written evidence to confirm the new dwelling units meet Lifetime Homes Standards based on the relevant criteria. Reason for condition: To meet the changing needs of households and comply with policy CS8 of the Adopted Core Strategy [July 2011].
19. Non standard condition [Cycle storage] Prior to first occupation of the proposed new dwellings and the commercial floorspace cycle storage shall be in place for the relevant floor space that is accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority, with the cycle storage retained in accordance with the approved details permanently thereafter. Reason for condition: To ensure the provision of satisfactory facilities for the storage of cycles and to comply with policy CS18 of the Adopted Core Strategy [July 2011].
20. Non standard condition [Refuse and recycling facilities] Prior to first occupation of the proposed new dwellings and the commercial floorspace refuse and recycling facilities shall be in place for the relevant floor space that are in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority, with the refuse and recycling facilities retained in accordance with the approved details permanently thereafter. Reason for condition: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with policies BE.15 and PE.11 of the Adopted Merton Unitary Development Plan 2003.

INFORMATIVES:

- a) The applicant is advised that details of Lifetime Homes standards can be found at www.lifetimehomes.org.uk
- b) The applicant is advised that in accordance with paragraphs 186 and 187 of the National Planning Policy Framework, The London Borough of Merton takes a positive and proactive approach to development proposals focused on solutions. The London Borough of Merton works with applicants or agents in a positive and proactive manner by suggesting solutions to secure a successful outcome; and updating applicants or agents of any issues that may arise in the processing of their application.
- c) The applicant is advised to contact the Council's Highways team on 020 8545 3700 before undertaking any works within the Public Highway to obtain the

necessary approvals and/or licences. The applicant is advised that the location in a Controlled Parking Zone may result in a licence application taking 6 to 12 months and may result in additional expense.

- d) The applicant is advised that the development hereby approved is liable to the Community Infrastructure Levy (CIL). The provisional chargeable amount of CIL that would be payable (subject to any successful applications for relief, surcharges or late payment interest charges) is £13,930. To avoid substantial surcharges an Assumption of Liability Notice and a Commencement Notice must be submitted to the Local Planning Authority prior to commencement of the development hereby approved. A Liability Transfer Notice can be submitted prior to the day the final payment falls due should parties who will be liable to pay change. These notices can be found on the planning portal at www.planningportal.gov.uk. For more information regarding CIL visit www.merton.gov.uk/CIL or email cilevy@merton.gov.uk.



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

Scale 1/1250

Date 23/10/2013

2 Morden Road

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DEVELOPMENT CONTROL

NOTE

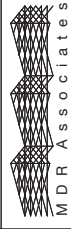
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 COMMENCEMENT OF WORKS

PLANNING



Site Area
 525 m²
 0.1297 acres
 0.0525 hectare

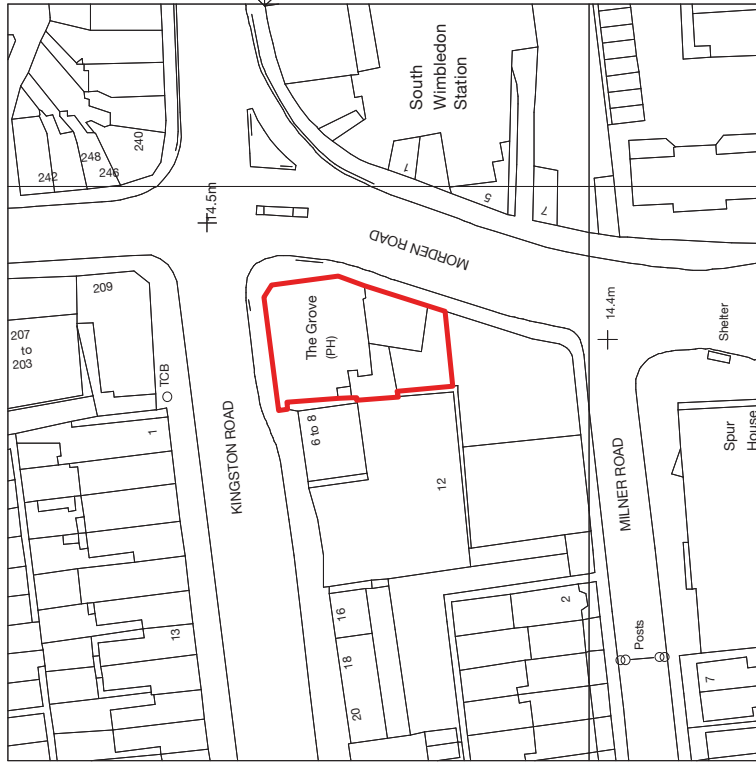
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 Status C-D

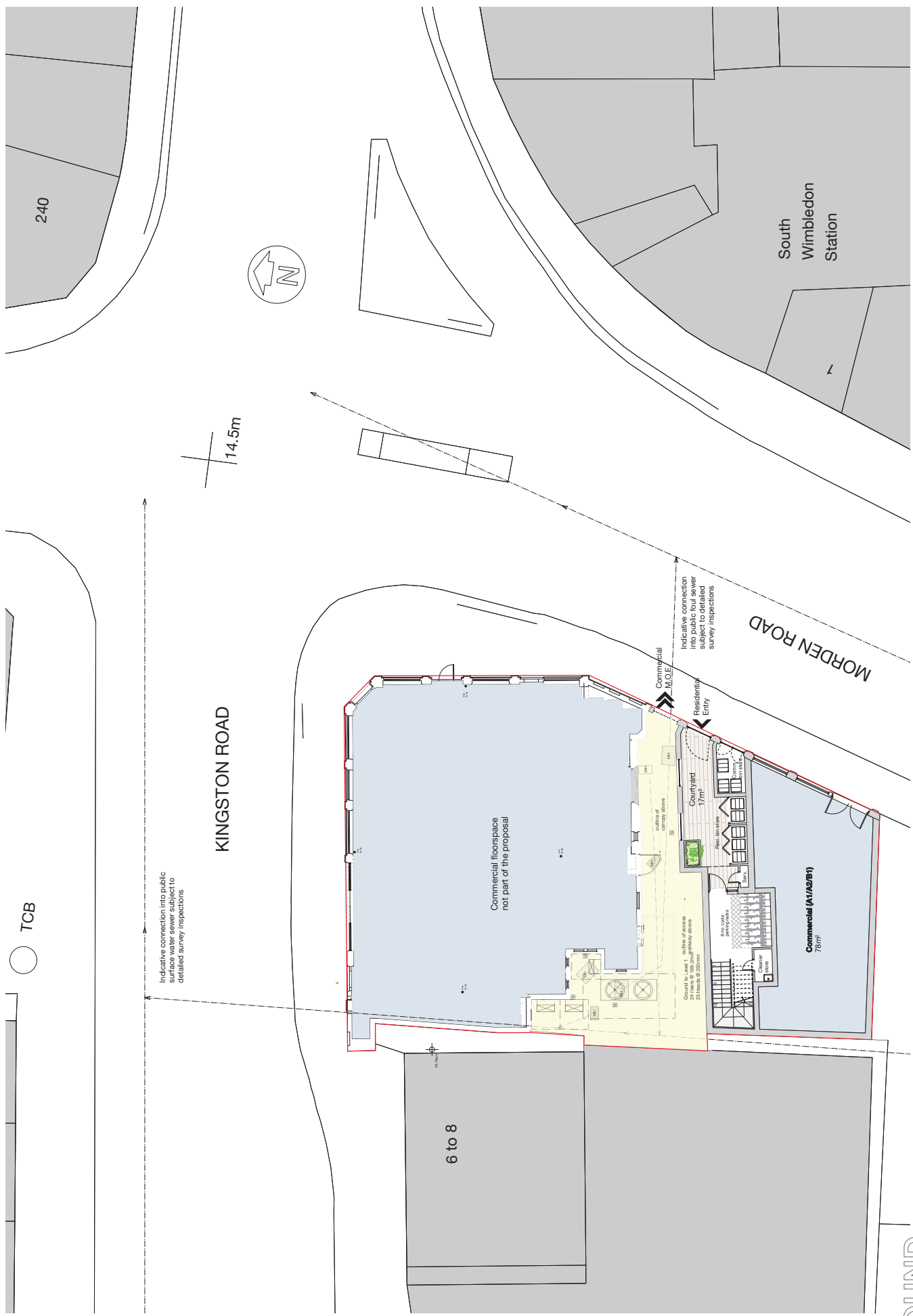


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 11 FIVE STAR DRIVE, LONDON SW19 4AG, UNITED KINGDOM TEL: +44 (0)20 8876 6000 FAX: +44 (0)20 8876 6001
 Scale: As Shown By: Date: Checked:
 1:1250 @ A4 EW APR 12

Project: LAND AT THE FORMER GROVE PUB
 2 MORDEN ROAD
 WIMBLEDON
 SW19 5BH
 Client: GRAINFRENT LIMITED

Drawing: SITE LOCATION PLAN
 Project No: 12003 Drawing No: D-19 Revision: A





GROUND

PLANNING

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Comments:

0 5 10 15 M

Rev: P01, A Date: APR 13, APR 13

First Issue - FOR COMMENTS ONLY. PLANNING ISSUE.

Status: EW, EW

Project: LAND AT THE FORMER GROVE PUB, 2 MORDE ROAD, LONDON SW19 3BH

Client: GRAINRENT LIMITED

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Drawn By: EW Date: MAR 13

Checked: A

Project No: 12003 Drawing No: D-20 Revision: A

C-D

TCB

KINGSTON ROAD

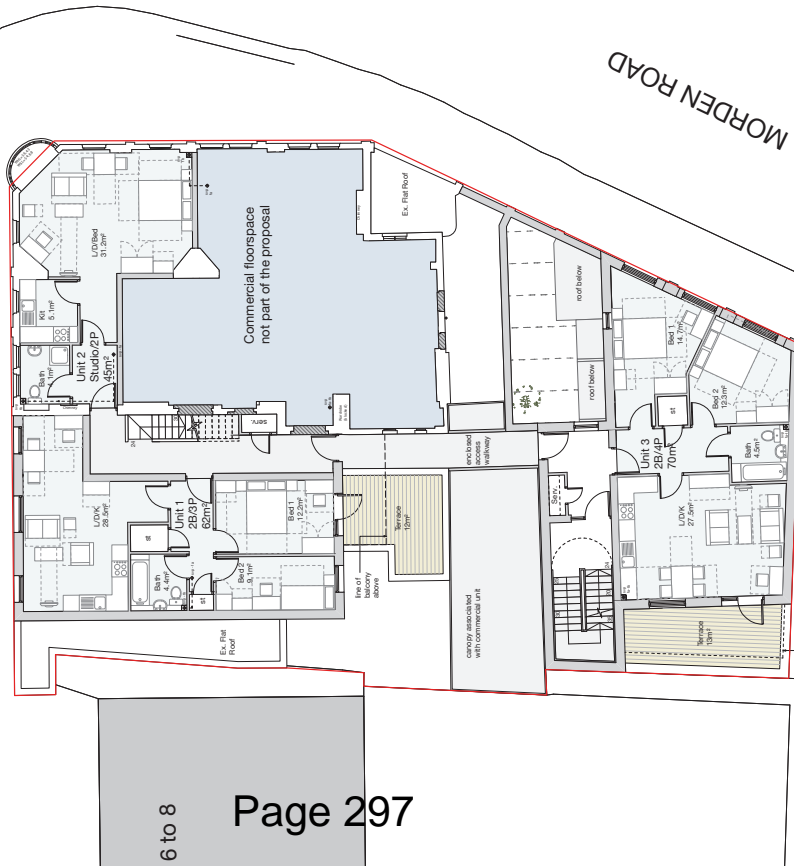


SECOND

Project: LAND AT THE FORMER GROVE PUB 2 MORDEN ROAD LONDON SW19 3BH		Status	C-D
Client: MDR Associates GRAINRENT LIMITED			
Drawing: a 9 Holywood Street London Bridge London SE1 1ZL e info@mdrassociates.co.uk		Project No: 12003	Revision: A
PLAN: PROPOSED Level 1 & 2			
Scale: 1:100 (A1)	Drawn By: EW	Checked: MAR 13	Drawing No: D-21
Rev: P01	Date: APR 13	First Issue - FOR COMMENTS ONLY.	
Rev: A	Date: APR 13	PLANNING ISSUE.	

TCB

KINGSTON ROAD

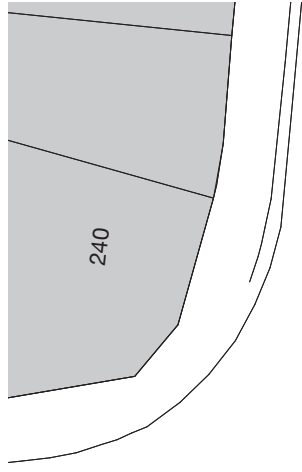


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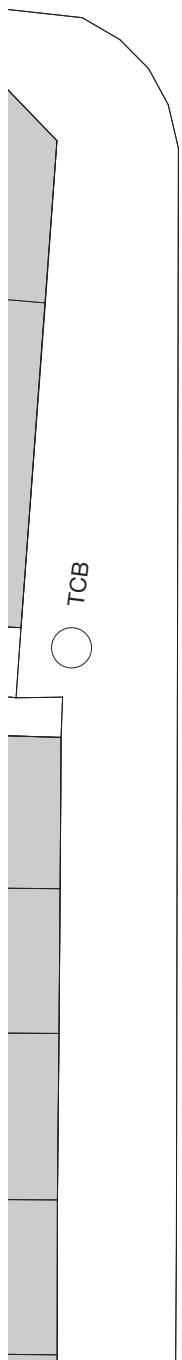
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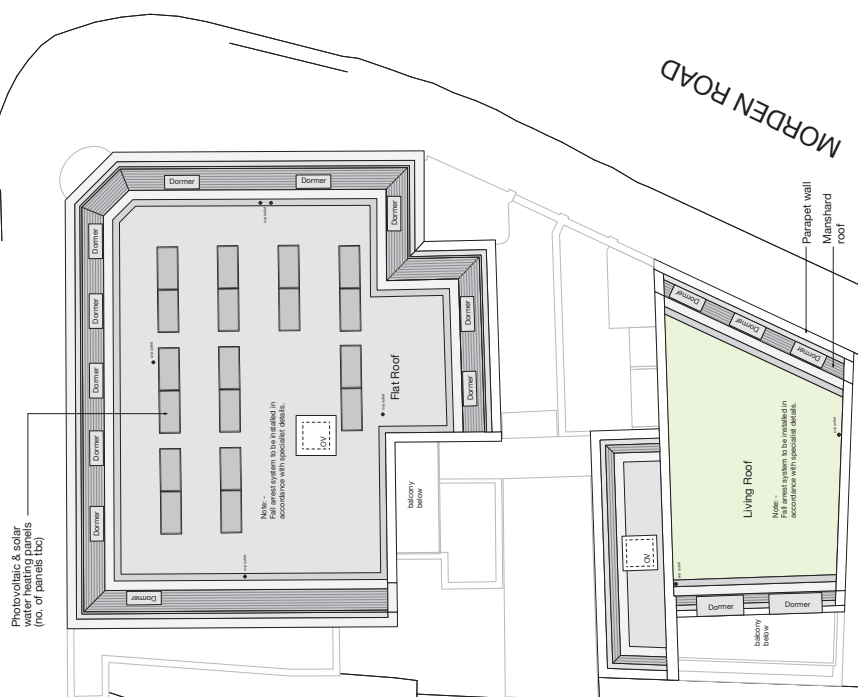
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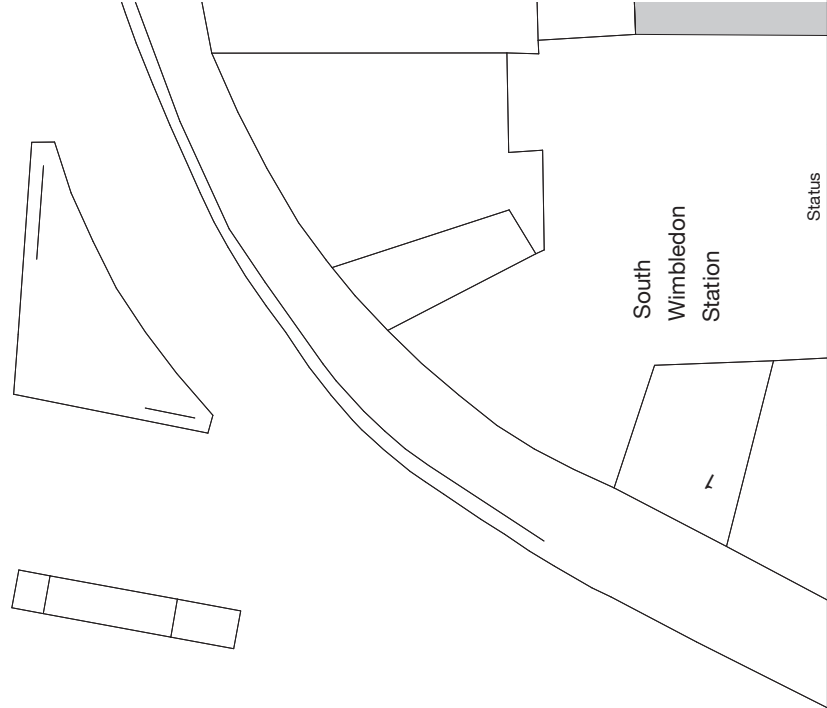
14.5m



KINGSTON ROAD



MORDEN ROAD



South Wimbledon Station

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Front Elevation (Morden Road)

- The external facing material is brickwork, brick type A (red) to ground to level 1 with cast concrete sills cornice at floor zone level.
- The windows and screens are double glazed painted finish timber with projecting sills. Colour grey.
- The external facing material to parapet level is cast stone concrete coping to match existing.
- Rainwater pipes and gutters to be round PVC type. Colour grey.
- **Sills & Brackets**
- **New block:** The external facing material is brickwork, brick type A (red).
- **Extension to the Grove:** The external facing material is brickwork, brick type B (buff) within the internal courtyard to match existing elevations.
- The balconies are to have balustrading as a combination of timber handrails with powder coated metal railings. The floors are to be in timber decking.
- The uppermost level materials and details are as the front elevation - see roof note for detail.

Roof

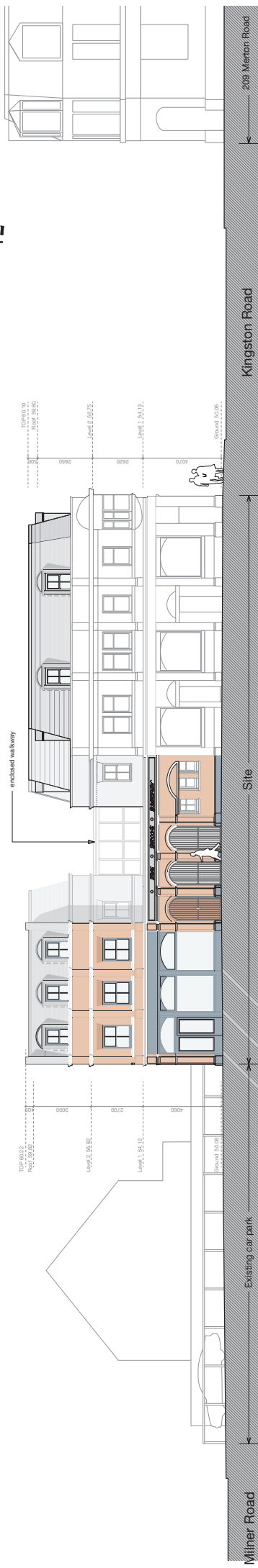
- Mansard roof to be sills. Colour: Natural grey to match ex. Pitch roof with new round profiled dormer windows.
- The roof area to new block is to be planted bio-diverse roof with tall restraint perimeter system.
- The roof area to ex. block is to be installed with photovoltaic panels with tall restraint perimeter system. For any sustainable energy measures and roof services see the Energy Statement.

External Works

- External lighting to the balconies and amenity areas is to be either recessed soffit, wall light fittings, bollard or column compact fluorescent lighting.
- The hard landscaping is to consist of concrete block paving and edgings which will be permeable within a SUDS scheme (with favourable ground conditions).
- The street's eastern boundary (Morden Road) to have single storey brick boundary wall, brick type A (red) with integrated pre-galvanised painted finish security gates, colour grey. Height and lock mechanism to Secure by Design standards.
- Enclosed walkway at level 1 to be pre-galvanised painted finish metal (colour to match security gates) with translucent fire rated glazing to suit.

Note

All final materials and components subject to approval by the LPA under reserve matters.



ELEVATION ALONG MORDEN ROAD



ELEVATION ALONG KINGSTON ROAD

Comments:

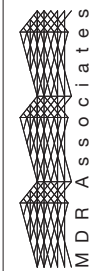
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PLANNING

Rev Date
 P01 APR 13 First Issue - FOR COMMENTS ONLY.
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EW
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Scale: 1:100 @ A1
 Drawn By: EW
 Date: APR 13
 Checked: APR 13
 Project No: 12003
 Drawing No: D-23
 Revision: A

C-D

Project: LAND AT THE FORMER GROVE PUB
 2 MORDEN ROAD
 LONDON SW19 3BH
 Client: GRAINRENT LIMITED
 Drawing: ELEVATIONS: PROPOSED
 Sheet 1

Legend: Facing Materials

Site to the rear of 2 Morden Road, London SW19 6BN

Front Elevation (Morden Road)

- The external facing material is brickwork, brick type A (red) to ground to level 1 with cast concrete stone cornice at floor zone level.
- The windows and screens are double glazed painted finish timber with projecting sills. Colour: grey
- The external facing material to parapet level is cast stone/concrete coping to match existing.
- Rainwater pipes and gutters to be round PVC type. Colour: grey.
- Subs A/B: Elevations**
- New back: The external facing material is brickwork, brick type A (red).
- Extension to the Grove: The external facing material is brickwork, brick type B (buff) within the internal courtyard to match existing elevations.
- The balconies are to have balustrading as a combination of timber handrail with powder coated metal railings. The floors are to be in timber decking.
- The uppermost level materials and details are as the front elevation - see roof note for detail.

Roof

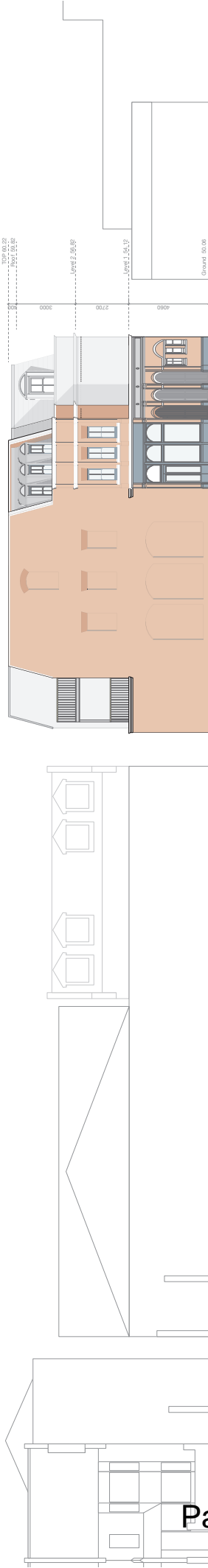
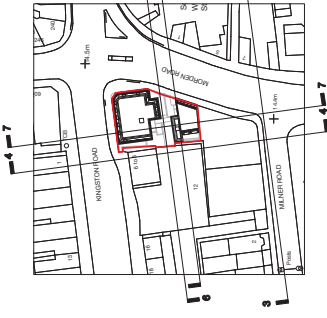
- Mansard roof to be slate. Colour: Natural grey to match ex. PH roof with new round profiled dormer windows.
- The roof area to new block is to be planted bio-diverse roof with fall restraint perimeter system.
- The roof area to ex. block is to be installed with photovoltaic panels with fall restraint perimeter system. For any sustainable energy measures and roof services see the Energy Statement.

External Works

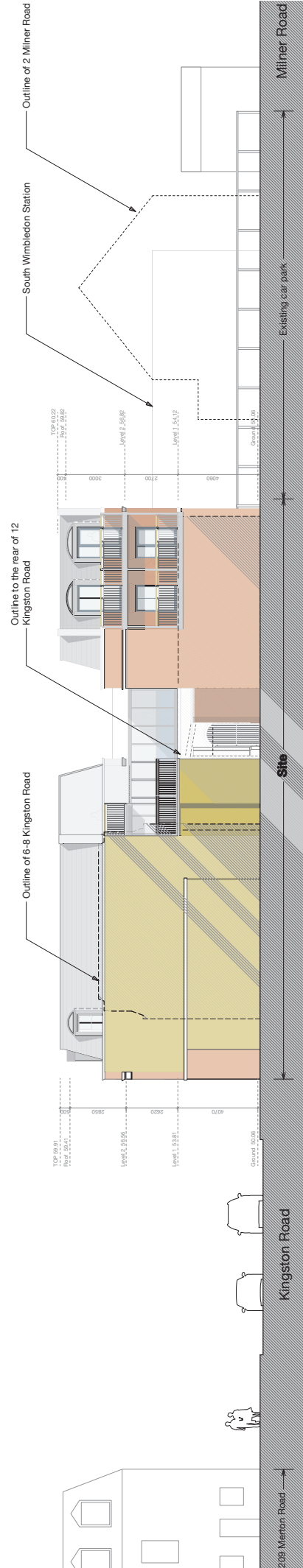
- External lighting to the balconies and amenity areas is to be either recessed soffit, wall light fittings, bollard or column compact fluorescent lighting (conditions).
- The hard landscaping is to consist of concrete block pavers and edgings which will be permeable within a SUDS scheme (with favourable ground conditions).
- The street's eastern boundary (Morden Road) to have single storey brick boundary wall, brick type A (red) with integrated pre-galvanised painted finish security gates, colour grey. Height and lock mechanism to Secure by Design standards.
- Enclosed walkway at level 1 to be pre-galvanised painted finish metal (colour to match security gates) with translucent fire rated glazing to suit.

Note

All final materials and components subject to approval by the LPA, under reserve matters.



3. ELEVATION ALONG MILNER ROAD



4. WEST ELEVATION THROUGH KINGSTON ROAD

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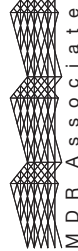
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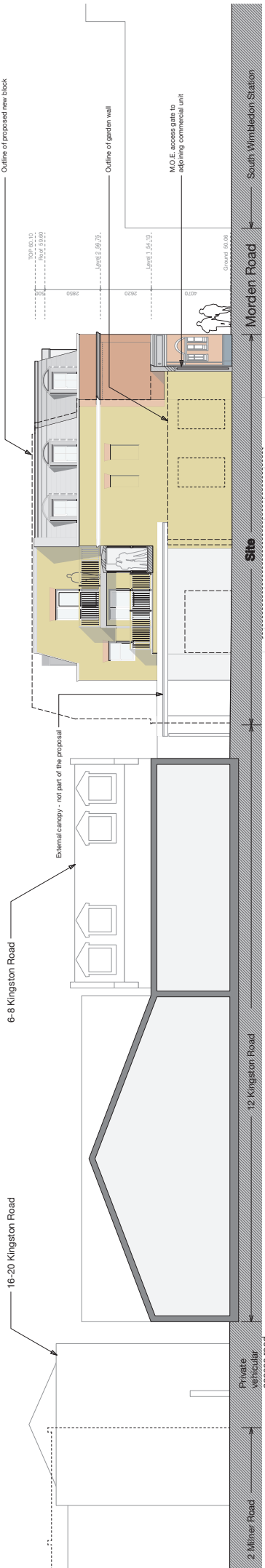


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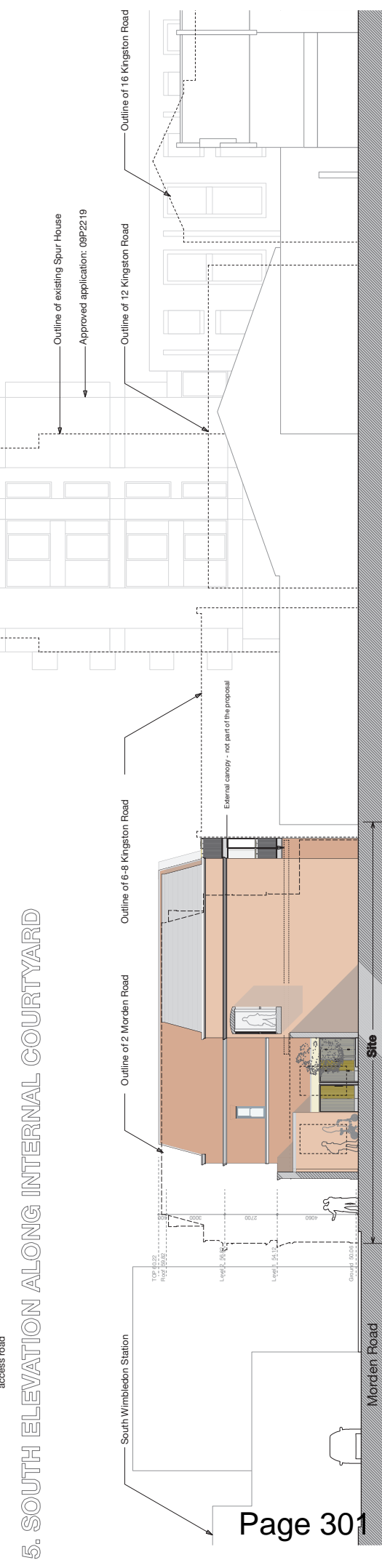
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 Date: APR 13
 Drawn By: EW
 Project No: 12003
 Drawing No: D-24
 Revision: A

Project: LAND AT THE FORMER GROVE PUB
 2 MORDEN ROAD
 LONDON SW19 6BN
 Client: GRAINRENT LIMITED
 Drawing: ELEVATIONS: PROPOSED
 Sheet 2

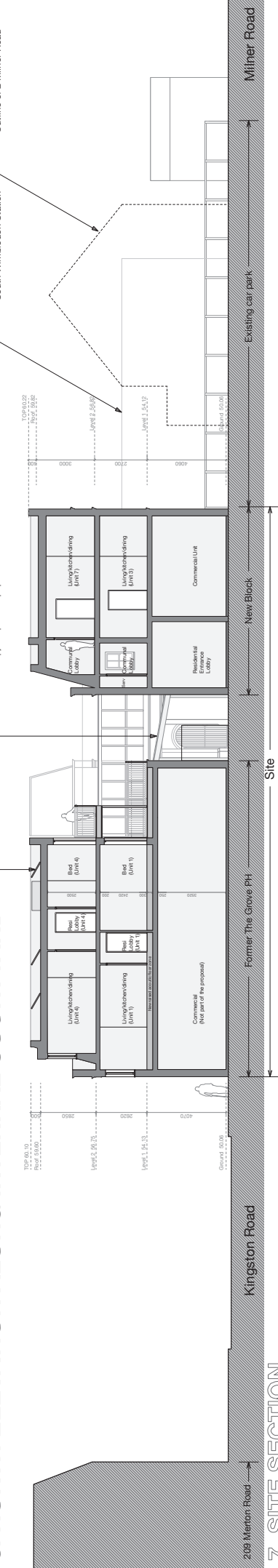
C-D



5. SOUTH ELEVATION ALONG INTERNAL COURTYARD



6. NORTH ELEVATION ALONG INTERNAL COURTYARD



7. SITE SECTION

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PLANNING

Comments:

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Rev	Date	Rev	Date	Rev	Date	Rev	Date
P01	APR 13	A	APR 13	EW	EW		
First Issue - FOR COMMENTS ONLY. PLANNING ISSUE.							

Status: C-D

Project: LAND AT THE FORMER GROVE PUB
 2 MORDEN ROAD
 LONDON SW19 3BH

Client: GRAINENT LIMITED

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Drawing: ELEVATIONS & SECTION: PROPOSED Sheet 3

Scale: 1:100 G:A1

Drawn By: EW

Date: APR 12

Checked: APR 12

Project No: 12003

Drawing No: D-25

Revision: A

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