

Agenda Item 6

PLANNING APPLICATIONS COMMITTEE
16 January 2014

Item No:

UPRN

APPLICATION NO.

DATE VALID

13/P3254

16/10/2013

Address/Site:

26 Bushey Road, Raynes Park, London, SW20 8LW

Ward:

Dundonald

Proposal:

Demolition of existing buildings [614 square metres of B2 floorspace and 55 square metres of Sui Generis floor space] and the redevelopment of the site to provide 17 residential units [7 three bedroom houses; 9 two bedroom flats and a one bedroom flat] together with associated car parking, vehicular access and servicing, amenity space and cycle parking.

Drawing No's:

A2384 100P6; 200P6; 201P6; 202P6; 203P6; 204P6; 300P7; 400P7; 401P7; 402P7; 403P7; 500P6; 501P6; 502P6; 503P6; 504P6; 505P6; Acoustic Report; Condition Survey Report; Energy Strategy; Tree Survey; Phase 1 Geo-environmental Desk Study; Phase 2 Geo-environmental Investigation; Flood Risk Assessment and Drainage Report; Civil, Structural and Geo-environmental Engineering Report; Planning Statement; Daylight and Sunlight Report (with addendum dated 22 November 2013); Transport Statement (with addendum dated 25 November 2013); Road Safety Audit – Designers Response; Sustainability Strategy; Statement of Community Involvement and Design and Access Statement.

Contact Officer:

Tony Ryan [020 8545 3114]

RECOMMENDATION GRANT PLANNING PERMISSION subject to planning conditions and a S106 legal agreement.

CHECKLIST INFORMATION.

- S106: Education and Affordable Housing [on site provision of three, 2 bedroom, four person shared ownership flats and an off site contribution of £90,000].
 - Is an Environmental Statement required: No
 - Has an Environmental Impact Assessment been submitted: No
 - Press notice: Yes
 - Site notice: Yes
 - Design Review Panel consulted: No
 - Archaeological Priority Zone: No
 - Area at risk of flooding: No
 - Controlled Parking Zone: No [Side roads to the east of the Kingston Road junction are covered by CPZ zone 5Fe];
 - Conservation Area: No
 - Trees: No Tree Preservation Orders or trees of particular amenity value.
 - Number of neighbours consulted: 106
 - External consultations –Environment Agency and UK Power Networks
 - PTAL: 2 [TFL Planning Information Database]
 - Density – 173 habitable rooms per hectare [site area of 0.33 hectares 57 habitable rooms].
 - Number of jobs created: N/A
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1. INTRODUCTION

- 1.1 This application is brought before Committee for Members' consideration, as the development is contrary to the provisions of the Unitary Development Plan.

2. SITE AND SURROUNDINGS

- 2.1 The application site covering 0.33 hectares is located on Bushey Road (A298). The site is bounded by the rear gardens of residential properties in Kingston Road (A238) that are typically 18 metres long and Bronson Road [unclassified local access road] that are typically 8 metres deep. The footprint of the site is linear in shape and slightly tapered measuring 17 metres wide adjacent to the front boundary along Bushey Road and 7.5 metres wide adjacent to the rear boundary. The development site is located between Bronson Road [a unclassified local access road] to the west, and Kingston Road to the east.
- 2.2 The existing buildings on the site are in a poor state of repair and generally are of a small scale, consisting of workshops in small single storey garages or sheds [14 identifiable units] that adjoin most of the site boundaries. The uses on the site include motor vehicle repair uses [Use Class B2] and open car storage uses [Use Class B8]. The canopy and buildings associated with the former use of this part of the site as a petrol

- filling station [known as Raynes Park Service Station] are located at the front of the site and are currently used as a hand car wash use [Sui Generis/B1c]. The access to the land at the rear of the site is through the hand car wash with the hand car wash provided with two crossovers providing vehicular access on to Kingston Road.
- 2.3 To the north of the site is a long narrow warehouse used as an image processing and data storage facility with access provided from Kingston Road. Merton Park Baptist Church is located in a three storey building on the opposite side of Kingston Road to the south of the site. To the west nearby development has an open character with two storey residential buildings set back from the road with wide grass verges. To the east development is two and three storeys in height with the majority of buildings providing ground floor commercial uses with residential uses on the upper floors. The traffic light controlled junction with Kingston Road is located a short distance to the east of the site.
- 2.4 The site has a Public Transport Accessibility Level rating of 2. The site is not located within a controlled parking zone. The application site is not in an archeological priority area and not within an area at risk from flooding [June 2012]. The land is designated as proposal site 12P in the Unitary Development Plan that designates the site for B1 use.
- 3 CURRENT PROPOSAL**
- 3.1 The current application involves the demolition of the existing commercial buildings [614 square metres of B2 floorspace and 55 square metres of Sui Generis floor space] on the application site and the redevelopment of the site to provide 17 residential units [7 three bedroom houses; 9 two bedroom flats and a one bedroom flat].
- 3.2 The proposed development consists of a part two, part three storey building [block D] fronting Kingston Road that provides 10 flats [9 two bedroom flats and a one bedroom flat]. A car parking area separates the rear elevation of the flats at the front of the site from the rear garden boundary of a terrace of three, three bedroom houses [block C] that face towards the rear of the site. Block B consisting of two semi detached three bedroom houses is located to the rear of block C and faces towards the front of the site. Block A is located at the rear of the site and provides two semi detached three bedroom houses facing towards the front of the site.
- 3.3 The development has a single vehicular access that is adjacent to the western site boundary. The development will provide 17 car parking spaces that will include a blue badge bay and a future car club bay. As part of the development 10 spaces will be allocated to the houses and 6 spaces for the proposed flats. The development will include 24 cycle parking spaces.

Table 1: Houses - bedrooms, bed spaces, areas and amenity space.

Unit	Bedrooms	Bed spaces	Floor area [Sq. M]	London Plan standard [Sq. M]	External amenity space [Sq. M]	UDP standard [Sq. M]
A1	3	6	128	113 [4 bed - 6 bedspace]	133	50
A2	3	6	128	113 [4 bed - 6 bedspace]	135	50
A3	3	6	128	113 [4 bed - 6 bedspace]	59	50
A4	3	6	128	113 [4 bed - 6 bedspace]	50	50
B1	3	6	127	113 [4 bed - 6 bedspace]	51	50
B2	3	6	127	113 [4 bed - 6 bedspace]	50	50
B3	3	6	127	113 [4 bed - 6 bedspace]	50	50

3.4 The above table sets out the number of bedrooms provided within the proposed seven houses, 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 set out in Unitary Development Plan policy HS1.

Table 2: Flats - bedrooms, bed spaces, areas and amenity space.

Unit	Bedrooms	Bed spaces	Floor area [Sq. M]	London Plan standard [Sq. M]	External amenity space [Sq. M]	UDP standard [Sq. M]
G1	2	4	87	70	42 [and 35 communal]	30
G2	2	4	83	70	33[and 35 communal]	30
G3	2	4	84	70	33[and 35 communal]	30
F1	1	2	57	50	5[and 35 communal]	20
F2	2	4	70	70	2[and 35 communal]	30
F3	2	4	77	70	2[and 35 communal]	30
F4	2	4	73	70	16[and 35 communal]	30
S1	2	4	70	70	18[and 35 communal]	30
S2	2	4	78	70	2[and 35 communal]	30
S3	2	4	73	70	10[and 35 communal]	30

4. PLANNING HISTORY.

- 4.1 There are numerous entries on the planning history for this site relating to commercial uses and buildings that go back to December 1948.
- 4.2 More recent and relevant planning applications include the refusal of planning permission in July 1996 (ref 96/P0511 – delegated decision) for the redevelopment of site with the demolition of the existing petrol station and outbuildings and construction of 12 new houses. Planning permission was refused on the following grounds: ***“The proposed development would result on the loss of employment land in the Borough contrary to Policies W1 and W.9 of the Council’s Adopted Unitary Development Plan 1996 and no special circumstances are seen to depart from these policies”*** and ***“The proposed development represents an over development of the site which would result in loss of amenity to neighbouring dwellings in Kingston Road by virtue of overshadowing, overlooking and visual intrusion contrary to Policies EB17 and EB18 of the Adopted Unitary Development Plan 1996”***.
- 4.3 In September 2006 planning permission was refused [reference 06/P1466] under delegated authority for the erection of 11 industrial units (1998 square metres within use within class B1 - light industry with ancillary offices) with accommodation on ground floor and mezzanine levels. Planning permission was refused on the following two grounds: **The proposed B1 units would, by reason of design, bulk, size and siting, be a highly prominent and unduly dominant form of development, harmful to the amenities of the occupiers of adjoining residential properties of Kingston Road and Bronson Road through loss of outlook and visual intrusion, and would fail to achieve a high standard of design to enhance the character of the area to the detriment of the Bushey Road street scene contrary to policies BE.15, BE.16 and BE.22 of the Adopted Unitary Development Plan (October 2003).**
- 4.4 An appeal made against the decision to refuse planning permission for the planning application under reference 06/P1466 was dismissed in March 2007.
- 4.5 A revised planning application was received in October 2006 [reference 06/P2414]. The main revisions were a reduction in scale and massing of industrial units; the introduction of glazed panels on southern elevation of a proposed unit; the retention of existing trees within application site and the provision of planting along the eastern boundary. The description of development was for the erection of 11 industrial units (1983 square metres), incorporating mezzanine level accommodation (use within class B1 - light industry with ancillary offices), with associated parking (32

spaces) and hard/soft landscaping, vehicle and pedestrian access from Bushey Road. In March 2007 planning permission was refused [committee decision] for the following reasons **“The proposed B1 units would, by reason of design, bulk, size and siting, be a highly prominent and unduly dominant form of development, harmful to the amenities of the occupiers of adjoining residential properties in Kingston Road and Bronson Road through loss of outlook and visual intrusion, and would fail to achieve a high standard of design to enhance the character of the area to the detriment of the Bushey Road street scene contrary to policies BE.15, BE.16 and BE.22 of the Adopted Unitary Development Plan (October 2003)”**

- 4.6 An appeal made against the decision to refuse planning permission for the planning application under reference 06/P2414 was allowed in May 2007. The planning inspector who considered the appeal stated that the main constraint was the proximity of neighbouring houses and found that the proposed development of industrial units would not ‘significantly worsen’ the amenities of adjacent residents.

5. CONSULTATION

- 5.1 Prior to the submission of the current planning application the applicant carried out a public consultation event. This event took place between 4pm and 6pm on Friday 6 September 2013 at The Whatley Centre in Whatley Avenue.
- 5.2 With invitations sent to 701 nearby properties, 35 local residents, ward councillors, business owners and community group members attended the consultation event. The public consultation event generated 8 responses that the applicant has reported these as follows:
- Design and Layout – Three residents commented on the ‘impressive’ design of the development and how it blended well with the local landscape;
 - Access and Parking – Two residents expressed concern about how the site would be accessed and whether or not it would affect residential parking on nearby roads;
 - Pedestrian Access – One resident questioned whether the pedestrian access to the rear gardens of adjacent properties would be lost
 - Daylight and Sunlight – one resident expressed concern about the impact on daylight and sunlight to their back garden
 - Change of Use – one resident commented on the need to retain jobs in the area.
- 5.3 The submitted planning application was publicised by means of a site notice, and individual consultation letters sent to 173 neighbouring properties. As a result of this consultation responses have been received from five neighbours objecting to the proposal on the following grounds:

- The new housing will be “...far closer to us than is usual for normal terraced housing”;
- The development will adversely impact on local property values;
- The development will block sunlight and “...natural light and access to sky...”;
- The development will lead to overshadowing of adjoining properties due to the height of the buildings;
- The access to the rear of adjacent properties needs to be maintained;
- It is requested that the 10 foot boundary wall is retained;
- There is a concern that the removal of the tanks associated with the petrol filling station will cause disturbance to nearby houses;
- The flats and the linked external amenity area will result in overlooking and a loss of privacy to adjacent properties;
- The development will lead to overflow parking on to nearby roads.
- Traffic turning right into this site will reduce Bushey Road to a single lane that will lead to considerable congestion for hundreds of motorists;
- The inconvenience that the site access will cause to the road network and the damage to air quality seems disproportionate.

5.4 LB Merton Transport Planning There is no objection to the development subject to planning conditions relating to the reinstatement of the redundant vehicle crossover, further details of cycle parking, management of construction vehicles and an informative relating to the need for separate approval for any works affecting the public highway.

5.5 LB Merton Environmental Health There is no objection to the development subject to planning conditions relating to site contamination, noise, external lighting and construction times.

6 POLICY CONTEXT

The London Plan [July 2011].

6.1 The relevant policies in the London Plan [July 2011] are 3.3 [Increasing housing supply]; 3.4 [Optimising housing potential]; 3.5 [Quality and design of housing developments]; 3.6 [Children and young people’s play and informal recreation facilities]; 3.8 [Housing choice]; 3.9 [Mixed and balanced communities]; 3.11 [Affordable housing targets]; 4.1 [Developing London’s Economy]; 4.4 [Managing industrial land and premises]; 5.1 [Climate change mitigation]; 5.2 [Minimising carbon dioxide emissions]; 5.3 [Sustainable design and construction]; 5.7 [Renewable energy]; 5.10 [Urban greening]; 5.12 [Flood risk management]; 5.13 [Sustainable drainage]; 5.21 [Contaminated land] 6.3 [Assessing effects of development on transport capacity]; 6.9 [Cycling]; 6.10 [Walking]; 6.11 [Smoothing traffic flow and tackling congestion]; 6.12 [Road network capacity]; 6.13 [Parking]; 7.2 [An inclusive environment]; 7.3 [Designing out crime]; 7.4 [Local character]; 7.5 [Public realm]; 7.6 [Architecture]; 7.14

- [Improving air quality]; 7.15 [Reducing noise and enhancing soundscapes]; 7.21 [Trees and woodlands] and 8.2 [Planning obligations].
- Mayor of London Supplementary Planning Guidance
- 6.2 The following supplementary planning guidance is considered relevant to the proposals: The Housing Supplementary Planning Guidance (2012).
- Policies retained in Adopted Unitary Development Plan [October 2003]
- 6.3 The relevant planning policies retained in the Adopted Unitary Development Plan [October 2003] are BE13 [Archaeological Protection and Preservation]; BE15 [New buildings and extensions; daylight; sunlight; privacy; visual intrusion and noise]; BE16 [Urban design]; BE21 [Important local views, panoramas and prospects]; BE22 [Design of new development]; BE25 [Sustainable development]; C1 [Location and access of facilities]; C13 [Planning obligations for educational facilities]; E2 [Access for disabled people]; E6 [Loss of employment land outside the designated areas]; F2 [Planning obligations]; HS1 [Housing layout and amenity]; L9 [Children's play facilities]; NE11 [Trees protection]; PE5 [Risk from flooding]; PE7 [Capacity of water systems]; PE9 [Waste minimisation and waste disposal]; PE11 [Recycling points]; PE12 [Energy generation and energy saving]; NE11 [Trees protection]; RN3 [Vehicular access]; and Schedule 6: [Parking standards]. The application site is proposal site 12P in the Unitary Development Plan that designates the site for B1 use.
- Merton Supplementary Planning Guidance
- 6.4 The key supplementary planning guidance relevant to the proposals includes New Residential Development [1999]; Design [2004] and Planning Obligations [2006].
- Policies within Merton LDF Core Planning Strategy [adopted July 2011]
- 6.5 The relevant policies within the Council's Adopted Core Strategy [July 2011] are CS.7 [Centres] CS.8 [Housing choice]; CS.9 [Housing provision]; CS.13 [Open space; nature conservation; leisure and culture]; CS.14 [Design]; CS.15 [Climate change]; CS.18 [Active transport]; CS.19 [Public transport]; and CS.20 [Parking; servicing and delivery].
- National Planning Policy Framework [March 2012]
- 6.6 The National Planning Policy Framework [NPPF] was published on the 27 March 2012 and replaces previous guidance contained in Planning Policy Guidance Notes and Planning Policy Statements. This document is a key part of central government reforms '...to make the planning system less complex and more accessible, and to promote sustainable growth'.
- 6.7 The NPPF supports the plan led system stating that development that accords with an up to date plan should be approved and proposed development that conflicts should be refused. The framework also states

- that the primary objective of development management should be to foster the delivery of sustainable development, and not to hinder or prevent development.
- 6.8 The NPPF states that planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.
- 6.9 To enable each local authority to proactively fulfil their planning role, and to actively promote sustainable development, the framework advises that local planning authorities need to approach development management decisions positively. Local planning authorities looking for solutions rather than problems so that applications can be approved wherever it is practical to do so. The framework attaches significant weight to the benefits of economic and housing growth, the need to influence development proposals to achieve quality outcomes; and enable the delivery of sustainable development proposals.
- Emerging policies within the Draft Sites and Policies Plan.
- 6.10 The site at 26 Bushey Road [0.33 hectares] is currently designated within the Unitary Development Plan [ref 12p] for B1 'Business' use. Following several rounds of public consultation and approval by the Council the draft Sites and Policies Plan was submitted to the Secretary of State in October 2013.
- 6.11 As part of the Sites and Policies Development Plan Document the Council is currently considering a request to change the designation of the site from planning use class B1 use 'Business' use to C3 residential use [Proposal Site 77]. The public hearing convened by the planning inspector appointed by the Secretary of State to consider the Draft Sites and Policies Plan will commence on Tuesday 21 January 2014.
- 6.12 The other relevant policies within the Draft Sites and Policies Plan are as follows: DMD1 [Urban design and the public realm]; DMD2 [Design considerations and the public realm]; DME1 [Employment areas in Merton]; DMEP2 [Reducing and mitigating against noise]; DME3 [Protection of scattered employment sites]; Employment areas in Merton]; DMEP4 [Pollutants]; DM T1 [Support for sustainable travel and active travel]; DM T2 [Transport impacts from development]; DM T3 [Car parking and servicing standards].

7. PLANNING CONSIDERATIONS

- 7.1 The main planning considerations include assessing the principle of development in terms of the loss of the existing employment floor space; the UDP site designation; the introduction of residential accommodation, the design and appearance of the proposed buildings, the standard of the residential accommodation including potential ground contamination, the impact on residential amenity and impact on car parking and traffic generation.

Loss of employment floor space

- 7.2 A key objective of the development plan [including the Council's Unitary Development Plan, Core Strategy and the London Plan] is to promote sustainable communities by balancing the need for housing with the need for employment and other social and community facilities. This includes seeking to maximise the provision of viable employment floor space across the borough.
- 7.3 Unitary Development Plan policy E.6 provides a detailed framework for assessing whether a site such as this one outside the main industrial areas [a scattered employment site] should be released from employment use. This policy states that the loss of employment land in a predominantly residential area such as this will only be permitted where it can be demonstrated that the size, configuration, access arrangements or other characteristics of the site make it unsuitable and financially unviable for alternative employment or community use as confirmed by full and proper marketing for 5 years for employment or community purposes.
- 7.4 The National Planning Policy Framework advises that from the day of publication, decision-takers may also attach weight to relevant policies in emerging plans with the weight that is attached dependent on the stage of preparation of the emerging plan; the extent to which there are unresolved objections to relevant policies; the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework.
- 7.5 The public hearing convened by the planning inspector appointed by the Secretary of State to consider the Draft Sites and Policies Plan will commence on Tuesday 21 January 2014. As the Draft Sites and Policies Plan is at an advanced stage of preparation, and there are no unresolved objections to the relevant areas of the plan and the draft plan is considered in accordance with the National Planning Policy Framework. In light of these reasons it is considered that significant weight can be attached to the relevant policies and site designation.
- 7.6 Members are advised that when the draft Sites and Policies Plan is adopted UDP policy E6 will be replaced by policy DM E3 Protection of scattered employment sites. Policy DM E3 states that "Proposals that

result in the loss of scattered employment sites will be resisted except where (i) the site is located in a predominantly residential area and it can be demonstrated that its operation has had a significant adverse effect on local residential amenity; (ii) the size, configuration, access arrangements and other characteristics of the site makes it unsuitable and financially unviable for whole-site employment use; and, (iii) it has been demonstrated to the council's satisfaction that there is no realistic prospect of employment or community use on this site in the future. This may be demonstrated by full and proper marketing of the site at reasonable prices for a period of 30 months (2½ years).

- 7.7 The application site is designated as proposal site 12P with the Unitary Development Plan stating that the Council's preferred land is B1 business use. The draft Sites and Policies Development Plan Document that has been agreed by the Council includes a change in the designation of the site from planning use Class B1 use 'Business' use to C3 residential use [Proposal Site 77].
- 7.8 As part of the current planning application the applicant has provided information on the current occupation of the application site stating that an audit found that 21% of the available floorspace on the site is currently vacant. There are two units on the site that have been vacant for 9 years despite marketing for potential tenants. There are two further employment units that were demolished with the land now used for car parking. The licences granted to existing commercial occupiers are short term and 6 of these licences expired in early 2013, 4 at the end of 2013 and 2 at the start of 2014.
- 7.9 The application site is located in a predominantly residential area and the operation of the site for employment purposes has had in the past an adverse impact on the amenities of adjacent residential occupiers. The applicants have stated that the single point of access to the employment land from the rear of the hand car wash use is 'extremely restricted'.
- 7.10 The applicant has stated that the majority of the buildings on the site were constructed quickly and cheaply in the 1950's and have significantly exceeded their designed lifespan of 25 years. A building survey conducted on behalf of the applicant found that the existing buildings were poorly serviced and were not up to modern standards with the majority of buildings in need of significant repair. An appeal against the Council's refusal of planning permission for 11 industrial units [Use Class B1] on the site was allowed in May 2007 and planning permission granted. The applicant has stated that the permission that expired in January 2011 was not implemented due to market conditions.

- 7.11 It is considered that the continued use of the site for employment purposes, with the significant investment that would be required to provide suitable modern employment facilities, would not be economically viable. Whilst the applicant has not provided any evidence of the marketing of the site, officers are satisfied that there is no realistic prospect of an alternative employment or community use on the application site.
- 7.12 The guidance in the NPPF states that planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. In light of this guidance, officers consider that subject to compliance with other key adopted policies the use of the site for residential use would be appropriate. It is considered that the new residential development would be more likely to make a positive contribution towards regeneration of the area than the existing situation. It is considered that it has been adequately demonstrated that there is no reasonable prospect of any alternative employment use being attracted to the current site and buildings or of the whole site being redeveloped with modern B1 employment floorspace and in principle the loss of the employment uses are considered acceptable.

Need for additional housing, residential density and housing mix.

Need for additional housing

- 7.13 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.
- 7.14 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 including a minimum of 500 to 600 homes in the Raynes Park sub area where the proposal site is located. 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.
- 7.15 The Core Strategy states that the Council will encourage housing in 'sustainable brownfield locations'. The Core Strategy states that 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.

- 7.16 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.

Residential density

- 7.17 The London Plan states that in areas such as the application site with a Public Transport Accessibility Level of 2 the residential density should be within a range of 150 to 250 habitable rooms per hectare. With the application site covering a site area of 0.33 hectares and provision of 57 habitable rooms the residential density of the development is 173 habitable rooms per hectare. The residential density is within the density range set out in the London Plan.

Housing mix

- 7.18 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 types sizes and tenures at a local level to meet the needs of all sectors of the community. This includes the provision of family sized and smaller housing units.
- 7.19 The application site is located in an area, which is predominately family housing with two storey properties. The proposed development includes 17 residential units, with a mixture of three bedroom houses and one and two bedroom flats.
- 7.20 It is considered that the proposed accommodation will increase the range and choice of residential accommodation available locally. It is considered that the current proposal will contribute towards the creation of a socially mixed and sustainable neighbourhood in accordance with Core Strategy policy CS8.

Layout, scale and design

- 7.21 The London Plan policy 7.4 requires, amongst other matters, that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass. Policy 7.6 sets out a number of key objectives for the design of new buildings including the following: that buildings should be of the highest architectural quality, be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm, comprises details that complement, not necessarily replicate the local architectural character, do not cause unacceptable harm to the amenity of surrounding land and

- buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.
- 7.22 Policy CS14 of the adopted Core Strategy states that all development needs to be designed to respect, reinforce and enhance local character and contribute to Merton's sense of place and identity. This will be achieved in various ways including by promoting high quality design and providing functional spaces and buildings.
- 7.23 Retained UDP 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 density, scale, design and materials of a development relate to the urban setting in which the development is placed.
- 7.24 Whilst there is some variety in building design along Bushey Road, the proposal site has the strongest relationship with the adjacent two- storey terraced housing in Kingston Road and Bronson Road. The general building layout shown on the submitted plans with a three storey flat roof building on the main Bushey Road site frontage and two storey properties behind is therefore considered acceptable. A design and access statement submitted with the planning application demonstrates how the detailed elevation design has considered the design and appearance of adjacent development.
- 7.25 The submitted plans show the redevelopment of the site to provide 17 residential units (7 three bedroom houses; 9 two bedroom flats and a one bedroom flat). The proposal development comprises two semi-detached pairs of houses and a terrace of three two-storey houses with pitched roofs with dormer windows providing natural light to the roof space accommodation. The proposed flats are provided in a part two, part three storey flat block fronting Bushey Road.
- 7.26 The general scale of surrounding development consists of two-storey with pitched roofs; the bulk of a number of nearby residential properties has been increased with the construction of rear roof extensions. The scale of the proposed buildings with accommodation over two floors and the roof space of the building is considered in keeping with existing surrounding development.
- 7.27 There is some variety in the design and appearance of nearby development including the buildings on Bushey Road and the residential properties Kingston Road and Bronson Road. The design and appearance of the new buildings include references to nearby existing development. The walls will be in a buff brick with interest provided through use of a stone detailing to reflect the rendered bands on nearby houses. The

development includes stone detailing as window cills and headers above windows and protruding front bays to reflect features and detailing on nearby houses.

- 7.28 The submitted design and access statement lists the proposed facing materials for the new building. The roof of the buildings will be an anodised zinc material. Glass balconies will have an anodised aluminium handrail with balustrades to Juliette balconies in ironwork. The proposed buildings although of a contemporary design are considered in keeping with the local area.
- 7.29 In conclusion the design, scale, layout and appearance of the proposed development complements the local context and respects the local pattern of development in accordance with policy BE.16, policy BE.22 Unitary Development Plan, policy CS14 of the Core Strategy and policy 3.5 of the London Plan.

Neighbour amenity.

- 7.14 Policy HS.1 of the adopted Unitary Development Plan [October 2003] states that all proposals for residential development should safeguard the residential amenities of occupiers of nearby properties in terms of maintaining adequate daylight and sunlight and the protection of privacy. Policy BE15 of the Unitary Development Plan states that new buildings will be expected to maintain sunlight and daylight levels to adjoining buildings and gardens; ensure the privacy of neighbours; protect from visual intrusion and not result in harm to living conditions through noise or disturbance.

Privacy and overlooking.

- 7.15 In seeking to minimise the impact of new development on the privacy of existing adjacent residential occupiers the Council's Supplementary Planning Guidance sets out minimum separation distances. This guidance states that there should be a minimum separation distance of 20 metres provided between directly opposing habitable room windows located on the upper floor levels of residential accommodation.
- 7.16 The windows in the proposed houses are orientated towards the front and rear of the application site and these houses do not have any windows in the side elevations facing towards properties in Bronson Road and Kingston Road. The building providing flats at the front of the site is located behind an electrical sub station in Kingston Road and the residential properties at 90 to 96 Bronson Road. The new building has lounge, kitchen and bedroom windows in the side elevation facing the rear boundary of properties fronting Bronson Road. A distance of 25 metres [minimum of 20 metres required] separates the proposed elevations from existing rear elevations.

7.17 The proposed houses only have external amenity space at ground floor level and so it is considered that this provision will not lead to overlooking or loss of privacy to adjacent gardens. The proposed flats are provided with external amenity space in the form of balconies to the south [front] and north [rear] elevations at first floor level and balconies and terraces at second floor level to the south [front]; north [rear] and east [side] elevations. It is considered that due to separation distances the use of the proposed external amenity areas will not give rise to a loss of privacy to the windows in adjacent properties. In order to protect the privacy of adjacent gardens a planning condition is recommended seeking details of screening to the amenity areas above ground floor.

Loss of daylight, sunlight and visual intrusion.

7.18 In seeking to avoid visual intrusion and a loss of daylight and sunlight, the Council's Supplementary Planning Guidance states that where the flank wall of a new development is adjacent to the ends of gardens of existing dwellings, a 4 metre separation (for 2 storey buildings) or a 6 metre separation (for 3 storey buildings) would normally be sought between the flank wall and the curtilage of the garden of the existing dwelling.

7.19 The application involves the removal of existing commercial buildings and the structures including the former petrol filling station canopy that directly adjoin many of the adjacent residential gardens. Whilst they are higher than existing buildings, the proposed new two and three storey buildings have been moved away from the boundaries with adjacent gardens. It is also highlighted that a rear pedestrian access path separates the majority of adjacent gardens from the application site.

7.20 The proposed three-storey building is located to the rear of the residential properties at 90 to 96 Bronson Road. The three-storey building is located 6 metres from the rear garden boundary with these properties in accordance with the Council's Supplementary Planning Guidance. The proposed two storey houses on the rear part of the site are separated by a minimum distance of 4 metres from the rear garden boundaries of properties in Bronson Road and Kingston Road in accordance with the Council's Supplementary Planning Guidance.

7.21 In addition to meeting the Council's standards the applicant has commissioned an additional more detailed daylight and sunlight assessment to consider the impact on adjacent residents. This more detailed assessment follows the Building Research Establishment (BRE) document 'Site Layout Planning for Daylight and Sunlight: a guide to good practice'. The proposal was found to pass this more detailed assessment.

7.22 The submitted proposal includes a green screen boundary treatment that consists of a hedge of climbing plants such as honeysuckle, Clematis,

Boston Ivy or Passion Flower on a wire frame or post framework. A number of responses to public consultation have expressed concerns about the proposed boundary treatments including in terms of heights and maintenance. Whilst it is highlighted that the majority of adjacent gardens are separated from the application site by a rear pedestrian access a planning condition is recommended that seeks details of boundary treatments notwithstanding what is shown as part of the planning application.

- 7.23 In conclusion it is considered that due to the height design and orientation of the new buildings and separation from the property boundaries it is considered that the new development is acceptable in terms of the potential impact on visual intrusion, daylight and sunlight, overlooking and privacy. The proposed development is in line with the requirements set out in the Council's Supplementary Planning Guidance and the more detailed Building Research Establishment (BRE) document 'Site Layout Planning for Daylight and Sunlight: a guide to good practice'.

Standard of residential accommodation.

- 7.24 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

- 7.25 Policy 3.5 of the London Plan [July 2011] states that housing developments should be of the highest quality internally and externally. 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].
- 7.26 The tables provided in section 3 of this report sets out the gross internal areas for the proposed accommodation. The proposed houses provide accommodation over three floors with 3 bedrooms and 6 bed spaces. As there is no standard in the London Plan for units of this size the standard for the larger unit providing 4 bedrooms and 6 bed spaces has been used. The proposed houses provide internal space covering either 127 or 128 square metres and this exceeds the minimum standard of 113 square metres set out in the London Plan for properties with 4 bedrooms and 6 bed spaces. All of the proposed flats exceed the minimum standard of 50

square metres for a one bedroom two bedspace flats and 70 square metres for a two bedroom flat providing four bed spaces.

- 7.27 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.

External amenity space

- 7.28 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. The residential development would be expected to comply with the amenity space standards provided within policy HS.1 and the Council's Supplementary Planning Guidance – "New Residential Development" (1999). These standards state that private rear garden space for houses should be a minimum of 50 square metres and minimum private self-contained external amenity areas for flats of 10 square metres per habitable room.

- 7.29 All of the proposed houses meet the Council's standards, and this includes two of the proposed houses [plots A1 and A2] providing 133 and 135 square metres of garden space respectively [50 square metres minimum]. Whilst the proposed seven flats at first and second floor level do not have individual amenity space in line with the Council's standards, the flats are provided with a communal amenity area of 35 square metres in the form of a roof terrace at second floor level. It is a matter of planning judgment as to the relative weight that should be attached to the failure to meet external amenity space standards set out in Unitary Development Plan policy HS.1. It is considered by officers that the proposed residential accommodation is of a good general standard and that this overall assessment should be given greater weight than meeting individual amenity space standards.

Lifetime Homes and wheelchair accessible standards.

- 7.30 Policies in the London Plan and Core Strategy require all new residential properties to be built to Lifetime Home Standards and for 10% of new residential properties to be provided as disabled units.
- 7.31 As part of the planning application the applicant has confirmed that the development aims to meet Lifetime Home Standards. A planning condition is recommended to ensure 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. The applicant has confirmed that the general design of the accommodation including in terms of footpath gradients and entrance thresholds has aimed to account for wheelchair access. A ground floor flat

[annotated as G1] is designed as a wheelchair accessible dwelling following guidance in the Wheelchair Housing Design Guide 2006.

Site contamination

- 7.32 The London Plan (Policy 5.21) indicates that the Mayor supports bringing contaminated land into beneficial use. Unitary Development Plan policy PE.8 states that subject to other planning policies the Council will encourage the recycling of derelict or vacant land and brownfield sites for appropriate development having regard to the need to treat polluted or contaminated sites, particularly where there is a threat to public safety.
- 7.33 In light of the existing vehicle repair uses and the former petrol filling station there is a potential for the site to suffer from ground contamination that has originating from these uses. Following advice from the Council's Environmental Health Officer planning conditions are recommended seeking further site investigation prior to work commencing on site to carry out site investigations and how any contamination would be dealt with.

Electrical sub station

- 7.34 Whilst not located within the proposal site, an electrical sub station is located immediately adjacent to the boundary of the application site. The sub station will be separated from the flatted accommodation by the proposed access road. A planning condition is recommended seeking confirmation from the applicant that the potential electromagnetic fields from the sub station will meet the relevant guidelines.

Traffic, transport, car parking, servicing and access.

Transport and traffic

- 7.35 The site has a public transport accessibility level [PTAL] of 2 [On a scale of 1a, 1b, and 2 to 6a, 6b where zone 6b has the greatest accessibility] and is not located in a Controlled Parking Zone. The site is located on Bushey Road [A298] a busy arterial route that also forms part of the Strategic Road Network. With the nearby traffic light controlled road junction with Kingston Road there are five lanes of traffic passing the proposal site.
- 7.36 The application site is currently used for employment purposes including a hand car wash, car repair uses and vehicle storage. The proposed development providing residential accommodation is likely to result in a reduction in vehicle trips linked to this site from the existing use. The site currently has two vehicle access points on to Bushey Road that are associated with the former petrol filling station. Following advice from Council Officers and to improve road safety and access arrangements the layout of the original development was revised to provide a single vehicle entry point on to Bushey Road. This alteration has improved the access arrangements to the development including the width of the access road

and removed the access closest to the Bushey Road and Kingston Road junction.

Car parking

7.37 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.

7.38 The current car parking standards are set out within the London Plan at table 6.2 and require a 'maximum' of between 1.5 and 2 spaces for properties with 4 bedrooms; 1 and 1.5 spaces for properties with three bedrooms and less than 1 space for one and two bedroom properties. The proposed development includes 17 surface level car parking spaces that include a blue badge bay and a potential future car club bay. Ten of the proposed car parking spaces will be allocated to the seven houses and six car parking spaces allocated for the flats. This car parking provision is in line with the standards within the London Plan.

7.39 In order to reduce carbon dioxide emissions and promote sustainable transport choices the Mayor of London's Electric Vehicle Delivery Plan and policy 6.13 of the adopted London Plan states that new car parking provision should include facilities to charge electric vehicles [a requirement of 20% of total spaces]. The applicant has confirmed that 20% the car parking spaces will have electric vehicle charging facilities in line with the London Plan and a planning condition is recommended to ensure that this takes place.

Servicing, access, refuse storage and collection

7.40 Policy CS20 of the Core Strategy [July 2011] states that the Council will seek to implement effective traffic management by requiring developers to demonstrate that their development will not adversely affect safety and traffic management; and to incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway. The policy also requires developers to incorporate safe access to, and from the public highway. A vehicle crossover currently exists to the front of the application site and to improve the environment for pedestrians, a planning condition is recommended to seek the reinstatement of the pavement in this location.

Refuse and recycling

7.41 The proposed development has been designed to allow all necessary servicing to take place within the application site boundary and there will be

requirement for servicing on Bushey Road. It has been confirmed as part of the application that a large refuse vehicle could easily access the site. The proposed new flats are provided with a refuse and recycling storage room within the new building that is accessed from the rear [north] elevation of the building. The houses have refuse and recycling storage provided within front gardens and a planning condition is recommended to seek further details of this storage and to ensure that these facilities are retained.

Cycling

- 7.42 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 infrastructure that will reduce conflict between pedestrians, cyclists and other transport modes; and encouraging design that provides, attractive, safe, covered cycle storage, cycle parking and other facilities. Policy CS20 of the Core Strategy [July 2011] states that the Council will seek to implement effective traffic management by requiring developers to demonstrate that their development will not adversely affect pedestrian and cycle movements.
- 7.43 In line with the London Plan as part of the planning application the applicant has confirmed that the application provide one cycle parking space provided for each of the proposed one and two bedroom flats and two spaces for each of the three bedroom units. The parking for the flats is within an integral room at ground floor level and for the houses within storage in the rear garden. A planning condition is recommended to seek further details of this storage and to ensure that these facilities are retained.
- 7.44 In conclusion it is considered that the proposed development has been designed with adequate access and servicing arrangements in line with Policy CS20 of the Core Strategy [July 2011].

Trees and landscaping

- 7.30 Policy CS.13 within the Adopted Core Strategy [2011] states that development should seek to integrate new or enhanced habitat or design and landscaping that encourages biodiversity. Unitary Development Plan policy NE.11 states that development will not be permitted if it would damage or destroy trees which have significant amenity value as perceived from the public realm area unless either removal is necessary in the interest of good arboricultural practice, or the reason for the development outweighs the amenity value of the trees.
- 7.31 As part of the development five Sycamore trees will be removed that are on land adjacent to the rear boundary of the site. These trees have been

classed in the submitted tree survey as Category B [moderate quality with remaining life expectancy of at least 20 years] and C [low quality with remaining life expectancy of at least 10 years or young trees with diameter of below 150mm].

- 7.32 It is considered that due to the location of the trees they do not have significant amenity value and in terms of achieving the acceptable development of this site their removal is considered acceptable. A planning condition is recommended seeking tree protection measures to prevent damage during construction work.
- 7.33 The submitted design and access statement provides a landscape strategy for the proposed development that consists of planting to the street frontage, vertical planting to the site boundaries, soft landscaping and new tree planting. A planning condition is recommended seeking details of a full landscaping scheme and its implementation prior to occupation of the development.

Sustainable design and construction.

- 7.45 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.
- 7.46 Planning conditions are 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 improvement in the dwelling emissions rate in accordance with current policy requirements.
- 7.47 The area of the application site that is to the rear of the properties at 378 to 392 Kingston Road is in an area at risk from surface water flooding. A drainage strategy has been included with the planning application that is designed to regulate surface water and the flow to the public sewer. This is achieved through a series of covered and open drainage runs and water feature ponds within landscaped areas.

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 1137.29 square metres], under the Mayor of London Community Infrastructure Levy would be £39,805.15.

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 Joseph Hood Primary School [0.2 miles away]. Joseph Hood Primary School was expanded in 2009 and the Council's Children Schools and Families section have concluded that there is no capacity on the site for further expansion. In this respect it is not considered appropriate to seek a contribution towards primary school education provision in this instance.

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 £31,713 is sought towards secondary school education provision.

Financial contribution towards open space;

- 9.9 The nearest open space to the application site is Joseph Hood Recreation Ground in Martin Way Road Playing Fields [0.35 miles away]. In terms of the route to Joseph Hood Recreation Ground from the application site and the communal amenity space it is not considered that there is sufficient justification to request an off site financial contribution towards open space 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 Having regard to characteristics such as site size, site suitability, financial viability issues and other planning contributions Core Strategy policy CS 8 states that affordable housing provision on developments of ten or more residential units should include a minimum of 40% of new units on the site as affordable housing. Within this affordable housing provision, 60% of the units should be provided as social rented and 40% as intermediate accommodation. In relation to proposals of over ten units policy CS 8 states that off site financial contributions towards affordable housing will only be allowed in exceptional circumstances and must be justified.
- 9.12 The applicant's have submitted a financial viability assessment that concludes that for the proposed development to remain viable [with costs including removal of the ground tanks associated with the former petrol filling station] it is not capable of providing affordable housing at the level that is set out in Core Strategy policy CS 8.

9.13 A third party assessor has considered the applicant's submitted financial viability assessment. It is concluded that the maximum affordable housing provision within a viable development would be on site provision of three, 2 bed 4 person shared ownership flats [one floor of the proposed three storey block] and an off site contribution towards affordable housing of £90,000.

9.14 It is concluded that the off site financial contribution is required in this instance as the alternative additional on site affordable housing unit would result in a floor within the flatted block that includes both affordable and market accommodation. In terms of future management this mixed tenure floor would not be acceptable to an affordable housing registered provider and as a result it is considered that the suggested affordable housing provision is in line with policy Core Strategy policy CS 8.

Monitoring and legal fees

9.15 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 development represents an effective and sustainable use of this brownfield site providing additional residential units and incorporates a design and layout sympathetic to the character of the surrounding area, whilst at the same time minimising any adverse impacts on neighbouring amenity. Accordingly, 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 education provision [£31,713].
2. Provision of three, 2 bedroom, four person units as affordable housing shared ownership flats and an off site contribution towards affordable housing of £90,000.
3. The developer agreeing to meet the Council's costs of drafting the Section 106 Obligations [£ to be agreed].
4. 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: A2384 100P6; 200P6; 201P6; 202P6; 203P6; 204P6; 300P7; 400P7; 401P7; 402P7; 403P7; 500P6; 501P6; 502P6; 503P6; 504P6; 505P6; Acoustic Report; Condition Survey Report; Energy Strategy; Tree Survey; Phase 1 Geo-environmental Desk Study; Phase 2 Geo-environmental Investigation; Flood Risk Assessment and Drainage Report; Civil, Structural and Geo-environmental Engineering Report; Planning Statement; Daylight and Sunlight Report (with addendum dated 22 November 2013); Transport Statement (with addendum dated 25 November 2013); Road Safety Audit – Designers Response; Sustainability Strategy; Statement of Community Involvement and Design and Access Statement. 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. Non standard condition (Air quality) No development shall take place until an air quality assessment has been submitted to and approved in writing by the Local Planning Authority. The assessment should include dispersion modelling and be carried out with regard to all relevant planning guidance, codes of practice and UK air quality objectives. The assessment report shall include recommendations, appropriate remedial measures and actions to minimise the impact of the development on the surrounding locality and occupants of the development itself. The agreed

- recommendations and remedial measures shall be completed prior to commencement of the use and retained permanently thereafter. Reason for condition: To safeguard the amenities of the area and occupiers of neighbouring properties and to ensure compliance with policies PE.1 and PE.2 of the Adopted Merton Unitary Development Plan 2003.
6. Non standard condition [Car parking spaces] Prior to first occupation of the proposed new dwellings the car parking spaces shown on the approved drawing [A2384 201 P7] to serve the development shall be provided and thereafter shall be kept free from obstruction and shall be retained for parking purposes for users of the development and for no other purpose, with four of the proposed parking spaces including the facility for charging electric vehicles Reason for condition: To ensure the provision of an appropriate level of car parking and comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011, the Mayor of London's Electric Vehicle Delivery Plan and policy 6.13 of the adopted London Plan.
 7. 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.
 8. 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: 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.

9. Amended standard condition [Land contamination – validation] Prior to first occupation of the proposed new dwellings validation report shall be 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.
10. Non standard condition [Details of walls and fences] Prior to first occupation of the proposed new dwellings and notwithstanding what is shown on the submitted drawings walls and fences or other means of enclosure shall be in place that are in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority, with the walls and fences or other means of enclosure retained in accordance with the approved details permanently thereafter. Reason for condition: To ensure a satisfactory and safe development in accordance with policies BE.16 and BE.22 of the Adopted Merton Unitary Development Plan.
11. 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.
12. 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.
13. 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].
 14. Standard condition [Redundant crossovers] Prior to first occupation of the proposed new dwellings the existing crossover that will be made redundant by the development shall be removed by raising the kerb and reinstating the footway in accordance with the requirements of the Highway Authority. Reason for condition: In the interests of the safety of pedestrians and vehicles and to comply with policy RN.3 of the Adopted Merton Unitary Development Plan 2003.
 15. Amended standard condition [Screening of external amenity areas] Prior to first occupation of the proposed new dwellings screening to the proposed external amenity areas above ground floor shall be in place that is in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority with the approved screening maintained permanently thereafter. Reason for condition: To safeguard the privacy and amenities of the occupiers of neighbouring properties and to comply with policy BE.15 of the Adopted Merton Unitary Development Plan
 16. Non standard condition [Electromagnetic Radiation] Prior to first occupation of the proposed new dwellings the applicant shall have provided written evidence to the local planning authority that electromagnetic radiation emissions from the adjacent sub station do not exceed ICNIRP (international commission on non-ionizing radiation protection) guidance levels of 100 microteslas and 5 kilovolts per metre. Reason for condition: To safeguard residential amenity for the occupiers of the proposed residential units

17. Non standard condition [Landscaping] Prior to first occupation of the proposed new dwellings or the first planting season following occupation new landscaping shall be in place that is accordance with a landscaping scheme that will have previously been submitted to and approved in writing by the Local Planning Authority, with the submitted plan including full details of the size, species, spacing, quantities and location of plants, together with any hard surfacing, and indications of all existing trees, hedges and any other features to be retained, and measures for their protection during the course of development. Reason for condition: To enhance the appearance of the development in the interest of the amenities of the area and to comply with policy CS13 of the Adopted Merton Core Planning Strategy 2011.
18. Non standard condition [Cycle storage] Prior to first occupation of the proposed new dwellings cycle storage shall be in place 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].
19. Non standard condition [Refuse and recycling facilities] Prior to first occupation of the proposed new dwellings refuse and recycling facilities shall be in place 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.
20. Amended standard condition [sound insulation/attenuation measures] Prior to the first use of any new plant or machinery sound insulation/attenuation measures shall be in place that have previously been submitted to and approved in writing by the Local Planning Authority that 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 when measured at the boundary of the nearest noise-sensitive property with the agreed measures 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

21. Amended standard condition [External Lighting] Any new 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.

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.
- d) The applicant is advised that the development hereby approved is liable to the Community Infrastructure Levy (CIL). The chargeable amount of CIL that would be payable (subject to any successful applications for relief, surcharges or late payment interest charges) is provisionally £39,805.15. 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 31/12/2013

26 Bushey Road

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E FILE REF: A2384/Part 1/Working
 PROJECT REF: 26 Bushey Road, WIMBLEDON
 PLANNING PERMISSION: 27.08.13 03 ES -

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Reference: 504
 Part 1/Working
 C-Cover: 1

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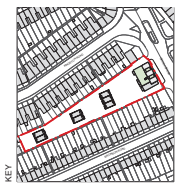
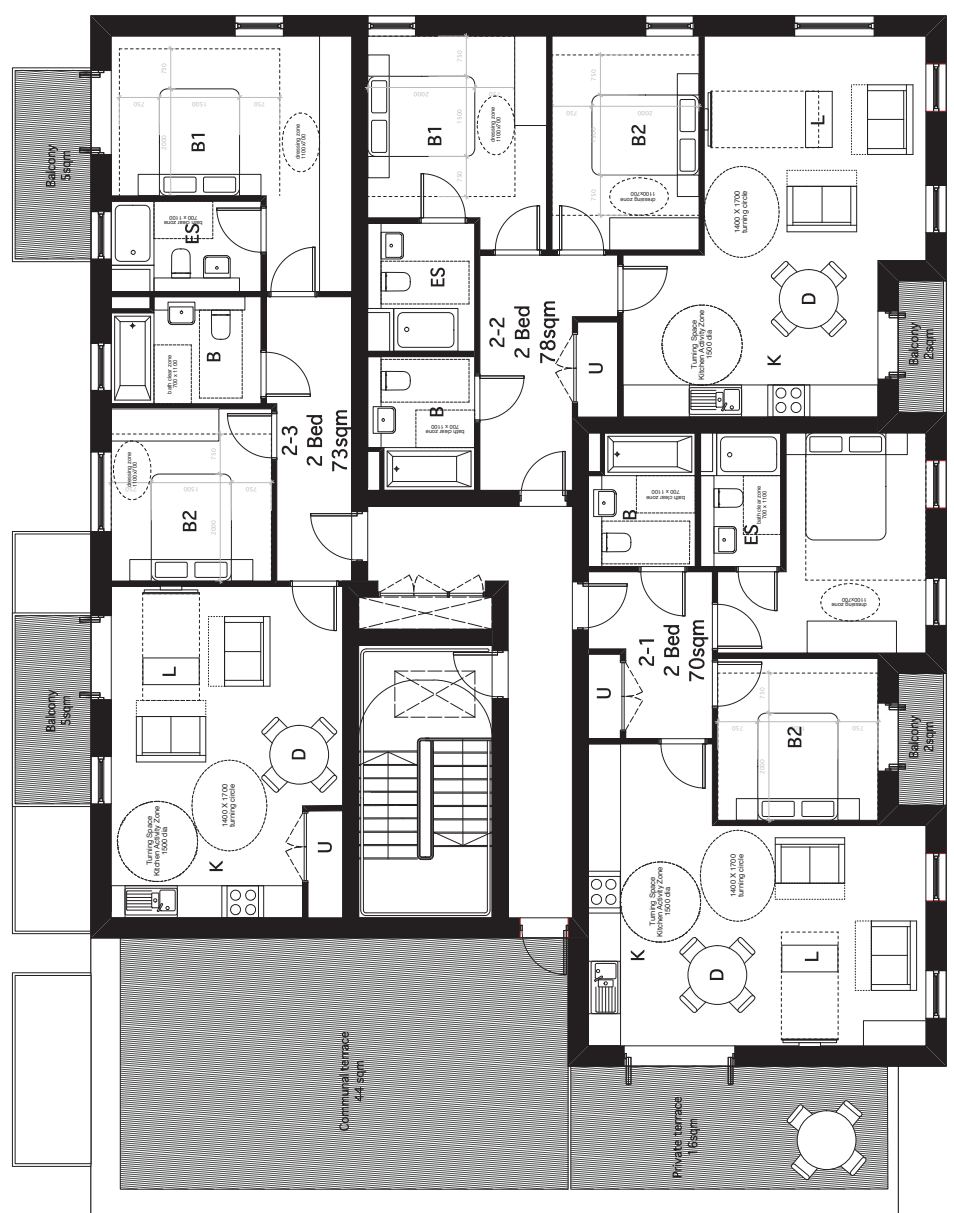
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Wellborough Developments Ltd
 PROJECT TITLE
 26 Bushey Road
 Wimbeldon

PROPOSED Second Floor
 SCALE: 1:50
 DATE: 1:50/1:100
 DRAWING NO: A2384 504
 STATUS & REVISION: P6

SECOND FLOOR

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PROJECT INFORMATION

PROJECT TITLE: 26 Bushey Road
 CLIENT: Weisborough Developments Ltd
 ARCHITECT: ASSAEL
 DATE: 28.11.13
 DRAWING NO: A2384 201

SCALE

1:250/1:500

DATE

Sept '13

STATUS/VERSION

P7

PROJECT TITLE

26 Bushey Road
 Wimbledon

CLIENT

Weisborough Developments Ltd

PROPOSED

Ground Floor Plan

ASSAEL

Assael Architecture Limited
 50 Garswood Road
 Wimbledon, Kent
 TN38 8JH
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DRAWING NOTES

1. All dimensions are in millimeters unless otherwise stated.

2. All dimensions are to the centerline of walls and columns unless otherwise stated.

3. All dimensions are to the finished floor level unless otherwise stated.

4. All dimensions are to the centerline of walls and columns unless otherwise stated.

5. All dimensions are to the finished floor level unless otherwise stated.

6. All dimensions are to the centerline of walls and columns unless otherwise stated.

7. All dimensions are to the finished floor level unless otherwise stated.

8. All dimensions are to the centerline of walls and columns unless otherwise stated.

9. All dimensions are to the finished floor level unless otherwise stated.

10. All dimensions are to the centerline of walls and columns unless otherwise stated.

PROJECT INFORMATION

PROJECT NAME: 26 Bushey Road
 PROJECT ADDRESS: 26 Bushey Road, Wembley, London, UK
 PROJECT NO: 26.11.13.03.03
 PROJECT DATE: 26.11.13.03.03

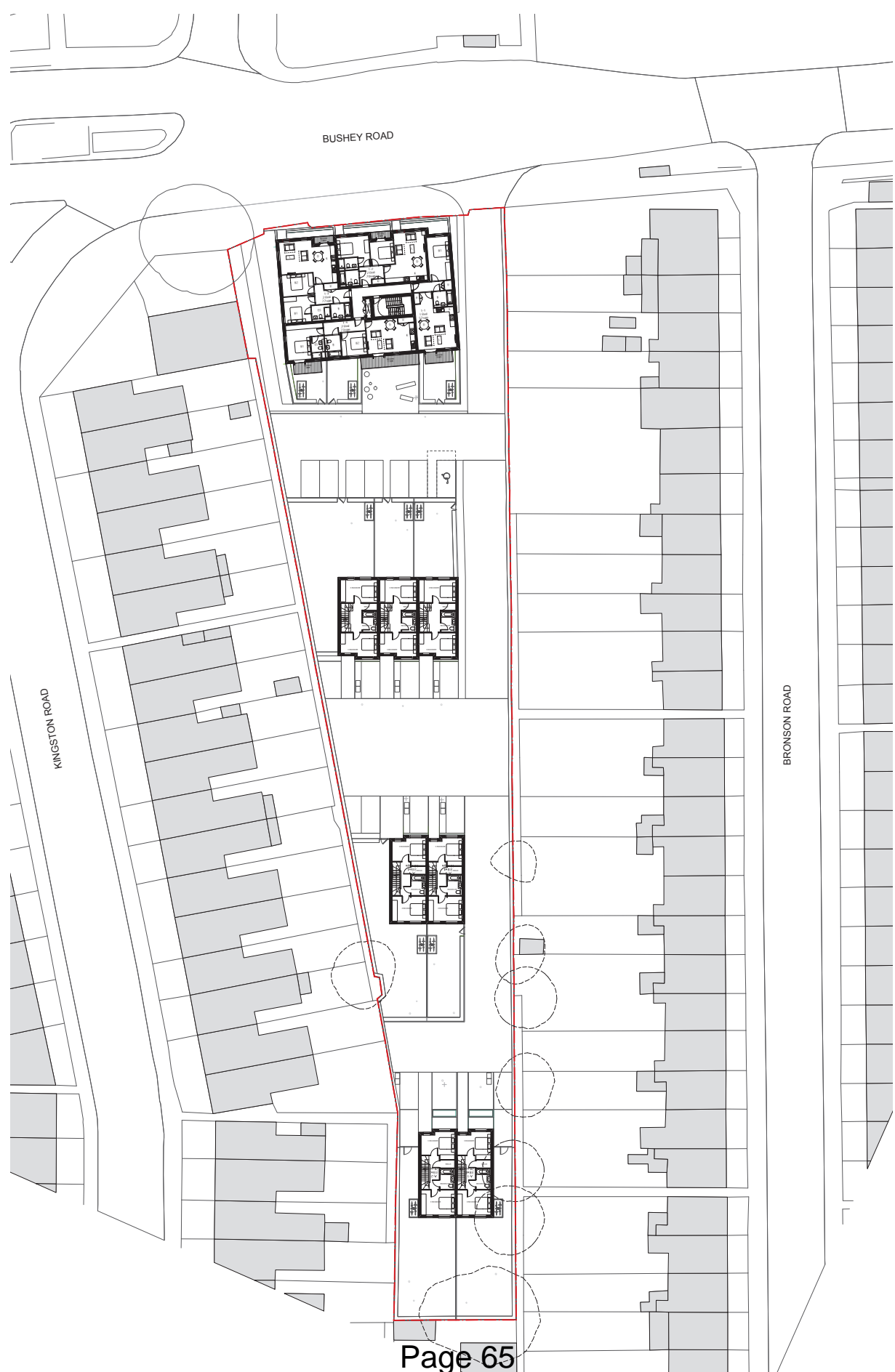
CLIENT
 Weilsborough Developments Ltd

PROJECT TITLE
 26 Bushey Road
 Wembley

DRAWING TITLE
 First Floor Plan
 PROPOSED

SCALE 1:250/1:500
DATE Sept '13
STATUS/VERSION P7

KEY
 Site boundary



GENERAL NOTES

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2. All work must be checked on the day after it is done.

3. The contractor is responsible for the accuracy of the information shown on this drawing and for any errors or omissions.

4. The contractor must not be allowed to start work until the architect has approved the programme of work.

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10. The contractor must not be allowed to start work until the architect has approved the programme of work.

REFERENCE DATA

Project Name: **26 Bushey Road**

Client: **Wellsborough Developments Ltd**

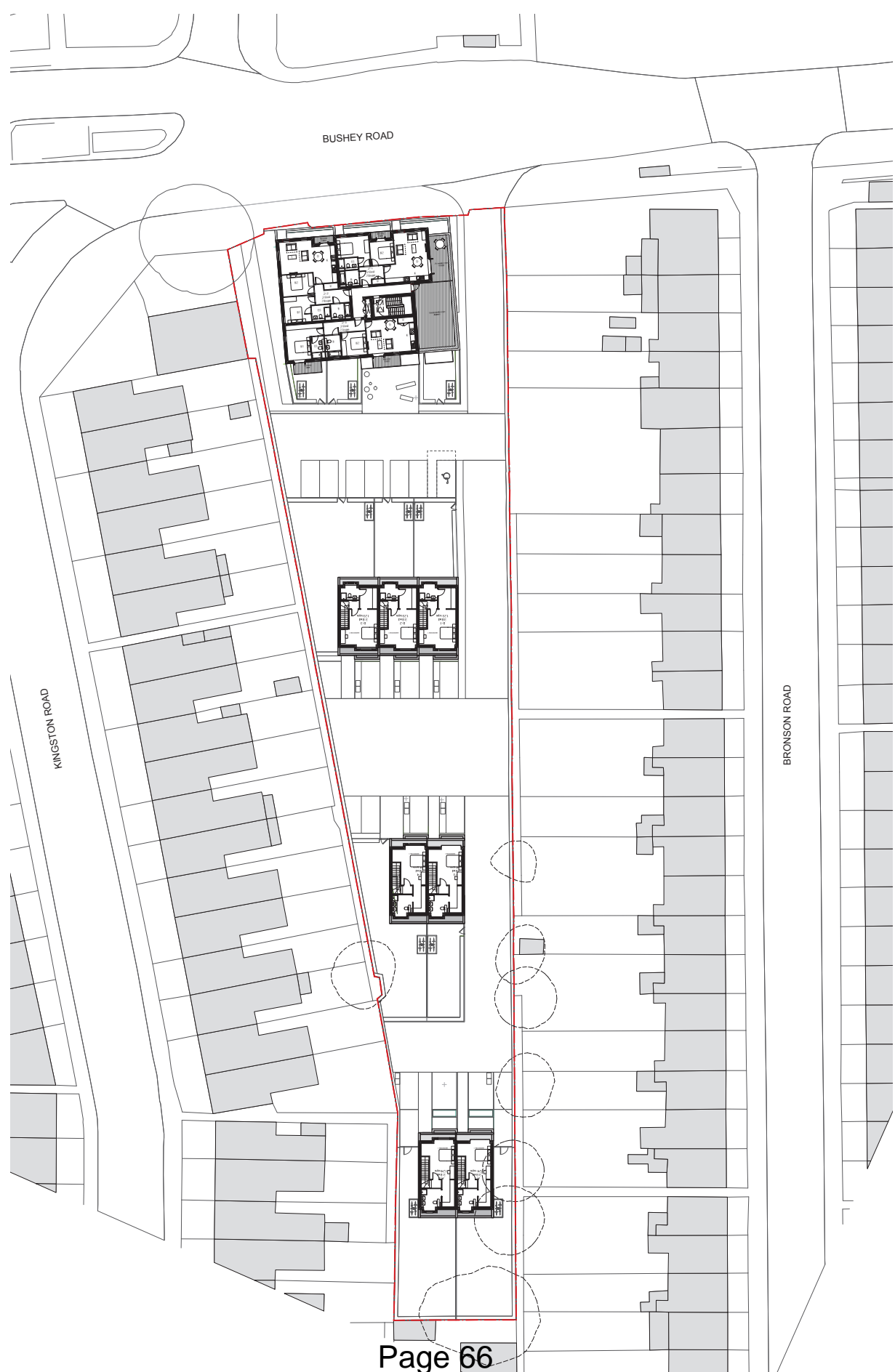
Project Title: **Second Floor Plan**

Scale: **1:250**

Date: **13/09/13**

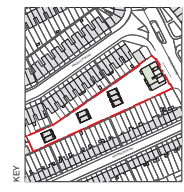
Drawing No: **A2384 203**

Status: **P7**



KEY

--- Site boundary



CLIENT
Wellsborough Developments Ltd

PROJECT TITLE
26 Bushey Road
Wimbledon

DRAWING TITLE
Second Floor Plan
PROPOSED

SCALE 1:250
DATE 13/09/13

DRAWING NO. A2384 203
STATUS P7

Assael

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T +44 (0) 20 7736 7246
F +44 (0) 20 7736 6677
W www.assael.co.uk

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5. THE DRAWING IS TO BE USED IN CONJUNCTION WITH THE CONTRACT DOCUMENTS.

6. THE DRAWING IS TO BE USED IN CONJUNCTION WITH THE PROJECT INFORMATION DOCUMENT.

7. THE DRAWING IS TO BE USED IN CONJUNCTION WITH THE PRELIMINARY CONTRACT DOCUMENTS.

8. THE DRAWING IS TO BE USED IN CONJUNCTION WITH THE PRELIMINARY CONTRACT DOCUMENTS.

9. THE DRAWING IS TO BE USED IN CONJUNCTION WITH THE PRELIMINARY CONTRACT DOCUMENTS.

10. THE DRAWING IS TO BE USED IN CONJUNCTION WITH THE PRELIMINARY CONTRACT DOCUMENTS.

11. THE DRAWING IS TO BE USED IN CONJUNCTION WITH THE PRELIMINARY CONTRACT DOCUMENTS.

12. THE DRAWING IS TO BE USED IN CONJUNCTION WITH THE PRELIMINARY CONTRACT DOCUMENTS.

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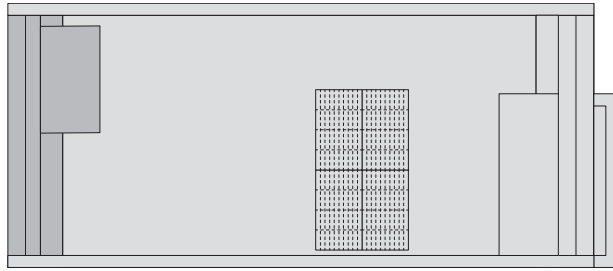
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18. THE DRAWING IS TO BE USED IN CONJUNCTION WITH THE PRELIMINARY CONTRACT DOCUMENTS.

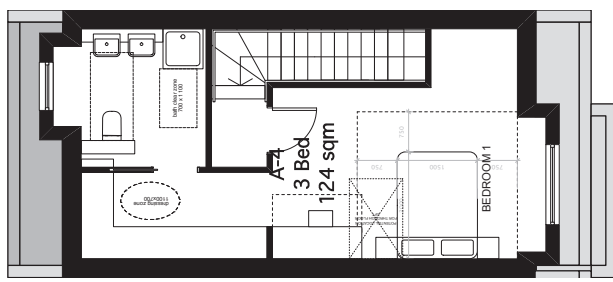
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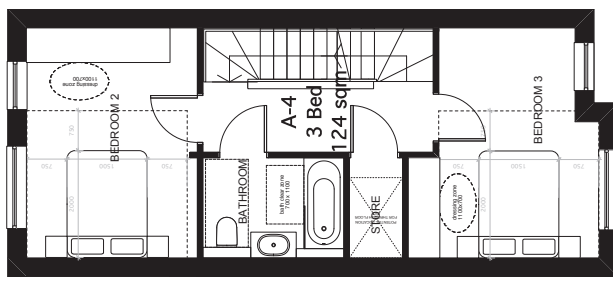
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 DRAWING NO: A2384/P10/001
 DATE: 27.09.13



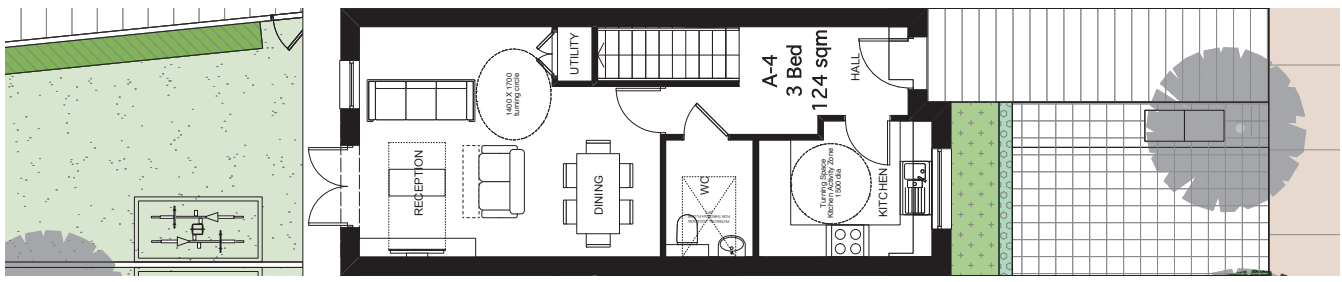
ROOF PLAN



SECOND FLOOR

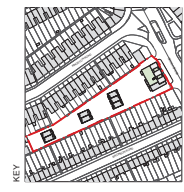


FIRST FLOOR



GROUND FLOOR

KEY
 --- Site boundary



Wellsborough Developments Ltd
 PROJECT TITLE: 26 Bushey Road, Wimbledon
 DRAWING TITLE: House Type 1 PROPOSED
 SCALE: 1:50 (A4) 1:100 (A3)
 DATE: Sept '13
 DRAWING NO: A2384 500
 STATUS: REVISED
 PAGE: P6

Assael

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CLIENT
Wellsborough Developments Ltd

PROJECT TITLE
26 Bushey Road
Wimbleton

DRAWING TITLE
Site Elevations AA, BB and CC
PROPOSED

SCALE & A4 SIZE
1:250 & 1:100

DATE
Sept '13

DRAWING NO
A2384 400

STATUS & REVISION
P7

KEY

--- Site boundary



CLIENT
Wellsborough Developments Ltd

PROJECT TITLE
26 Bushey Road
Wimbleton

DRAWING TITLE
Site Elevations AA, BB and CC
PROPOSED

SCALE & A4 SIZE
1:250 & 1:100

DATE
Sept '13

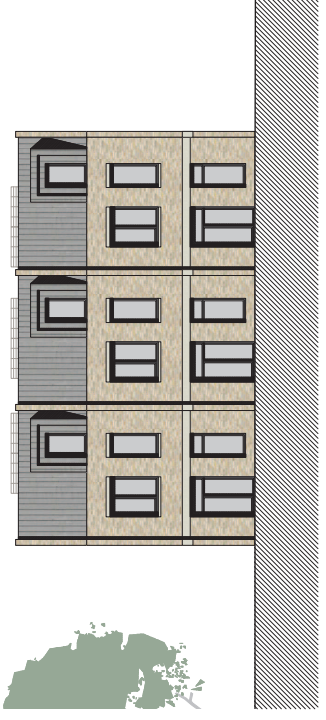
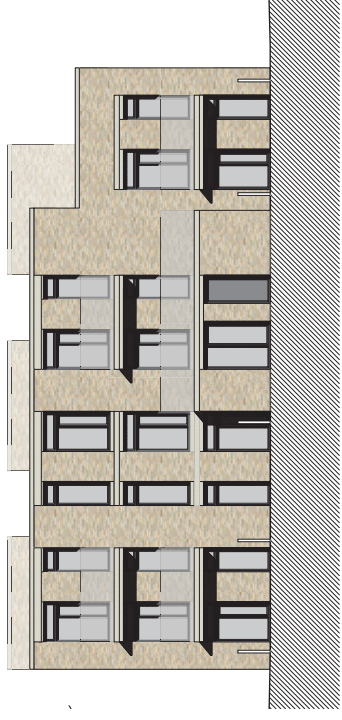
DRAWING NO
A2384 400

STATUS & REVISION
P7

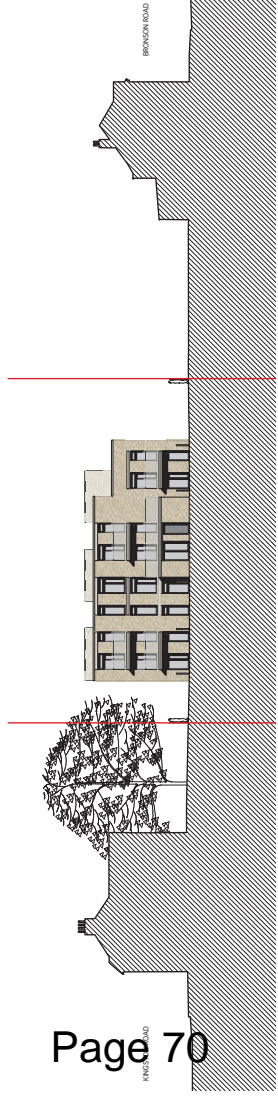
Assael

Assael Architecture Limited
Studio 13
100-102
LONDON SW15 2JG

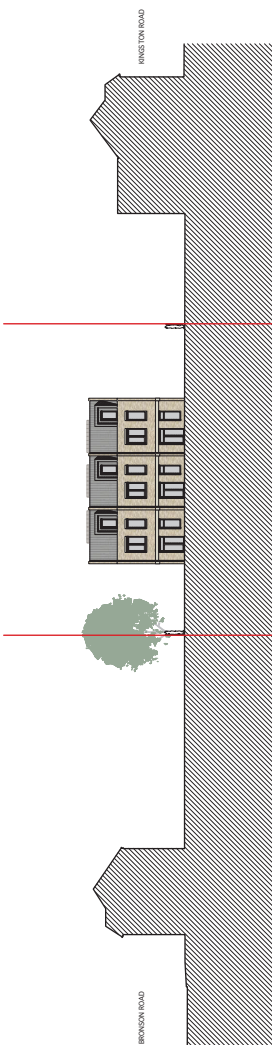
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SITE ELEVATION AA



SITE ELEVATION BB



SITE ELEVATION CC



GENERAL NOTES

1. All dimensions are in millimetres unless otherwise stated.

2. All work is to be carried out in accordance with the Building Regulations and the relevant parts of the Building Act 2010.

3. The drawings are intended to be used as a guide only and do not constitute a contract.

4. The drawings are the property of Assael Architects Limited and shall remain their property in perpetuity.

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19. The drawings are not to be used for any other purpose without the written consent of Assael Architects Limited.

20. The drawings are not to be used for any other purpose without the written consent of Assael Architects Limited.



SITE ELEVATION DD



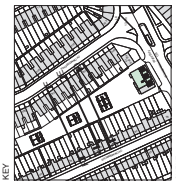
SITE ELEVATION EE



SITE ELEVATION FF

KEY

--- Site boundary



Wellsborough Developments Ltd

**26 Bushey Road
Wimbledon**

**Site Elevations DD, EE and FF
PROPOSED**

SCALE @ A SIZE DATE **Sept '13**

DRAWING NO **A2384 401** STATUS & REVISION **P7**

Assael

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PREPARED BY:

ASSAEL ARCHITECTS LIMITED
 28 BUSHEY ROAD
 WIMBLEDON
 MIDDLESEX TW20 9JG

DATE:

2011.09.13

PROJECT:

WELLBOROUGH DEVELOPMENTS
 28 BUSHEY ROAD
 WIMBLEDON

SCALE:

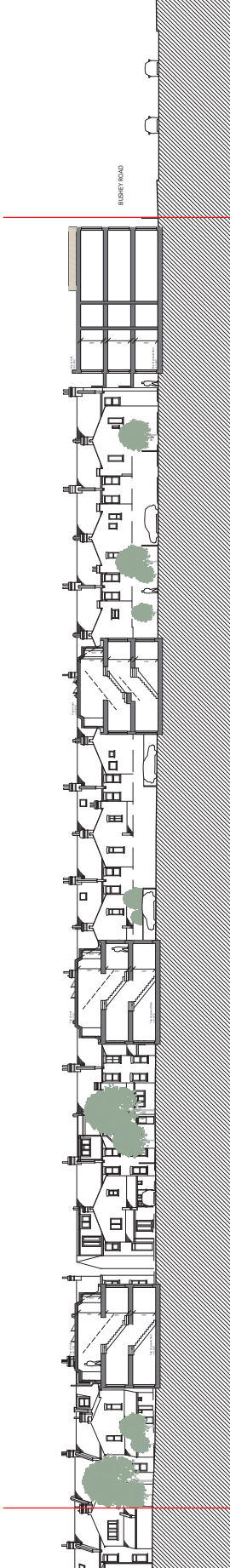
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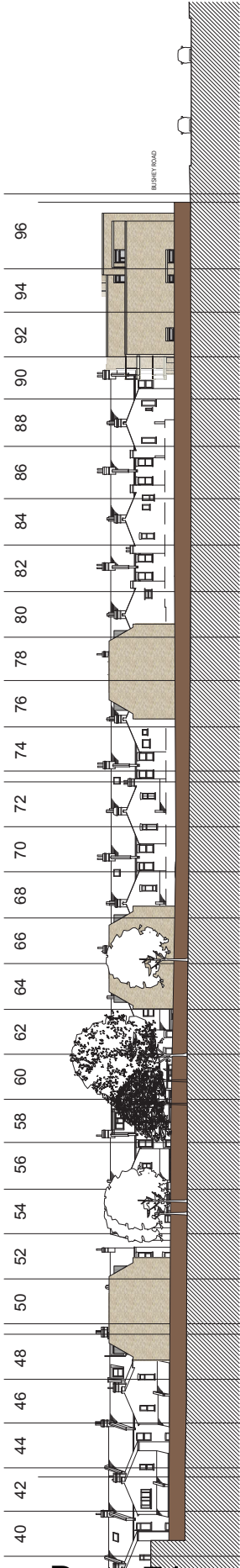
Sept '13

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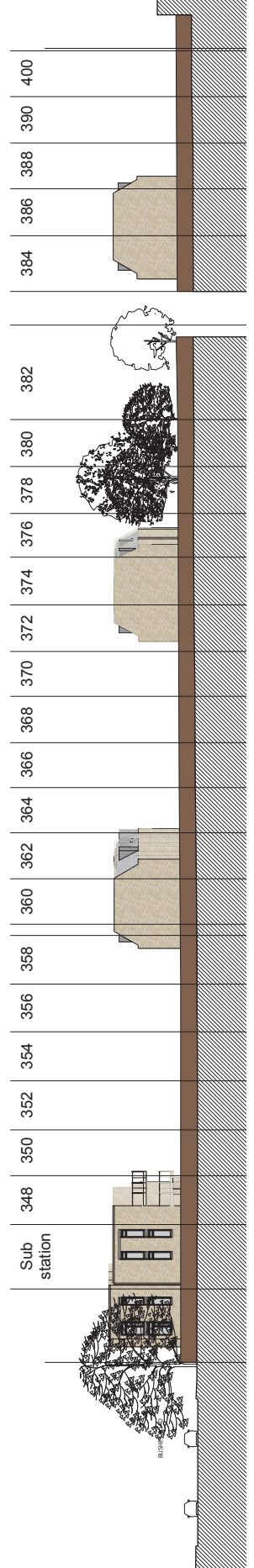
A2384 300 P7



SITE SECTION AA



BOUNDARY ELEVATION BB



BOUNDARY ELEVATION CC



CLIENT:

Wellborough Developments Ltd

PROJECT TITLE:

28 Bushey Road
 Wimbledon

DRAWING TITLE:

Site Sections and Boundary Elevations PROPOSED

SCALE & A3 SIZE (A3 SIZE):

DATE

1:250/1:500

Sept '13

DRAWING NO.:

A2384 300

STATUS & REVISION:

P7

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