

**PLANNING APPLICATIONS COMMITTEE**  
**16<sup>th</sup> July 2020**

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>Item No:</u> <u>DATE VALID</u>
	19/P4047	11/12/2019
<b>Site Address:</b>	Elm Nursery Car Park London Road Mitcham	
<b>Ward:</b>	Figges Marsh	
<b>Proposal:</b>	ERECTION OF A FIVE STOREY BUILDING TO CREATE 21 NEW RESIDENTIAL UNITS. COMPRISING OF ONE AND TWO BEDROOM APARTMENTS, ASSOCIATE CYCLE PARKING, DISABLED PARKING BAYS AND PUBLIC REALM ENHANCEMENTS.	
<b>Drawing No.'s:</b>	MRT-WWP-EN-XX-DR-A-00001 (Site Location Plan); MRT-WWP-EN-XX-DR-A-00002 (Existing Site Plan); MRT-WWP-EN-ZZ-DR-A-02500 (Existing Context Elevations); MRT-WWP-EN-XX-DR-A-10000 (Proposed Site Plan); MRT-WWP-EN-00-DR-A-P11000 Rev 1.0 (Ground Floor Plan - As proposed)_Amended 24.06.20; MRT-WWP-EN-01-DR-A-11001 Rev 1.0 (First Floor Plan - As proposed)_Amended 24.06.20; MRT-WWP-EN-02-DR-A-11002 Rev 1.0 (Second Floor Plan - As Proposed)_Amended 24.06.20; MRT-WWP-EN-03-DR-A-11003 Rev 1.0 (Third Floor Plan - As proposed)_Amended 24.06.20; MRT-WWP-EN-04-DR-A-11004 Rev 1.0 (Fourth Floor Plan - As proposed)_Amended 24.06.20; MRT-WWP-EN-R1-DR-A-11005 (Roof Plan - As proposed); MRT-WWP-EN-00-DR-A-12000 Rev 1.0 (North - Ground Floor Flat Layouts)_Amended 24.06.20; MRT-WWP-EN-00-DR-A-12001 Rev 1.0 (South - Ground Floor Flat Layouts)_Amended 24.06.20; MRT-WWP-EN-01-DR-A-12002 Rev 1.0 (North - First Floor Flat Layouts)_Amended 24.06.20; MRT-WWP-EN-01-DR-A-12003 (South - First Floor Flat Layouts); MRT-WWP-EN-02-DR-A-12004 Rev 1.0 (North - Second Floor Flat Layouts)_Amended 24.06.20; MRT-WWP-EN-02-DR-A-12005 Rev 1.0 (South - Second Floor Flat Layouts)_Amended 24.06.20; MRT-WWP-EN-03-DR-A-12006 Rev 1.0 (North - Third Floor Flat Layouts)_Amended 24.06.20; MRT-WWP-EN-03-DR-A-12007 Rev 1.0 (South - Third Floor Flat Layouts)_Amended 24.06.20; MRT-WWP-EN-04-DR-A-12008 Rev 1.0 (North - Fourth Floor Flat Layouts)_Amended 24.06.20; MRT-WWP-EN-04-DR-A-12009 (South - Fourth Floor Flat Layouts); MRT-WWP-EN-ZZ-DR-A-20000 (Sections AA); MRT-WWP-EN-ZZ-DR-A-20001 (Section BB); MRT-WWP-EN-ZZ-DR-A-21000 Rev 1.0 (Proposed Context Elevations)_Amended 24.06.20; MRT-WWP-EN-ZZ-DR-A-21001 Rev 1.0 (Proposed Elevations - North West)_Amended 24.06.20; MRT-WWP-EN-ZZ-DR-A-21002 Rev 1.0 (Proposed Elevations - South	

East)\_Amended 24.06.20; MRT-WWP-EN-ZZ-DR-A-21003 Rev 1.0 (Proposed Elevations - North East)\_Amended 24.06.20; MRT-WWP-EN-ZZ-DR-A-21004 Rev 1.0 (Proposed Elevations - South West)\_Amended 24.06.20. ExA\_1930\_EN\_101 Rev D (General Arrangement Plan); ExA\_1930\_EN\_201 Rev C (Planting Plan).

Documents:

Design and Access Statement (Issue 03) 31/10/2019; Design and Access Statement Addendum 28/05/20; Daylight and Sunlight report 17/10/2019 (ref: AWH\_21971\_REL06\_V2\_D/S/O\_Elm Nursery Carpark); Landscape Planning Statement 16/08/2019 (ref: ExA\_1930\_EN\_Planning\_Statement Rev C); BS 5837:2012 Tree Survey, Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement v2 20/08/2019; Preliminary ecological appraisal, bat roost assessment and tree survey v2 (16/08/2019); Elm Nursery Transport Statement Rev 2.0 (25/07/2019); Development Viability Report (30/10/2019).

**Contact Officer:** Catarina Cheung (020 8545 4747)

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**RECOMMENDATION**

**Grant Planning Permission subject to the completion of any enabling agreement and conditions.**

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**CHECKLIST INFORMATION**

- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: Yes
- Design Review Panel consulted: Reviewed by DRP during pre-application stage, but not for the main application
- Number of neighbours consulted: 131
- Controlled Parking Zone: No
- Archaeological Zone: No
- Conservation Area: No
- Listed Building: No

**1. INTRODUCTION**

- 1.1 The application is being brought to the Planning Applications Committee for determination due to the nature and number of objections received.

## **2. SITE AND SURROUNDINGS**

- 2.1 The application site (approximately 1100sqm), Elm Nursery Car Park, is located on the eastern side of London Road in Mitcham. There are no existing buildings on the site, but fronting the roadside (along the south-western boundary) is a small communal recycling facility.
- 2.2 Vehicular access to the car park is from London Road, the existing car park operates a one way flow system.
- 2.3 Toward the north of the application site is 117-125 London Road, which is a single storey warehouse structure operating as 'World Foods'. South of the site is Elm Court, a three storey block of flats with roof accommodation, and east of the site lies two storey residential terrace dwellings along Feltham Road.
- 2.4 Along the northern boundary of the site is a public footpath (adopted by the Council), providing access from London Road through to Feltham Road and Firtree Avenue.
- 2.5 The site does not lie within Mitcham Town Centre.
- 2.6 The site does not lie within a Conservation Area and does not contain Listed buildings.
- 2.7 The site has a PTAL rating of 5 (measured on a scale of 0 to 6b, 0 being the worst), and is not located in a Controlled Parking Zone.
- 2.8 Elm Nursery Car Park is currently identified within Merton's sites and Policies Plan (2014) as 'Site Proposal 33', the strategic planning factor is described as follows: "this site is identified as part of a larger area in the Mitcham Supplementary Planning Document 2006 as being suitable for residential uses (C3 use class)". And, in Merton's new Local Plan 2020 (draft, currently under review following Stage 2 consultation which was held between 31 October 2018 and 28 January 2019), Elm Nursery Car Park continues to be identified as an opportunity site for development – 'Site Mi4', the Council's proposed site allocation is for residential (C3) use.

## **3. CURRENT PROPOSAL**

- 3.1 The proposal seeks to erect a 5 storey residential development on the car park providing 21 units (13 x 1bed units and 8 x 2bed units).
- 3.2 Main entrance to the development is from London Road. Unit 1, the accessible unit, is provided private access toward the southern elevation of the building.
- 3.3 Two off-street disabled parking spaces are provided toward the northern end of the site, this would utilise the existing dropped kerb for access.
- 3.4 Refuse and cycle storage would be located within the footprint of the building on the ground floor, toward the northern corner of the building, and refuse would be collected on site – a refuse loading bay is marked on the proposed plans.
- 3.5 Toward the rear, the ground and first floor levels of the building would exhibit an angled stepped appearance. So, on the ground floor, the building would measure a maximum depth of 25m toward the northern elevation, 19.5m toward the southern elevation with a width of 22m. The third and fourth levels would be of a more regular floor plan,

measuring a depth of 17m with the same 22m width. The maximum height of the building would be approximately 16m.

3.6 The main building would be externally finished in red multi brick, the corners comprising the balconies would be in glazed brick (of a bronze colour), and a bronze shade of powder coated metal is proposed for window frames and balustrades.

3.7 The proposed dwelling mix would be as follows:

	Level	Type	Storeys	Proposed GIA (sqm)	Proposed amenity (sqm)
Unit 1	Ground	2b4p (wheelchair accessible unit)	1	86	107
Unit 2	Ground	1b2p	1	51	69
Unit 3	Ground	1b2p	1	50	38
Unit 4	Ground	1b2p (wheelchair accessible unit)	1	60	41
Unit 5	First	1b2p	1	50	6
Unit 6	First	2b4p	1	80	7.5
Unit 7	First	1b2p	1	50	10
Unit 8	First	1b2p	1	52	10
Unit 9	First	2b4p	1	76	10
Unit 10	Second	1b2p	1	50	6
Unit 11	Second	2b4p	1	80	7.5
Unit 12	Second	2b4p	1	73	12.2
Unit 13	Second	1b2p	1	50	35
Unit 14	Third	1b2p	1	50	6
Unit 15	Third	2b4p	1	80	7
Unit 16	Third	2b4p	1	72	8
Unit 17	Third	1b2p	1	50	5
Unit 18	Fourth	1b2p	1	51	6
Unit 19	Fourth	2b4p	1	74	7
Unit 20	Fourth	1b2p	1	50	5
Unit 21	Fourth	1b2p	1	50	6

3.8 The proposal at Elm Nursery car park consists of 21 new homes, all of which are apartments for affordable rent. This site is being brought forward in conjunction with three other development sites in Merton (Farm Road 19/P4046), Raleigh Gardens [19/P4048] and Development Site at Madeira Road [19/P4050]) by Merantun Developments Ltd, which have a joint affordable housing strategy.

3.9 The scheme has also been subject to negotiation and amendment, but alterations proposed were not considered material which required re-consultation. This included adding a partition within the boundary of Unit 12 (second floor), to remove access to a corner of unusable balcony area. An addendum to the design and access statement (dated 28/05/2020) was provided, clarifying the below matters:

- Studies for the stepped rear elevation.
- Height of the parapet.
- Obscure window to bike store, also mentioned within Section 7.3.
- Internal layouts.

#### **4. RELEVANT PLANNING HISTORY**

- 4.1 05/P1948: DISPLAY OF EXTERNALLY ILLUMINATED STATIC DISPLAY 96 SHEET ADVERTISING HOARDING – Grant Advertisement Consent 04/10/2005
- 4.2 02/P2660: DISPLAY OF AN EXTERNALLY ILLUMINATED 96 SHEET ADVERTISEMENT HOARDING – Granted 25/04/2003
- 4.3 00/P1676: DISPLAY OF AN INTERNALLY ILLUMINATED ADVERTISEMENT ON A FREE STANDING UNIT – Granted 19/10/2000
- 4.4 00/P0414: DISPLAY OF AN INTERNALLY ILLUMINATED ADVERTISEMENT ON A FREE STANDING UNIT – Refused 20/04/2000  
Reason - The proposed sign, by reason of its size and siting, would be an incongruous feature in the streetscene, detrimental to the visual amenities of the locality and the character and appearance of the Mitcham Town Centre, contrary to Policies EB.23, EB.29 and EB.33 of the Adopted Unitary Development Plan (April 1996) and Policies BE.37, BE.39, BE.43, and BE.44 of the Revised Deposit Draft Unitary Development Plan (September 1999).
- 4.5 MER434/78: EXTENSION TO LORRY PARK – Refused 28/09/1978
- 4.6 MER786/75: ALTERATIONS TO ENTRANCE AND EXIT – Deemed consent 11/12/1975

#### **5. CONSULTATION**

##### **External**

- 5.1 Public consultation was undertaken by way of letters sent to 131 neighbouring properties. Majors site notice was displayed and a press notice advertised in the local paper.
- 5.2 7 representations were received to the proposal. 3 comments and 4 objections.
- 5.3 2 comments received by Wimbledon Swift Group and Swift Conservation raising awareness of the building project's potential to include to provide a new nesting site for swifts. 1 comment received commenting on loss of parking/taxi drop off space, but it will benefit neighbouring residents by removing the venue for noisy nocturnal nuisances which have been regularly reported to the police, Councillors and MP.
- 5.4 Mitcham Society raised the following concerns:
- Design. The blocky, monolithic design takes little inspiration from its surroundings. Inset balconies on one corner jar against protruding balconies on another. Overly tall 'folded' upper storey appears entirely detached. Flat roof design has no relationship with surrounding housing. Design is poor in relation to surrounding townscape.
  - Height. 5 floors is one storey too tall for the surrounding townscape.
  - Frontage and landscaping. Maintenance of the landscaping/planters, expectation of planning condition to ensure these are adequately maintained.
  - Lighting. Impact of lighting on residents and wildlife.
  - Apartment design. Ground and first floors include a single aspect dwelling.
  - Solar/PV. The proposed development has a flat roof but no provision for PVs.
  - Affordable housing. This is one of four proposed developments by Merantun, and Elm is chosen to deliver all the affordable housing requirement. Whilst Merton Council's aspiration to build new affordable housing, we deplore its execution.

- 5.5 Objections from the public are summarised as below:
- Overdevelopment and over-enclosure in the context of the surrounding site;
  - Would be improved with fewer floors, being set further back from London Road and having a higher provision of trees;
  - No thought seems to have been given to the provision of commercial/retail units on ground floor;
  - To consider ways in which the development can minimise fly-tipping;
  - Loss of car parking for local businesses.
- 5.6 A 14 day re-consult was carried out 22/05/2020, no further comments from the public were received.
- 5.7 Thames Water – General waste and water comments provided, if the application were minded to be approved a number of informatives have been provided.
- 5.8 Design Review Panel – During the pre-application stage, the schemes were put forward to the Design Review Panel (DRP) twice before submission of the main planning application: 23 April 2019 and 29 October 2019. During the DRP in April, the scheme received an Amber verdict, and at DRP in October, the scheme received a Green verdict.

The notes from the October meeting:

The Panel felt this was a really successful scheme in a harsh environment. The architecture was commended and the building addressed each side positively. It was felt the applicant had successfully addressed comments from the previous review. The design exhibited elements of past eras of public housing and built on them positively. The darker brick and bronze glazed tile were felt appropriate for the harsh and likely polluted environment.

The faceted upper floor was well liked though slightly disappointing that this was not evident internally. It was felt that careful attention to detail was required in order to ensure quality was maintained throughout the planning and construction process.

The join between the two types of brick needed to be carefully executed, as did the balcony detail.

The roof was the only disappointment for the Panel. This was seen as a missed opportunity as it was a simple plain roof that has no roof garden, green/brown roof design or photovoltaic/solar panels. Therefore the high parapet was seen as an unnecessary extension in height. However, the Panel's preference was to retain the parapet and put the roof space to good environmental use.

On the ground floor it was suggested that the flats would benefit from triple glazing the windows and the panel sought clarification on separation distances at the rear, which it had no issue with. Overall the Panel were very positive about the proposal.

Verdict: GREEN

#### **Internal**

- 5.9 Tree officer – No objection to the proposal on arboricultural grounds. The proposed landscaping is acceptable, and more details should be secured through planning condition. In terms of the trees, further conditions are also recommended should the application be minded for approval.

5.10 Ecology – The site does not have any Local Plan environmental policy designations. The recommendations set out in the Preliminary Ecological Appraisal are reasonable and should be incorporated as relevant planning conditions, to ensure net biodiversity gain on the site.

5.11 Transport officer – The site is presently occupied by Elm Nursery car park. This is a LB Merton 24-hour pay-and-display car park with 36 spaces.

There is suitable alternative of parking available in the nearby multi-storey car park (St Mark's Car Park), where a number of levels have been closed off due to poor usage. The thrust of Transport policy is to promote active travel and public transport plus reducing car dependency (Third Local Implementation Plan, 2019 [LIP3]). The emerging Local plan and Climate Emergency action plan also picks up on this theme. From Transport's perspective, there is no great concern at the loss of the car park. Transport officers also note that management of Elm Nursery car park has been an on-going problem with unlawful occupation and has been shut since March earlier this year.

The site has a Public Transport Accessibility Level (PTAL) of 5, which indicates a good level of accessibility to public transport. The site is not located within a Controlled Parking Zone and consequently the surrounding streets do not contain parking restrictions.

Car parking - On-site parking will only be provided for the disabled units within the building. There will be a total of two parking bays on-site for those residents. This provision is compliant with the Draft London Plan (2018). Aside from the two blue badge spaces, the proposed development will be car-free.

Cycle Parking - The London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space for cycles: 1 per studio and one bed dwellings; and 2 per all other dwellings. Long stay cycle parking should be secure and undercover.

Waste Collection - Given there is an already established collection route along London Road, it is not considered the proposal would have a detrimental impact on the waste collection services in the area. The waste provision as indicated will be adequate to meet the weekly waste output of the development in accordance with LB Merton guidance.

Recommendation: No objection in principle to the development. The following conditions should apply to any planning approval:

- Condition requiring the provision of disabled parking bays.
- Condition requiring Cycle parking.
- Details of refuse storage arrangements.
- Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.

5.12 Highways officer – conditions and informatives have been recommended should the application be minded for approval.

5.13 Climate Change – The Council declared a climate emergency in July 2019 and will shortly be adopting an action plan asking that developers maximise sustainability in schemes. Whilst the original proposal sought to surpass Merton's minimum policy

standards, the applicants are seeking further solutions to apply additional measures to promote sustainability – such as the provision of PVs on the roof.

Energy statements are being updated accordingly and shall be reviewed by the Council's Climate Change officer, any further changes to this arrangement shall be reported to the LPA.

5.14 Environmental Health –

- The development site is in an area that is exposed to elevated levels of noise, predominantly road traffic. The submitted noise assessment concludes that, with a suitable level of glazing for sound insulation and minimum levels of ventilation to comply with the Building Regulations, the required level of mitigation can achieve the internal noise criteria within the dwellings. This will be the minimum standard.
- In this instance opening windows would significantly increase the internal noise level. It is very likely future occupiers will wish to open windows for ventilation and cooling, given the only other provision would be through trickle vent systems.
- Given the external noise environment and the location of this site the developer should consider going beyond the minimum standard and consider the installation of a mechanical ventilation system with their final design specification.
- The new development proposed is close to existing noise-generating uses, so the applicant will need to design them in a more sensitive way to protect the new occupiers. The onus is on the new use to ensure its building is designed to protect residents from noise impacts or ensure there is a clause that restricts future occupiers for instigating action for the existing noise source/activity.
- In light of the above observations, conditions have been recommended should the application be minded for approval.

5.15 Waste services – The collection vehicle should be able to access the site with ease and approach the waste collection area (on the eastern side of the development) within a maximum distance of 10m.

5.16 Met Police - Secure by Design – Having given due consideration to the details of the security and safety features from the information provided. The design and access statement mentions SBD in section 7.5.1. I have only a few comments and recommendations.

The proposed boundary treatment appears to be a low wall, its design should eliminate the chance of being used as seating.

There appears to be a window within the cycle store, this should be removed or obscured.

**6. POLICY CONTEXT**

6.1 NPPF - National Planning Policy Framework (2019):

Part 5 Delivering a sufficient supply of homes

Part 9 Promoting sustainable transport

Part 11 Making effective use of land

Part 12 Achieving well-designed places

Part 14 Meeting the challenge of climate change, flooding and coastal change

6.2 London Plan 2016:

3.3 Increasing housing supply

- 3.4 Optimising housing potential
  - 3.5 Quality and design of housing developments
  - 3.8 Housing choice
  - 3.9 Mixed and balanced communities
  - 3.10 Definition of affordable housing
  - 3.11 Affordable housing targets
  - 3.12 Negotiating affordable housing
  - 3.13 Affordable housing thresholds
  - 5.1 Climate change mitigation
  - 5.2 Minimising carbon dioxide emissions
  - 5.3 Sustainable design and construction
  - 5.13 Sustainable drainage
  - 5.17 Waste Capacity
  - 6.3 Assessing effects of development on transport capacity
  - 6.9 Cycling
  - 6.11 Smoothing traffic flow and easing congestion
  - 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 and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
  - 8.2 Planning obligations
  - 8.3 Community infrastructure levy
- 6.3 Merton Sites and Policies Plan July 2014 policies:  
 DM D1 Urban design and the public realm  
 DM D2 Design considerations in all developments  
 DM EP4 Pollutants  
 DM H2 Housing mix  
 DM H3 Support for affordable housing  
 DM T1 Support for sustainable transport and active travel  
 DM T2 Transport impacts of development  
 DM T3 Car parking and servicing standards  
 DM T5 Access to road network
- 6.4 Merton Core Strategy 2011 policy:  
 CS 2 Mitcham Town Centre  
 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 17 Waste management  
 CS 18 Transport  
 CS 20 Parking servicing and delivery
- 6.5 Supplementary planning documents  
 Accessible London SPG – October 2014  
 London Housing SPG 2016  
 Technical Housing standards – nationally described space standards 2015  
 Affordable Housing and Viability SPG – August 2017

## **7. PLANNING CONSIDERATIONS**

7.1 The key planning considerations of the proposal are as follows:

- Principle of development
- Design and impact upon the character and appearance of the area
- Impact upon neighbouring amenity
- Standard of accommodation
- Transport, parking and cycle storage
- Refuse
- Sustainability
- Affordable housing
- Other matters
- Developer contributions

### **7.2 PRINCIPLE OF DEVELOPMENT**

#### **Loss of car park**

7.2.1 Elm Nursery Car Park is currently identified within Merton's sites and Policies Plan (2014) as 'Site Proposal 33', the strategic planning factor is described as follows: "this site is identified as part of a larger area in the Mitcham Supplementary Planning Document 2006 as being suitable for residential uses (C3 use class)". And, in Merton's new Local Plan 2020 (draft, currently under review following Stage 2 consultation which was held between 31 October 2018 and 28 January 2019), Elm Nursery Car Park continues to be identified as an opportunity site for development – 'Site Mi4', the Council's proposed site allocation is for residential (C3) use.

7.2.2 Elm Nursery Car Park is currently designated as the Council's off-street lorry and coach parking area. The car park has been shut since March 2020. The redevelopment of the existing car park would be in line with policy as the site has been identified, in the existing and new Local plan, for residential use. Reallocation of the facility for lorry and coach parking will be determined between Parking Services and the Future Merton team. Officers note, there are a number of car parks within Merton which would provide alternate and ample parking facilities: Sibthorpe Car Park and St Mark's Road Car Park.

7.2.3 There is no policy protecting the use of land for open air car parking. Transport officers have also been consulted and identified suitable alternative of parking available in the nearby multi-storey car park (St Mark's Roach Car Park, with 8 levels and 277 spaces), where a number of levels have been closed off due to poor usage. The thrust of Transport policy is to promote active travel and public transport plus reducing car dependency (Third Local Implementation Plan, 2019 [LIP3]), and the emerging Local plan and Climate Emergency action plan also picks up on this theme. Of further note, historically, Elm Nursery car park has been an on-going problem with unlawful occupation and was shut earlier this year in March.

7.2.4 So, considering Transport's perspective and given the direction of travel of the draft Local plan, redevelopment of the existing car park for housing would be in line with the draft site designation and a suitable edge of town centre use. It is also noted Elm Nursery Car Park has historically

### **Erection of residential development**

- 7.2.5 The National Planning Policy Framework, London Plan Policy 3.3 and the Council's Core Strategy Policy CS8 and CS9 all seek to increase sustainable housing provision and access to a mixture of dwelling types for the local community, providing that an acceptable standard of accommodation would be provided. Policy 3.3 of the London Plan 2016 also states that boroughs should seek to enable additional development capacity which includes intensification, developing at higher densities.
- 7.2.6 The emerging London Plan, now accorded moderate weight in recent appeal decisions issued by the Secretary of State, and anticipated to be adopted in the coming months, will signal the need for a step change in the delivery of housing in Merton. Table 3.1 of the London Plan identifies that LBM has an annual housing target of 411 units, or 4,107 over the next ten years. However, this minimum target is set to increase significantly to 918 set out in the 'London Plan Examination in Public Panel Report Appendix: Panel Recommendations October 2019', and which is expected to be adopted later this year.
- 7.2.7 Policy H1 'Increasing housing supply' (Draft London Plan Policy) and Table 4.1 of the draft London Plan sets Merton a ten-year housing completion target of 13,280 units between 2019/20 and 2028/29 (increased from the existing 10-year target of 4,107 in the current London Plan). However, following the Examination in Public (mentioned above) this figure of 13,280 has been reduced to 9,180.
- 7.2.8 Merton's latest Annual Monitoring Report 2018/19 concludes that in the years 2011-2016, 2,573 new homes were delivered which is 52% over the target. For the years 2021-26, the provision of additional homes is projected at 3,269 new homes, 59% over the target. All of the home completions this financial year were on small sites of less than 0.25 hectares in size. All of the schemes except one delivered 10 homes or fewer, with one scheme of 11 homes. Merton has always exceeded the London Plan housing target, apart from 2009/10 and this year 2018/19.
- 7.2.9 But, the increased target set of 918 units per year in the draft London Plan will prove considerably more challenging, and will require a step change in housing delivery within Merton.
- 7.2.10 Policy CS2 encourages new development in the areas surrounding the Mitcham Town Centre to improve the overall environment of these areas by providing quality shopping, housing, community facilities and good transport links.
- 7.2.11 Proposing a wholly residential development would not be considered contrary to the character of the area. Whilst noted the site does lie within a section of London Road which displays a mix of residential and commercial uses, the site itself is not designated within Mitcham Town Centre nor does it form an area of primary/secondary shopping frontages, so there is not a prescriptive need to propose a commercial premise. This is also demonstrated by the wholly residential blocks west and south of the application site.
- 7.2.12 The proposal would make effective use of the land by providing 21 residential units, thereby addressing adopted policy and increasing the provision of additional homes through a suitably dense development.
- 7.2.13 Although, whilst the introduction of residential use to the development site would respond positively to London Plan, draft London Plan and Core Strategy planning policies to increase housing supply, optimise the site and support provision of additional housing, the development scheme is also subject to all other planning

considerations being equally fulfilled and compliant with the policies referred to in Section 6.

### **Housing mix**

- 7.2.14 Policy DM H2 of Merton's Sites and Policies Plan requires development to create socially mixed communities, catering for all sectors of the community by providing a choice of housing with respect to dwelling size and type in the borough. Residential development proposals will be considered favourably where they contribute to meeting the needs of different households such as families with children, single person households and older people by providing a mix of dwelling sizes, taking account of the borough level indicative proportions concerning housing mix. Policy 3.8 of the London Plan requires new developments offer a genuine choice of homes that Londoners can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environment.
- 7.2.15 Merton's Core Strategy Policy CS 8 requires 10% of new housing to be wheelchair accessible or easily adaptable for residents who are wheelchair users.
- 7.2.16 The scheme provides the following unit mix:
- 13 x 1-bed units (62%)
  - 8 x 2-bed units (38%)
  - Of which approximately 10% would be fully wheelchair accessible units.
- 7.2.17 The proposals would deviate from the indicative housing mix set out in the Sites and Policies Plan which envisages a broadly equal split between 1, 2 and 3 bedroom (and larger) units. This mix is informed by a number of factors, including Merton's Strategic Housing Market Assessment (SHMA 2010). Further work is being undertaken as part of the preparation of a new local plan. Merton's Strategic Housing Needs (Market) Assessment was published in July 2019.
- 7.2.18 Mitcham has the highest percentage of 3 bedroom houses than the borough average (based on 2011 census data) and so, an assessment is required as to whether a focus on smaller units would be harmful to the area and whether by focusing on smaller units the development fulfils other planning objectives such as optimising housing output.
- 7.2.19 The site is within an area of high public transport accessibility, so attractive to those needing to regularly commute and can rely less on the ownership of cars. Furthermore, the site fronts a main road with limited space to deliver garden sizes which would be expected for a more traditional family dwelling setting, accommodation for families are also more attractive with the provision of car parking facilities.
- 7.2.20 So, whilst the proposal of only smaller units would not strictly adhere to the indicative borough mix set out above, the proposed housing mix would in fact respond realistically to the characteristics of the site and its location whilst still promoting policy objectives of Policies 3.8 and 3.9 of the London Plan. Therefore, officers consider that the proposed housing mix would be acceptable in this instance. The scheme will also provide 10% fully wheelchair accessible units, helping contribute to the stock of housing for all sectors of the community and assisting in creating socially mixed communities.

### **7.3 CHARACTER AND APPEARANCE**

- 7.3.1 The NPPF states that developments should function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Developments should ensure that they are visually attractive as a result of good

architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change (such as increased densities).

- 7.3.2 Policies CS14, DMD1 & DMD2 require that new development reflect the best elements of the character of the surrounding area, or have sufficient distinctive merit so that the development would contribute positively to the character and appearance of the built environment. Policy DM D2 of Merton's Sites and Policies Plan requires development to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area and to use appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting. The requirement for good quality design is further supported by the London Plan London Plan Policies 7.4 and 7.6.
- 7.3.3 In this area of London Road, the buildings exhibit a range of heights and mix of architectural styles. Elm Court is a 1930-40s block of 3-4 storeys with a hipped roof form, Sir Arthur Bliss Court a late 80s/early 90s residential retirement (sheltered accommodation) development of 3-4 storeys. Further north of London Road, toward the junction, are buildings of up to 4 and 5 storeys height with flat roof designs (Pathway Lodge and Churchill House).
- 7.3.4 The proposed development comprises a single urban block of 5 storeys facing toward London Road and at the rear, the elevation gradually steps down at an angled form - which mimics the line of the rear site boundary. The building's design is fairly simple, but incorporates a decorative folded roof form to add interest to the elevations and would assist visually breaking down the scale of the building.
- 7.3.5 The mass of the building would be further reduced through the cutaway balconies at the front corners and corners of the rear roof level (fourth floor), which would be finished in a different brick materiality. The elevations are also further broken down by recessed columns, which relate to the internal circulation space, on the north and south elevations - as well as the stepped rear elevation as mentioned previously.
- 7.3.6 The Secure by Design officer noted a window within the cycle store, recommending this should be removed or obscured to enhance safety. The applicant's Design and Access Statement addendum confirms this window will be obscure glazed.
- 7.3.7 The proposed height of the building is considered acceptable along this section of London Road and would not appear out of character where there are a number of neighbouring tall structures. Given the building's height, the design seeks to avoid the potential appearance of large monotonous flank elevations by introducing suitable cutaway details (balconies) and window recesses to create depth, as well as a stepped rear elevation. The roof detailing adds character to the building as well as breaking up the scale of the elevations. The development would be considered a positive contribution to the London Road streetscene.
- 7.3.8 The proposals would introduce dwellings alongside an existing footpath linking London Road to Feltham Road, this would allow opportunity for natural surveillance over this. Yet, given the existing limited street lighting along this area, the development would potentially introduce increased shading, resulting in a dark alley-like passageway which might be attractive for burglars. So as to reduce such opportunities and to mitigate any potential negative impact, and to encourage active and sustainable pedestrian movement, in line with the objectives of adopted design policy DM D2 and

transport policy DM T1, environmental improvements to the path may reasonably be secured via an appropriate legal agreement.

#### 7.4 NEIGHBOURING AMENITY

- 7.4.1 SPP Policy DM D2 states that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of loss of light, quality of living conditions, privacy, visual intrusion and noise.

##### **117-125 London Road**

- 7.4.2 The northern adjacent building is a single storey warehouse/industrial style structure (operating as 'World Foods') of around 60m in depth with a maximum height of 9m height, set back from London Road by approximately 17m providing an area of front car parking. However, given the orientation of the proposed development further forward toward London Road than 117-125 and retention of an appropriate separation distance, around 10m, there is not considered to be an unduly impact toward neighbouring amenity of the commercial premise.

##### **Feltham Road**

- 7.4.3 The rear of the proposed building displays a number of balconies, but shall be stepped in design. So, whilst this design approach assists in breaking up the massing of the building, it would also provide increased separation distances between the higher levels of the development and the existing terrace dwellings. So, between the first floor balconies and the rear of the properties on Feltham Road would be a distance of around 19m, the second floor balconies would display a setback of around 22m, the third floor around 21-25m and the fourth/fifth floors of up to 21-26m.

- 7.4.4 As set out in the London Housing SPG: "planning guidance for privacy has been concerned with achieving visual separation between dwellings by setting a minimum distance of 18 – 21m between facing homes (between habitable room and habitable room as opposed to between balconies or terraces or between habitable rooms and balconies/terraces)". Therefore, it is considered the proposed separation would be considered to retain adequate privacy within the existing gardens.

##### **Elm Court**

- 7.4.5 The proposed building would exhibit a height increase of around 5m from the 3 storey element of Elm Court and around 2m from the 4 storey element. However, between the northern (rear) elevation of Elm Court and the proposed development would be a separation distance of approximately 16m (measured from Elm Court's western projecting 'wing') to 30m (measured from the rear displaying the external walkways). So, whilst the proposal would exhibit an increased height from Elm Court, a substantial setback is retained so would not raise significant concerns in terms of overshadowing or outlook.

##### **Sir Arthur Bliss Court**

- 7.4.6 The proposed development would be separated from Sir Arthur Bliss Court by London Road, the separation gap between would be approximately 25-31m. It is considered this would be a sufficient distance so as not to negatively impact neighbouring amenity.

## 7.5 STANDARD OF ACCOMODATION

### Internal

- 7.5.1 Policy 3.5 of the London Plan 2016 requires housing development to be of the highest quality internally and externally, and should satisfy the minimum internal space standards (specified as Gross Internal Areas –GIA) as set out in Table 3.3 of the London Plan. Table 3.3 provides comprehensive detail of minimum space standards for new development; which the proposal would be expected to comply with. Policy DMD2 of the Adopted Sites and Policies Plan (2014) also states that developments should provide suitable levels of sunlight and daylight and quality of living conditions for future occupants.

	Level	Type	Storeys	Proposed GIA (sqm)	Required GIA (sqm)	Compliant
Unit 1	Ground	2b4p	1	86	70	Yes
Unit 2	Ground	1b2p	1	51	50	Yes
Unit 3	Ground	1b2p	1	50	50	Yes
Unit 4	Ground	1b2p	1	60	50	Yes
Unit 5	First	1b2p	1	50	50	Yes
Unit 6	First	2b4p	1	80	70	Yes
Unit 7	First	1b2p	1	50	50	Yes
Unit 8	First	1b2p	1	52	50	Yes
Unit 9	First	2b4p	1	76	70	Yes
Unit 10	Second	1b2p	1	50	50	Yes
Unit 11	Second	2b4p	1	80	70	Yes
Unit 12	Second	2b4p	1	73	70	Yes
Unit 13	Second	1b2p	1	50	50	Yes
Unit 14	Third	1b2p	1	50	50	Yes
Unit 15	Third	2b4p	1	80	70	Yes
Unit 16	Third	2b4p	1	72	70	Yes
Unit 17	Third	1b2p	1	50	50	Yes
Unit 18	Fourth	1b2p	1	51	50	Yes
Unit 19	Fourth	2b4p	1	74	70	Yes
Unit 20	Fourth	1b2p	1	50	50	Yes
Unit 21	Fourth	1b2p	1	50	50	Yes

- 7.5.2 As demonstrated by the table above, all the units would comply with the minimum space standards.

- 7.5.3 All but two of the units would be dual aspect, Unit 3 on the ground floor and Unit 8 on the first floor. However, both these would have a south-east aspect, so would achieve sufficient sunlight and daylight. Unit 3 (a 2 bed unit) would have access to a generous 107sqm garden and Unit 8 (a 1 bed unit) would also be provided with an amenity area exceeding minimal standards (shown in the table further), doors and windows from the amenity area would open immediately into the bedroom and living room spaces providing the units maximum access to light and ventilation.

### External

- 7.5.4 In accordance with Merton Site's and Policies Policy DMD2, all new houses are required to provide a minimum garden area of 50 sqm as a single usable regular shaped amenity space. For flatted dwellings, a minimum of 5sqm of private outdoor space should be provided for 1-2 person flatted dwellings (also specified in the Mayor's

Housing Supplementary Planning Guidance) and an extra 1 sqm should be provided for each additional occupant.

	Type	Proposed amenity (sqm)	Required amenity (sqm)	Compliant
Unit 1	2b4p	107	7	Yes
Unit 2	1b2p	69	5	Yes
Unit 3	1b2p	38	5	Yes
Unit 4	1b2p	41	5	Yes
Unit 5	1b2p	6	5	Yes
Unit 6	2b4p	7.5	7	Yes
Unit 7	1b2p	10	5	Yes
Unit 8	1b2p	10	5	Yes
Unit 9	2b4p	10	7	Yes
Unit 10	1b2p	6	5	Yes
Unit 11	2b4p	7.5	7	Yes
Unit 12	2b4p	12.2	7	Yes
Unit 13	1b2p	35	5	Yes
Unit 14	1b2p	6	5	Yes
Unit 15	2b4p	7	7	Yes
Unit 16	2b4p	8	7	Yes
Unit 17	1b2p	5	5	Yes
Unit 18	1b2p	6	5	Yes
Unit 19	2b4p	7	7	Yes
Unit 20	1b2p	5	5	Yes
Unit 21	1b2p	6	5	Yes

7.5.5 As demonstrated by the table above, all the units would provide sufficient external amenity areas.

## 7.6 TRANSPORT, PARKING AND CYCLE STORAGE

7.6.1 Core Strategy Policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, street parking or traffic management. Cycle storage is required for all new development in accordance with London Plan Policy 6.9 and Core Strategy Policy CS18. It should be secure, sheltered and adequately lit and Table 6.3 under Policy 6.13 of the London Plan stipulates that 1 cycle parking space should be provided for a studio/1 bedroom unit and 2 spaces for all other dwellings.

7.6.2 The Transport officer has been consulted and has observed that the site has a PTAL of 5, which is very good (measured on a scale of 0 to 6b, 0 being the worst), and also not located in a Controlled Parking Zone, so consequently the surrounding streets do not contain parking restrictions.

7.6.3 The proposed development would provide 2x off street parking spaces for the wheelchair accessible units. Aside from this, the proposed development will be car-free. Given the high accessibility of the area with immediate access to various modes of public transport – bus, rail, tram, it is considered a car free development would be suitable and there would not be an unacceptable increase in demand for on-street parking which would put increased pressure on the unrestricted surrounding streets.

7.6.4 In relation to cycle storage, the London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space for cycles: 1 per studio and one bed dwellings; and 2 per all other dwellings. The proposed development would provide a cycle store containing 36 cycle spaces. The number of units indicate that 29 cycle spaces would be required. Therefore, the proposed provision would exceed the minimum requirement and is considered acceptable.

## 7.7 REFUSE

7.7.1 The London Plan Policy 5.17 and Merton Core Strategy Policy CS17 require new developments to show capacity to provide waste and recycling storage facilities.

7.7.2 Merton's Waste and Recycling Storage Requirements require that residents do not have to walk more than 30metres to dispose of their waste and recycling in accordance to Building Regulations 2002, Part H. The collection vehicle shall be able to approach the container store or collection point within a maximum distance of 10 metres.

7.7.3 There is an existing dropped kerb on the site which would be utilised for the off-street parking spaces, there is sufficient depth located at the front of the parking spaces to accommodate a refuse vehicle to stop on site for collection. This is considered a suitable refuse strategy to refuse vehicle stopping on London Road on collection days. The pull distance from the refuse loading bay to the refuse store would be less than 10m.

## 7.8 SUSTAINABILITY

7.8.1 All major residential development proposals will need to demonstrate:

- a) Compliance with Merton's Core Planning Strategy Policy CS15 Climate Change (parts a-d) and the Policies in outlined in Chapter 5 of the London Plan (2016) through submission of a detailed energy strategy.
- b) Proposals will need to demonstrate compliance with zero emissions target outlined in Policy 5.2 of the London Plan (2016):
  - i. Development proposals must achieve a minimum on-site emissions reduction target of a 35% improvement against Part L 2013, with the remaining regulated emissions (to 100% improvement against Part L 2013) to be offset through *cash in lieu contribution*, and secured via Section 106 agreement. The contribution will be used to enable the delivery of carbon dioxide savings elsewhere in the borough;
  - ii. The cash in lieu contribution will be collected according to the methodology outlined in the Mayor's Sustainable Design and Construction SPG. This will require each tonne of CO<sub>2</sub> shortfall to be offset at a cost of £60 per tonne for a period of 30 years (i.e. 60 x 30 = £1800 per tonne CO<sub>2</sub>);
  - iii. Major residential developments will be expected to calculate and demonstrate the cumulative CO<sub>2</sub> emissions savings to be offset through cash in lieu contribution (in accordance with the above approved methodology, and in line with the Mayor's guidance on preparing energy assessments as part of their submitted energy strategy.

- c) Achieve wholesome water consumption rates not in excess of 105 litres per person per day.

7.8.2 The Council declared a climate emergency in July 2019 and will shortly be adopting an action plan asking that developers maximise sustainability in schemes. Whilst the original proposal sought to surpass Merton's minimum policy standards, the applicants are seeking further solutions to apply additional measures to promote sustainability – such as the provision of PVs on the roof. Energy statements are being updated accordingly and shall be reviewed by the Council's Climate Change officer. Officers consider that this should not impede the determination of the application and that the application of a combination of suitably robust conditions along with legal requirements to secure appropriate carbon offset contributions would ensure that the scheme met adopted standards or mitigated the impact of the development were any shortfall to arise.

## 7.9 AFFORDABLE HOUSING

7.9.1 This matter is assessed within a separate overarching report, which links the 4 Merantun Development applications.

## 7.10 OTHER MATTERS

### **Trees and Ecology**

7.10.1 Policy DM O1 requires protection and enhancement of open space and to improve access to open space. The Council will continue to protect Metropolitan Open Land (MOL) and designated open spaces from inappropriate development in accordance with the London Plan and government guidance. And Policy DM O2 seeks to protect and enhance biodiversity, particularly on sites of recognised nature conservation interest. To protect trees, hedges and other landscape features of amenity value and to secure suitable replacements in instances where their loss is justified.

7.10.2 The Council's Tree officer raises no arboricultural objection to the proposed development. The proposed landscaping is acceptable and more details should be secured through a planning condition. In terms of the trees, conditions have been recommended.

7.10.3 The site does not have any Local Plan environmental policy designations. The Council's Ecology officer has been consulted and following review of the submitted ecological report, considers the recommendations set out are reasonable and should be incorporated as relevant planning conditions, to ensure net biodiversity gain on the site.

### **Archaeology**

7.10.4 The site is not located within an Archaeological Priority Area, therefore, the proposed works are not considered to have an impact in relation to archaeological matters.

## 7.11 DEVELOPER CONTRIBUTIONS

7.11.1 The proposed developments would all be subject to payment of the Merton Community Infrastructure Levy and the Mayor of London's Community Infrastructure Levy (CIL). In addition to delivering affordable housing, carbon offset contributions and

environmental improvements to the footpath link are envisaged in order to deliver an acceptable scheme.

## **8. CONCLUSION**

8.1 It is considered the loss of the existing car park is appropriate as suitable alternative parking facilities are identified within close proximity in the Town Centre. The redevelopment of the site would allow for the intensification of the land to deliver housing, and the proposal of a wholly residential building would not be considered contrary to the character of this section of London Road. The modern architectural design of the building would make a positive contribution to the streetscene, and the building would also not have a harmful impact toward the amenity of neighbouring properties. The proposals also provide a sound basis for securing modest albeit valuable environmental improvements.

8.2 It is therefore recommended to grant planning permission subject to conditions; and an appropriate legal agreement in relation to carbon offset contributions, environmental improvements, and affordable housing provision linking all 4 Merantun Development sites.

## **RECOMMENDATION**

Grant planning permission subject to the completion of an appropriate legal agreement to deliver the following:

- Affordable housing as part of a comprehensive 4 site development package which includes this site;
- Carbon offset financial contributions;
- Restrictions on parking permit eligibility.
- Environmental improvements to footpath along northern boundary.

And the following conditions:

1. A1 Commencement of Development
2. A7 Approved Plans  
B1 External Materials to be approved – prior to commencement of development (other than site preparation and works up to DPC level)
3. B4 Details of surface treatment – Prior to occupation of development, further details of the surfacing of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, footpaths, hard and soft shall be submitted in writing for approval by the Local Planning Authority (providing specification of product where appropriate). The development shall not be occupied until the details have been approved and works to which this condition relates have been carried out in accordance with the approved details.
4. B5 Details of Walls/Fences – Prior to occupation of development, further details (providing specification of product where appropriate) of boundary walls and fences shall be submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be occupied until the details are approved and carried out in accordance with the approved details. The walls and fencing shall be permanently retained thereafter.
5. C03 Obscure Glazing – before the development is first occupied, the cycle store window on the ground floor northern elevation shall be obscure glazed, and shall be permanently maintained as such thereafter.

6. C07 Refuse & Recycling (details to be submitted) – No development shall be occupied until a scheme for the storage of refuse and recycling has been submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be occupied until the scheme has been approved and carried out in full. Those facilities and measures shall thereafter be retained for use at all times from the date of first occupation.
7. D10 External Lighting – Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.
8. Non-standard condition – Notwithstanding the lightning strategy shown on page 14 of the ‘Landscape Planning Statement’ (ref: ExA\_1930\_EN\_Planning\_Statement Rev C), an amended lighting scheme with specification of lighting products to be installed on the site shall be submitted to the Council for approval prior to occupation of the development.
9. D11 Construction Times – No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.
10. F01 Landscaping/Planting Scheme – Notwithstanding the Planting Plan layout shown on drawing ref: ExA\_1930\_EN\_201 Rev C and the Tree & Planting strategy within the ‘Landscape Planning Statement’ (ref: ExA\_1930\_EN\_Planning\_Statement Rev C), a further detailed landscaping and planting scheme shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development, these works shall then be carried out as approved before the occupation of the buildings hereby approved unless otherwise agreed in writing by the Local Planning Authority. The details shall include on a plan, full details of the size, species, spacing, quantities and location of proposed plants, together with any hard surfacing, means of enclosure, and indications of all existing trees, hedges and any other features to be retained, and measures for their protection during the course of development.
11. F05 Tree Protection – The details and measures for the protection of the existing trees as specified in the approved document ‘BS 5837:2012 Tree Survey, Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement for proposed residential development at Elm Nursery Car Park, Mitcham, London Borough of Merton – Version 2’, dated 20<sup>th</sup> August 2019, shall be fully complied with. The methods for the protection of the existing retained trees shall fully accord with all of the measures specified in the report from the commencement of any site works and until the conclusion of all site works.
12. F08 Site Supervision – The details of the approved document approved document ‘BS 5837:2012 Tree Survey, Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement for proposed residential development at Elm Nursery Car Park, Mitcham, London Borough of Merton – Version 2’, dated 20<sup>th</sup> August 2019, shall include the retention of an arboricultural expert to monitor and report to the Local Planning Authority not less than monthly the status of all tree works and tree protection measures throughout the course of the demolition and site works. A final Certificate of Completion shall be submitted to the Local Planning Authority at the conclusion of all site works.

13. Non-standard condition (ecology) – The recommendations set out in the ‘Preliminary ecological appraisal, bat roost assessment and tree survey of Elm Nursery Car Park, London Road, Mitcham, London Borough of Merton’ by CGO Ecology Ltd, dated 16/08/2019, shall be followed/incorporated into the development scheme throughout the construction process and prior to occupation of the development.
14. H02 Vehicle Access to be provided – The development hereby approved shall not be occupied until the proposed vehicle access has been sited and laid out in accordance with the approved plans.
15. H03 Redundant Crossovers – The development shall not be occupied until the existing redundant crossover have been be removed by raising the kerb and reinstating the footway in accordance with the requirements of the Highway Authority.
16. H04 Provision of Vehicle Parking – The 2 off-street disabled parking spaces shown on the approved plans shall be provided before the occupation of the buildings or use hereby permitted and shall be retained for parking purposes for occupiers and users of the development and for no other purpose.
17. H06 Cycle Parking (Details to be submitted) – No development shall be occupied until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.
18. Non-standard condition (sustainability) – No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 35% improvement on Part L regulations 2013, and wholesome water consumption rates of no greater than 105 litres per person per day.
19. Non-standard condition (Noise) – Due to the potential impact of the surrounding locality on the residential development, a scheme for protecting residents from noise shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing. The scheme is to include acoustic data for the glazing system and ventilation system. The internal noise levels shall meet those within BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings and ProPG: Planning and Noise – Professional Practice Guide, Publ: (ANC, IOA, CIEH) May 2017 as a minimum. The approved scheme shall be implemented in accordance with the agreed details.
20. No development shall take place until a Demolition **and** Construction Logistics Plan (including a Construction Management plan in accordance with TfL guidance) has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period.

The Statement shall provide for:

- hours of operation
- the parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development

- the erection and maintenance of security hoarding including decorative -displays and facilities for public viewing, where appropriate
- wheel washing facilities
- measures to control the emission of noise and vibration during construction.
- measures to control the emission of dust and dirt during construction/demolition
- a scheme for recycling/disposing of waste resulting from demolition and construction works

### Informatives

1. INF 01 Party Walls Act
2. INF 08 Construction of Accesses – It is Council policy for the Council's contractor to construct new vehicular accesses. The applicant should contact the Council's Highways Team prior to any work starting to arrange for this work to be done.
3. INF 09 Works on Public Highway
4. INF 12 Works affecting the public highway
5. INF 20 Street naming and numbering
6. INF Sustainability
7. INF Swifts
8. INF Thames Water
9. Note to Applicant – approved schemes