

**PLANNING APPLICATIONS COMMITTEE**  
**16<sup>th</sup> June 2022**

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>Item No:</u> <u>DATE VALID</u>
	21/P3215	15/09/2021
<b>Address/Site</b>	2A Trinity Road, Wimbledon, SW19 8RL	
<b>Ward</b>	Trinity	
<b>Proposal:</b>	DEMOLITION OF EXISTING BUILDING AND ERECTION OF 18 X SELF-CONTAINED FLATS IN A PART THREE, PART FOUR STOREY, PART FIVE STOREY BUILDING AND ASSOCIATED WORKS	
<b>Drawing Nos</b>	See Condition 2	
<b>Contact Officer:</b>	Brenda Louisy-Johnson (0208 545 3169)	

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**RECOMMENDATION**

**Grant Planning Permission subject to conditions and completion of a S.106 Agreement.**

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**CHECKLIST INFORMATION.**

Heads of agreement: Car Park Permit Free, Zero Carbon contribution (£65,256), Affordable Housing (2 units, £22,000 off-site contribution and early and late stage viability review mechanisms required).

Is a screening opinion required: No

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

Number of neighbours consulted – 410

External consultations –Thames Water

PTAL score – 6A/6B

Controlled Parking Zone (CPZ) – W3

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## 1. **INTRODUCTION**

- 1.1 The application has been brought before the Planning Applications Committee for consideration as it falls outside of the Scheme of Delegation due to officer recommendation of grant permission subject to conditions and S106 agreement and the number and nature of objections received.

## 2. **SITE AND SURROUNDINGS**

- 2.1 The application site is 2A Trinity Road, the former Wimbledon Conservative Club. The former club is located on the west side of Trinity Road at its corner with South Park Road to the north. The former club is a part two storey, part single storey building. The two storey part of the building is a double height rendered bay under a flat roof and the single storey part is a brick built extension with a flat roof. The front of the site comprises tarmac and is used for vehicle parking. There is a single vehicle access taken directly from Trinity Road. Trinity Road runs north south connecting Queen's Road in the north with The Broadway in the south. The application site is located towards the southern end of Trinity Road next to the YMCA building which it shares its southern boundary with.
- 2.2 The townscape of the around the application site is mixed. The larger scale YMCA building to the south is 6-8 storeys, Keble Court to the north is a four storey purpose built block of flats, to the east is Nairn Court which comprises a series of three storey buildings of flats and to the west lies a purpose built blok of flats which rise to two stories under a pitched roof. The YMCA site which has planning permission for redevelopment extends to nine storeys in total and on the boundary with the application site extends to five storeys (currently under construction).

On the Merton Policies Map the site is located within the Town Centre Boundary, this is the only planning designation for the site.

## 3.0 **CURRENT PROPOSAL**

- 3.1 Planning permission is sought for the demolition of existing building and erection of 18 x self-contained flats in a part three, part four storey, part five storey building and associated works.
- 3.2 The massing of the proposed building is a direct response to the buildings surrounding the site. The five storey height of the building matches the lowest height of the stepped elevation of the approved YMCA building with its floor levels to match this building. The proposed building then steps down to also match the more domestic in scale residential buildings along South Park Road.
- 3.3 At the corner of Trinity Road and South Park Road the proposed building would built up this corner to match the other corners at the road junction where Keble Court and Nairn Court also residential blocks are present.
- 3.4 The amenity areas of the flats in the form of balconies face the public realm of Trinity Road and South Park Road. The roofs will allow for additional amenity space.
- 3.5 The materials pallet would be brick with zinc. The ground, first, second and third floors would have four flats each and the fourth floor would have two flats. The development would comprise 7 x 1 bedroom, 9 x 2 bedroom and 2 x 3 bedroom flats. Within the development all flats have access to amenity space in the form of either a balcony, small garden area or communal roof terrace.

#### **4.0 PLANNING HISTORY**

MER175/77 – Extension – Grant - 02/06/1977

MER766/74 - Use of 2nd floor as offices – Grant - 27/03/1975

MER958/73 - Escape staircase – Grant - 27/09/1973

MER48/73 - First floor wc extension – Grant - 22/03/1973

MER746/69 - Bar store – Grant - 11/09/1969

WIM6227 - Single storey extension – Grant - 01/05/1962

WIM5981 - Outline erection of a 4 storey building including 2 shops, entrance lounge, dining room, kitchen etc and a total of 102 hostel bedrooms and 2 three room flat on the 1st, 2nd and 3rd floors – Grant - 05/11/1961

## **5.0 CONSULTATIONS**

5.1 The application has been advertised by Major site notice and press procedure, as well as 75 neighbours being consulted via letter. 35 representations have been received raising objection.

Reasons for objection:

- The height, size and massing is excessive
- The height will set a precedent
- Overdevelopment
- Overbearing
- The corner of The Broadway and Trinity Road will look like a fortress due to the YMCA building
- The development will add to the negative features of the YMCA
- The YMCA redevelopment should not set a precedent for this development
- It will change the character of Wimbledon
- Design is ugly, bland and uninteresting
- Out of keeping with the Victorian housing in the local area and the South Park Conservation Area
- Choice of materials is uninspiring, unimaginative, poor quality and will deteriorate in a few years
- There should be a dedicated large area for rubbish bins
- No clear landscaping proposals
- The building line does not match the neighbours in adjoining residential roads
- Pedestrian and traffic movements will increase
- It will put pressure on local parking which is already high
- The refuse lorries will have to sit a long time in the road to dispose of waste
- The site management team will move the bins to the kerb. Who is this mysterious management company?
- Delivery vehicles stopping on Trinity Road will cause mayhem
- The scheme needs to be redesigned to accommodate off-road servicing
- Do the owners of the development have legal right over the shared access with No.77 to access the bin store?
- Noise and dust pollution and vibration from construction work
- Noise pollution from the roof gardens
- Roof terraces should not be allowed due to overlooking
- The Sunlight and Daylight Report supports the view that the development is overdevelopment
- Loss of light to houses in South Park Road

- Reduction in sunlight and daylight will adversely affect the health of the vulnerable
- Rainwater harvesting should insisted upon
- The air-source heat pump and solar panels are added as a token after thought
- A condition is required prohibiting construction works at the weekend
- A condition is required prohibiting the balconies from being used to store bikes, prams and other items, it ruins the street view. There should be areas within the flats to store these items.
- There is a substantial difference between The Broadway and Trinity Road, the latter is residential. The description given by the developer regarding this is incorrect.
- The development is not sustainable in terms of schools, GPs and other facilities
- The site should be used for social meetings as originally intended
- Insufficient community engagement and support
- The Council should seek 40% affordable housing as Policy CS8 requires
- The developer wants to maximise the number of flats to make a profit

#### 5.2 Friends of Wimbledon Town Centre:

- Excessive scale
- Lack of passive surveillance of streets
- Building lacks interest
- Flats 3 and 4 are single aspect
- Pressure to remove 3 trees near Trinity Road elevation

#### 5.3 *Consultee Comments:*

#### 5.4 Environmental Health Officer (Noise)

Conditions recommended relating to implementation of the recommendations in the submitted Noise Assessment Report and a post completion the submission of a noises assessment to ensure compliance and the other relating to the submission of a Construction Method Statement.

#### 5.5 Environmental Health Officer (Air Quality)

3 conditions recommended.

#### 5.6 Flood Risk Officer

Conditions recommended relating to submission of a detailed scheme for the provision of surface and foul water, a detailed design and specification

for the green roofs and a detailed SuDS maintenance plan.

5.7 Highways Officer

Conditions recommended and 2 informatives.

5.8 Thames Water

Waste comments: with regard to waste water network and sewage treatment works infrastructure capacity, we would not have any objection to the planning application, based on the information provided. Water comments: with regard to water network and water treatment infrastructure capacity, we would not have any objection to the planning application. T.W recommend 1 condition relating to piling and 2 informatives.

5.9 Natural England

No comment.

5.10 Swift Conservation

As a minimum they recommend that the recommended ecological enhancements in the Eight Associates report are included in the planning conditions.

## **6.0 POLICY CONTEXT**

### **6.1 National Planning Policy Framework 2021:**

Chapter 1 Achieving sustainable development

Chapter 5 Delivering a sufficient supply of homes

Chapter 8 Promoting health and safe communities

Chapter 9 Promoting sustainable transport

Chapter 11 Making effective use of land

Chapter 12 Achieving well-designed places

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

Chapter 15 Conserving and enhancing the natural environment

### **6.2 London Plan (2021) Policies:**

SD6 Town centres and high streets

SD10 Strategic and local regeneration

D1 London's form, character and capacity for growth

D2 Infrastructure requirements for sustainable densities

D3 Optimising site capacity through the design-led approach

D4 Delivering good design

D5 Inclusive design  
D6 Housing quality and standards  
D7 Accessible housing  
D8 Public realm  
D11 Safety, security and resilience to emergency  
D12 Fire safety  
D13 Agent of Change  
D14 Noise  
H1 Increasing housing supply  
H2 Small sites  
H4 Delivering affordable housing  
H5 Threshold approach to applications  
H6 Affordable housing tenure  
H7 Monitoring of affordable housing  
H9 Ensuring the best use of stock  
H10 Housing size mix  
S4 Play and informal recreation  
HC4 London View Management Framework  
HC6 Supporting the night-time economy  
HC7 Protecting public houses  
G6 Biodiversity and access to nature  
SI 1 Improving air quality  
SI 2 Minimising greenhouse gas emissions  
SI 3 Energy infrastructure  
SI 4 Managing heat risk  
SI 5 Water infrastructure  
SI 7 Reducing waste and supporting the circular economy  
SI 8 Waste capacity and net waste self-sufficiency  
SI 12 Flood risk management  
SI 13 Sustainable drainage  
T1 Strategic approach to transport  
T2 Healthy Streets  
T3 Transport capacity, connectivity and safeguarding  
T4 Assessing and mitigating transport impacts  
T5 Cycling  
T6 Car parking  
T6.1 Residential parking  
T7 Deliveries, servicing and construction  
T9 Funding transport infrastructure through planning

### **6.3 Merton Local Development Framework Core Strategy (2011) Policies (Core Strategy)**

CS8 Housing Choice  
CS9 Housing Provision  
CS11 Infrastructure  
CS12 Economic Development

CS13 Open Space, Nature Conservation, Leisure and Culture  
CS14 Design  
CS15 Climate Change  
CS16 Flood Risk Management  
CS17 Waste Management  
CS18 Active Transport  
CS19 Public Transport  
CS20 Parking, Servicing and Delivery

**6.4 Merton Sites and Policies Plan (2014) Policies (SPP):**

DM R5 Food and drink / leisure and entertainment uses  
DM H2 Housing mix  
DM H3 Support for affordable housing  
DM C1 Community facilities  
DM E4 Local employment opportunities  
DM D2 Design considerations in all developments  
DM D3 Alterations and extensions to existing buildings  
DM D4 Managing heritage assets  
DM EP1 Opportunities for decentralised energy networks  
DM EP2 Reducing and mitigating noise  
DM EP3 Allowable solutions  
DM EP4 Pollutants  
DM F1 Support for flood risk management  
DM F2 Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure  
DM T1 Support for sustainable transport and active travel  
DM T2 Transport impacts of development  
DM T3 Car parking and servicing standards  
DM T4 Transport infrastructure

**6.5 Supplementary planning considerations:**

London Housing SPG – 2016  
Merton Design SPG – 2021  
NPPG 2014  
Affordable Housing and Viability SPG (2017) Mayor of London  
Merton's Viability SPD 2018

**7.0 PLANNING CONSIDERATIONS**

- Principle of development
  - Demolition
  - Loss of Members Club
  - Residential
- Affordable Housing
- Housing Mix
- Standard of Accommodation
- Design



- Massing, Scale, Height
- Appearance, Siting, Layout
- Conservation Area
- Boundary Wall
- Cycle Storage
- Bin Storage
- Landscaping
- Neighbour Impact
- Sunlight and Daylight
- Noise
- The Broadway / Trinity Road YMCA
- 77 South Park Road
- Trinity Road
- Trees / Biodiversity
- Flood Risk / Drainage
- Transport, Servicing Delivery, Parking and Cycling
- Car Parking
- Cycle Parking
- Fire Safety
- Sustainability
- Air Quality

## **8.0 Principle of development**

### 8.1 *Demolition*

There is no objection to demolition of the existing building as the site is not located within a conservation area and the building is not listed.

### 8.2 *Loss of Members Club*

The proposal would result in the loss of the existing private member's club. The existing use falls under a Sui-Generis use, which is a use which falls outside of the scheduled use classes. Its loss would therefore not result in the loss of any community use as set out in planning policy DM C1 (Community facilities) or any uses identified under planning policy DM R5 (Food and drink /Leisure and entertainment uses) of Merton's Sites and Policies Plan. In assessing the loss of the existing use, officers have taken a balanced view of its loss against the need to provide much needed new residential accommodation (as set out below), in a highly sustainable location. In this instance, the loss of the existing use is acceptable given the reasons stated above.

### 8.3 *Residential*

The National Planning Policy Framework 2019 and London Plan policies promote sustainable development that encourages the construction of additional dwellings at locations with good public transport accessibility.

Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space.

- 8.4 Planning Policy H1 (Increasing housing supply) of the adopted London Plan 2021 has significantly increased Merton's housing target over a 10 year period (2019/20 -2028/29) to 9,180 new homes. This equates to 918 homes annually, an increase of 507 compared to the former target (411) set out in Merton's current Sites and Policies Plan. The new target therefore seeks to deliver more than double the former annual target. This sets Merton a challenging target to deliver the expected number of new homes that London needs to meet demand.
- 8.5 The site has a site area of 0.06 ha. The site is therefore considered to fall under planning Policy H2 (Small Sites) of the London Plan 2021. Following on from the housing targets set out above, small sites are expected to deliver 2,610 new homes over the 10 year period (2019/20 - 2028/29). Policy H2 sets out that for London to deliver more of the housing it needs, small sites (below 0.25 hectares in size) must make a substantially greater contribution to new supply across the city. Therefore, increasing the rate of housing delivery from small sites is a strategic priority. Achieving this objective will require positive and proactive planning by boroughs both in terms of planning decisions and plan-making.
- 8.6 The borough's Core Planning Strategy states that that it is expected that the delivery of new residential accommodation in the borough will be achieved in various ways including development in 'sustainable brownfield locations' and "ensuring that it is used efficiently" (supporting text to Policy CS9). The application site is on brownfield land and is in a sustainable location adjacent to other existing residential properties.
- 8.7 In light of the above, considerable planning weight must therefore be given to the delivery of new homes as part of the assessment. The application site is located on a brownfield site within a location of excellent public transport infrastructure. The site is therefore considered to be in an ideal location for residential use that would promote sustainable development. The redevelopment of the site would bring forward 18 new residential units which will make a modest contribution to meeting housing targets and would provide a good mix of unit sizes that will assist in the delivery of a mixed and balanced community in a sustainable location. New housing is considered to be in accordance with the objectives of the NPPF, London Plan targets, and LBM policies.

## **9.0 Affordable Housing**

- 9.1 The London Plan highlights delivering more genuinely affordable housing as a key issue for London. Meeting the need for around 43,500 homes per year, as established in the 2017 Strategic Market Housing Assessment will require an increase in affordable housing contributions from all sources. All schemes are expected to maximize the delivery of affordable housing and make the most efficient use of all available resources. This is critical to enabling London help meet the needs of its workforce and maintain the function and resilience of the city.
- 9.2 The Council's policy on affordable housing is set out in the Core Planning Strategy, Policy CS8. For schemes providing over ten units, the affordable housing target is 40% (of which 60% should be social rented and 40% intermediate), which should be provided on-site.
- 9.3 In seeking this affordable housing provision, officers will have regard to site characteristics such as site size, site suitability and economics of provision such as financial viability issues and other planning contributions.
- 9.4 The Mayor's SPG on affordable housing and viability (Homes for Londoners) 2017 sets out that: "Applications that meet or exceed 35 per cent affordable housing provision (by habitable rooms) without public subsidy, provide affordable housing on-site, meet the specified tenure mix, and meet other planning requirements and obligations to the satisfaction of the LPA and the Mayor where relevant, are not required to submit viability information. Such schemes will be subject to an early viability review, but this is only triggered if an agreed level of progress is not made within two years of planning permission being granted (or a timeframe agreed by the LPA and set out within the S106 agreement)...  
... Schemes which do not meet the 35 per cent affordable housing threshold, or require public subsidy to do so, will be required to submit detailed viability information (in the form set out in Part three) which will be scrutinised by the Local Planning Authority (LPA)."
- 9.5 If the proposal does not meet this 35% provision, it will be necessary to submit a full viability assessment in order to demonstrate that the scheme is delivering as much affordable housing as is financially viable.
- 9.6 The Applicant has submitted a Viability Assessment which concludes that the scheme would not be economically viable were there to be affordable housing provision on site and can only provide an off-site contribution of £205,292. However, the independent viability assessment by the Council's Consultants reveals that they consider the proposal can viably deliver 2 affordable housing units for social rent alongside an affordable housing contribution of £22,000. The applicants have agreed to this position and

therefore the above will be secured through the S106 Agreement. The 2 units for social rent are to be units 4 and 8.

- 9.7 The independent viability assessors recommend that the council applies the viability review mechanisms at early and late stages of development as outlined within the London Plan and Mayors SPG. These would also be secured within the S106 Agreement.

**10.0 Housing Mix**

10.1 Planning policy DM D2 (Housing Mix) of Merton’s Sites and Policies Plan seeks 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. The borough level indicative proportions concerning housing mix (as set out below) will be applied having regard to relevant factors including individual site circumstances, site location, identified local needs, economics of provision such as financial viability and other planning contributions.

10.2 Table in Planning policy DM H2 (Housing Mix) of Merton’s Sites and policies plan 2014

Number of bedrooms	Percentage of Units
One	33%
Two	32%
Three +	35%

10.3 The proposed development would deliver 7 x 1 bedroom flats, 9 x 2 bedroom flats and 2 x 3 bedroom flats. The proposed development would therefore generate a percentage housing mix as follows:

Number of bedrooms	Percentage Units
One	39%
Two	50%
Three +	11%

10.4 The proposal does not strictly meet the housing mix requirements, however the Borough level is indicative having regard to the site circumstances, site location and economic provision such as financial viability. The proposal is considered to offer a reasonable range of unit sizes, including 60% of family sized accommodation (2+ bedroom units). The site is in a highly sustainable location immediately adjacent to the town centre of Wimbledon wherein increase density of smaller flats is expected. The proposed mix is therefore considered to be acceptable.

## **11.0 Standard of accommodation**

- 11.1 Core Planning Policy CS 14 and SPP policies DM D1 and DM D2 seek to ensure that new residential development is of a high standard of design both internally and externally and provides accommodation capable of adaptation for an ageing population and for those with disabilities, whilst offering a mix of unit size reflective of local need.
- 11.2 Planning Policy D6 (Housing quality and standards) of the adopted London Plan 2021 states that housing development should be of high quality design and provide adequately sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures. The design of development should provide sufficient daylight and sunlight for future occupiers, have adequate and easily accessible storage space and maximise the provision of dual aspect dwellings (normally avoiding the provision of single aspect dwellings).
- 11.3 Dual Aspect  
Dual aspect units have many inherent benefits, including better daylight, a greater chance of direct sunlight for longer periods, cross ventilation, a choice of views, access to a quiet side of the building, and greater flexibility in the use of rooms. A dual aspect dwelling is one with opening windows on two external walls, which may be on opposite sides of the building or around a corner. One aspect may be towards an external access deck or courtyard, although the layout of the dwelling needs to be carefully considered in these cases to maintain privacy.
- 11.4 The proposed development includes a high number of dual aspect flats. Some of the flats do include obscured glazing for side windows which doesn't totally fulfil the benefits of a dual aspect unit, however the windows can offer some natural ventilation if the upper part of the windows is openable. These windows have been designed to allow opening at the upper level (1.7m above internal floor level).
- 11.5 Planning Policy D6 (Housing quality and standards) seeks to maximise the provision of dual aspect dwellings and although not all flats are dual aspect, the development the layout of the flats are considered acceptable.
- 11.6 Sunlight and Daylight & Outlook
- 11.7 The development has been designed so that all habitable rooms would have good levels of outlook and light provision. The large window/door openings serving each of the main living spaces of the flats would ensure a high quality environment for future occupiers.

## 11.8 Space Standards

11.9 The proposal demonstrates that each flat would meet minimum Gross Internal Area (GIA) standards as set out in Planning Policy D6 (Housing quality and standards). The space standards in this policy also require single bedrooms to be 7.5sqm and double bedrooms to be 11.5sqm. The proposal satisfies these requirements.

## 11.10 Amenity Space

Planning Policy D6 (Housing quality and standards) of the London Plans 2021 states that a minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m. The proposal meets these requirements with the exception of the one bedroom flats numbered 8, 12, 16 and 18 which have access to a 65sqm 4<sup>th</sup> floor communal roof terrace. These flats have deliberately been designed without balconies to prevent overlooking into the rear garden areas of the houses along South Park Road. It is also noted that South Park Gardens is also within a short walking distance of the site which provides ample good quality open space for future occupiers. The total amenity space for the 18 flats is 198sqm (11sqm per flat) which is considered acceptable. The communal amenity space would have a mixture of planting and seating with a small children's play area / sandpit.

## 11.11 Playspace

Planning policy S4 (Play and informal recreation) of the adopted London Plan 2021 state that development proposals for schemes that are likely to be used by children and young people should:

- 1) increase opportunities for play and informal recreation and enable children and young people to be independently mobile
- 2) for residential developments, incorporate good-quality, accessible play provision for all ages. At least 10 square metres of playspace should be provided per child that:
  - a) provides a stimulating environment
  - b) can be accessed safely from the street by children and young people independently
  - c) forms an integral part of the surrounding neighbourhood
  - d) incorporates trees and/or other forms of greenery
  - e) is overlooked to enable passive surveillance
  - f) is not segregated by tenure

Given the modest size of the development and constraints of the site, providing on-site play space is demanding without reducing the amount of development. Officers do not consider that the quantum of development should be reduced to accommodate playspace (if the amount of playspace below cannot be delivered). The scheme as designed, benefits from a 73 sqm communal fourth floor roof terrace. Based on the GLA playspace

calculator, the scheme, if market and intermediate units, the playspace requirement for this development would be 33.5sqm (18 flats). While the communal amenity space on the fourth floor roof terrace is not exclusively for children, due to the constraints of the site it provides a dedicated area for children. As such the play space provision is considered acceptable in this case.

## **12.0 Design and visual amenity**

12.1 Planning policy DM D2 (Design considerations in all developments) of Merton's Sites and Policies Plan seeks to achieve high quality design and protection of amenity within the Borough. Proposals for all development will be expected 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.

### **12.2 Massing, scale and height**

Officers consider that the proposal makes affective use of the land by positively and appropriately relating 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. The proposal would provide a strong relationship with the recently approved YMCA development, the 3 storey building (with accommodation within the roof) on the opposite corner (1-9 Keble Court) and lower forms of development adjacent at 77 South Park Road and beyond. The massing, scale and height has also been broken down by splitting the building into two elements (stepping down the development into a part 3, part 4 and part 5 storey building and including balconies mainly on the north facing elevation) and with the clever use of materials such as large sections of glazing.

### **12.3 Appearance, siting and layout**

There is not a dominant material for the buildings in the surrounding area. Stock and terracotta brick, timber and white render can be found in buildings. The appearance of the proposed buildings appears to be of high quality with materials comprising brick, zinc and significant glazing. The choice of materials for the proposed building will add to the existing variety. The layout of rooms with dual aspect maximises light and solar gain given the constraints of the site. The siting of the building right up to the corner of the plot builds up the corner plot to match the other corners at the road junction of Trinity Road and South Park Road. The siting of the building up to the flank wall of the YMCA site under construction compliments the urban form. It is considered that the appearance, siting and layout of the development are acceptable.

#### 12.4 Conservation Area

The South Park Garden Conservation Area boundary is located one road to the north of the application site. As set out above, the proposed development is considered to respect the context of the site and street scenes with the use of high quality materials and varied building heights, stepping down as it extends north away from the town centre. The combination of this and the distance to the Conservation Area boundary, satisfied officers that the proposal would not harm its setting. The proposed development is therefore considered to preserve the character and appearance of the South Park Garden Conservation Area and would not cause any harm to its setting.

#### 12.5 Boundary Wall

The existing boundary fencing is considered to be a negative element within the street scene. The proposal includes a new low level boundary wall with a hedge behind and mature trees. The new boundary wall has been designed to respect the proposed building with the use of the same materials).

#### 12.6 Cycle Storage

Cycle storage has been provided for flats 1 and 2 and visitor cycle storage (4 cycle parking spaces) to the side of flat 2 has been integrated in the boundary wall so it is concealed and is not visible from the public realm. Communal cycle storage (28 cycle parking spaces comprising double stacked cycle parking) can be found in the south west corner of the site adjacent the bin store and is accessed via the side access road between the application site and 77 South Park Road. All cycle storage is secure and covered.

#### 12.7 Bin Storage

Bin storage is at the rear of the site and would be accessed in the same way as the communal cycle store in the south west corner of the application site. The side access road from where the bins can be accessed would be used for refuse collection. The bin store is within the required 20m of the public highway, an acceptable distance for the Council's refuse collection. Proposed are 5 bins with a total capacity of 5500 litres.

#### 12.8 Landscaping

There is limited scope for soft landscaping within the site given its constraints, however, given the constraints a good level of soft landscaping at ground floor level has been included (comprising grass, hedges and trees along the north and east boundaries of the site) with limited hard standing (a negative element of the existing site). Private ground floor gardens provide a good buffer between the proposed building and the public pavement. Appropriate soft landscaping can be secured via



condition.

### **13.0 Neighbour Amenity**

13.1 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 natural light (sunlight and daylight), outlook, privacy, noise, visual intrusion and quality of living conditions.

#### **13.2 Sunlight and Daylight**

The Applicants have submitted a daylight and sunlight report assessing the impact of the proposed building on neighbouring properties. The Planning Statement summarises the findings of the sunlight and daylight assessment:

*“In terms of daylight, all neighbouring buildings were assessed. All windows past the BRE test except that is six (three of which are bedrooms and the remaining three are secondary windows) out of fifteen in the neighbouring YMCA scheme as well as three windows in no.77 South Park Road. The relevant windows which would be affected are not the main windows to the rooms which remain unaffected. Out of 113 windows assessed 104 (or 92%) will continue to meet the target values set out in the BRE guide.*

*In terms of daylight distribution, 63 rooms were tested and 54 (86%) passed. Out of the rooms which did not meet the BRE guidance, these were either bedrooms (in the case of 196-200 The Broadway) where the effective enjoyment would not rely on good levels of natural daylight amenity. In the case of Nairn Court and 77 South Park Road, the affected rooms would still receive relatively good levels of daylight in line with those typically achieved in urban areas.*

*Results of 80 out of 82 windows assessed for sunlight met with the BRE Guidance. The two windows that did not meet the relevant test would fall 5% short of the target during the winter months but still far exceeds the annual sunlight hours.*

*In respect of overshadowing, there would be a small reduction in the overshadowing to the external areas of 77 Home Park Road with 4.05% of the area receiving 2 hrs of direct sunlight”*

13.3 The report concludes that proposed development would not cause material impacts on the daylight and sunlight amenity of the neighbouring buildings and their external amenity areas. The technical analysis demonstrates that the majority of rooms and windows will meet the numerical criteria for daylight and sunlight amenity to surrounding properties.

13.4 Based on these findings it is considered by officers that the proposed

development would not cause material harmful impacts on the daylight and sunlight amenity of the neighbouring buildings and their external amenity area. The technical analysis demonstrates that the majority of rooms and windows would meet the numerical criteria for daylight and sunlight amenity to surrounding properties and where rooms and windows do not meet the numerical criteria for daylight and sunlight amenity the windows are not windows to habitable rooms or the rooms and windows are not significantly adversely affected.

13.5 Noise

The Applicant has submitted a noise report which assesses the impact of external noise on habitable rooms and outdoor amenity areas and also looks at the impact of noise to habitable rooms from ventilation. The report concludes that with sufficient mitigation measures such as trickle ventilation, appropriate wall cavity insulation and a combination of brick walls and close boarded timber fencing to a specified height internal and external noise could be kept to a minimum.

13.6 The following assessment of impact on amenity looks at outlook and privacy.

13.7 The Broadway/Trinity Road YMCA

The adjoining site to the south currently comprises a non-residential use. Therefore there would be no undue loss of amenity to this neighbouring property. However, the proposal also needs to be assessed against the recent YMCA planning permission which would include residential units adjacent to the application site. The proposed development is considered to respect the layout and form of the recently approved YMCA scheme. In particular, the proposed building would respond to the courtyard design approach (open on the side with the-application site). The courtyard design of the YMCA building would provide outlook and light to some of the new YMCA flats. The proposal would still ensure that outlook from these neighbouring windows is maintained to a reasonable level. There is obscure glazing to the windows in the proposed development facing the courtyard windows in the YMCA building to prevent overlooking and loss of privacy.

13.8 77 South Park Road

The adjoining site to the west comprises a two storey block of 4 flats. A side access road sits between the application site and this neighbouring block of flats provides a good level of separation which will help to mitigate impact on these neighbouring properties.

13.9 The flank wall facing the application site does include a number of windows, however, these windows would not be overlooked because the facing windows in the proposed development would be obscure glazed to

a height of 1.7m and there are no balconies facing in the proposed development facing this flank wall.

13.10 The proposed building would project beyond the front and rear elevations of this neighbouring block of flats, however given the level of separation between neighbours it is considered that there would be no undue loss of amenity in terms of outlook.

13.11 Residential properties on east side of Trinity Road and north side of South Park Road

The neighbouring residential buildings to the north and east of the application site are located on the opposite sides of these highways. A good level of separation therefore would exist to provide breathing space from the proposal. The proposed building is not considered to be overly bulky to cause harm to the outlook from these neighboring properties. The separations distances between the proposal and these neighboring residential properties is suitable given the town centre location.

**14.0 Trees / Biodiversity**

14.1 Planning Policy DM O2 (Nature conservation, trees, hedges and landscape features) of Merton's Sites and Policies Plan seeks to protect and enhance biodiversity.

14.2 The pre-application site is not located within a conservation area and no trees on the site are protected by tree preservation orders. There are no trees on the site which would be affected by the proposal.

14.2 The Applicant has submitted a Preliminary Ecological Appraisal. A desk study and Phase 1 habitat survey were undertaken to review the ecology. The site was found to have low ecological value, providing some habitat for nesting birds. The development is expected to have little impact on designated statutory sites near to the development. The Appraisal makes recommendations to mitigate any impact from the development. It is considered that if all recommendations within this report are implemented, it is thought that the development will have minimal impact on the ecology of the site and zone of influence. There would be a net gain in biodiversity due the inclusion of soft landscaping (the existing site has no soft landscaping) and three green roofs. It is considered that the proposal would comply with the above policy.

**15.0 Flood Risk / Drainage**

15.1 Planning Policy SI 12 (Flood risk management) of the adopted London Plan 2021 states that development proposals should ensure that flood is minimised and mitigated, and that residual risk is addressed. Planning

- Policy SI 13 (Sustainable drainage) of the London Plan 2021 states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.
- 15.2 Merton's Core Planning Policy CS16 and SPP Policies DM F1, DM F2 and DM D2 all seek to ensure that adequate flood risk reduction measures, mitigation and emergency planning are in place to ensure there is no increase in flood risk off-site or to the proposed development.
- 15.3 The application site is located in flood zone 1 (low risk). It is proposed to provide a new connection to the surface water sewer in South Park Road. It is proposed to reduce the peak surface water run-off rates as far as it is reasonably practicable. All new hardstanding would be permeable or designed to shed onto soft areas. Three green roofs are proposed in the development. The proposals provide significant betterment to the peak surface water run-off rate to that of the existing site.
- 15.4 The Council's Flood Risk Officer has also reviewed the sustainable drainage strategy and has no objection and recommends three conditions relating to submission of details of a scheme for the provision of surface and foul water drainage, design and specification for the green roofs and a SuDS maintenance plan.

## **16.0 Transport, Servicing Delivery, Parking and Cycling**

- 16.1 Policy T1 (Strategy Approach to Transport) of the London Plan 2021 states that the Mayor has a strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.
- 16.2 At a local level Policy CS19 of Merton's Core Planning Strategy states that the Council will ensure that all major development demonstrates the public transport impact through transport assessments. Travel plans will also be required to accompany all major development. Policy CS18 promotes active transport and encourages design that provides attractive safe, covered cycle storage, cycle parking and other facilities (such as showers, bike cages and lockers).
- 16.3 Car Parking
- 16.4 Policy CS18 (Car Parking) of the London Plan 2021 states that car-free development should be the starting point for all development proposals in

- places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking. Car-free development has no general parking but should provide disabled person's parking in line with Part E of this policy.
- 16.5 The proposal would result in the removal of existing car parking spaces on the site and no on-site car parking being proposed. The development would therefore be a car-free development. The application site is located within an existing controlled parking zone, W3, which is already overly subscribed and has excellent access to public transport (PTAL score 6a). The proposed development is considered to be suitable as a car-free and permit free development in accordance with planning policy T6. As part of this full planning application the permit free development would need to be secured in a section 106 agreement which would restrict future occupiers of the development from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones.
- 16.6 Cycle Parking
- 16.7 Planning Policy T5 (Cycling) of the London Plan 2021 states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle.
- 16.8 Policy T5 requires 1.5 spaces per 1 bedroom flat and 2 spaces per flat for larger flats with visitor parking for every 40 units. The proposal consists of 18 dwellings with 7 x 1 bedroom, 9 x 2 bedroom and 2 x 3 bedroom flats, therefore the total cycle parking would equate to 34 spaces throughout the proposed development (including one visitor space). The proposal shows a total of 36 cycle spaces which includes 32 long-term spaces and 4 short-term stay spaces (visitor spaces). Therefore, the proposal would comply with the above policy with respect to cycle parking.
- 17.0 Fire Safety**
- 17.1 Planning Policy D12 (Fire Safety) of the London Plan 2021 highlights that the fire safety of developments should be considered from the outset. How a building will function in terms of fire, emergency evacuation, and the safety of all users should be considered at the earliest possible stage to ensure the most successful outcomes are achieved, creating developments that are safe and that Londoners can have confidence living in and using.
- 17.2 The Applicant has complied with the above policy and submitted a fire strategy. A suitable condition can be imposed to ensure that the development meets fire regulations once completed.

## **18.0 Sustainability**

18.1 Planning Policy SI 2 (Minimising greenhouse gas emissions) of the London Plan 2021 states that all major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

- 1) be lean – use less energy and manage demand during operation
- 2) be clean – exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
- 3) be green – maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
- 4) be seen – monitor, verify and report on energy performance

Major developments should demonstrate in a detailed energy strategy how the zero-carbon target will be met within the framework of the energy hierarchy.

18.2 A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent and non-residential should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided in agreement with the borough either:

- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
- 2) off-site provided that an alternative proposal is identified and delivery is certain.

18.3 Major development proposals should calculate and minimise carbon emissions from other part of the development including plant or equipment that are not covered by Building Regulations i.e. unregulated emissions.

18.4 The Applicant has submitted an energy strategy which demonstrates how the proposed development will aim to meet the policy requirement of achieving 100% reduction in carbon emissions through the be lean, be clean, be green hierarchy.

18.5 Improvements will be made to the fabric and plant proposed for the development. The measures proposed are summarised as follows:

- Communal air source heat pump
- Significant fabric improvement
- Good air tightness

- Accredited Construction Details
- 12.6Kwp of PV panels

18.6 These measures will result in a 72% improvement being met. This means that through the reduction in carbon emissions from the be lean to the be green stages that the London Plan requirement for a 10% reduction is met at the be lean stage. The total remaining regulated emissions are 5 tonnes and the total unregulated emissions are 17.9 tonnes and the offset payment requires £95 per tonne over 30 years. Therefore, the total offset payment is  $(22.9 \times 95 \times 30) = £65,256$ . This monies would be secured via the S106 Agreement.

## **19.0 Air Quality**

19.1 Planning Policy SI 1 (Improving air quality) of the London Plan 2021 seeks to tackle poor air quality and protect health.

19.2 The Applicant has submitted an Air Quality Assessment. There are potential impacts to air quality affecting amenity and human health from construction activities, demolition, earthworks and construction traffic. The assessment concludes that with appropriate construction phase mitigation air quality can be satisfactory management. Officers are in agreement with this conclusion and the Environmental Health Officer recommends 3 conditions relating to the submission of a Demolition and Construction Management Plan to be written in accordance with Transport for London Construction Logistics Plan guidance and London Borough of Merton SPD 'Air Quality', and the development not being implemented other than following the approved scheme. As such, it is considered that the proposal would comply with the above policy.

## **20.0 CIL**

20.1 The proposed development would be subject to the Community Infrastructure Levy (CIL). This would require a contribution of £306 per additional square metre of floor space to be paid to Merton Council and an additional £60 per additional square meter to be paid to the Mayor. Further information on this can be found at:

<http://www.merton.gov.uk/environment/planning/cil.htm>

## **21.0 SECTION 106 LEGAL AGREEMENT**

21.1 Permit Free - The development is to be 'Permit Free' in line with policy CS.20 of the Core Planning Strategy, which seek to reduce reliance on private motor vehicles in locations with good access to public transport

facilities.

- 21.2 Affordable Housing – 2 units (units 4 and 8) to be for social rent, £22,000 off-site contribution and early and late stage review mechanisms.
- 21.3 Carbon off-set – Carbon off-set contribution of £65,256.
- 21.4 The developer agreeing to meet the Councils costs of preparing, drafting and monitoring the Section 106 Obligations.

## **CONCLUSION**

There is no objection to the loss of the existing building and its use. The proposal would provide new housing in a highly sustainable location, making good use of a small brownfield site. The overall scale, height and relationship to surrounding neighboring properties is acceptable and would not cause material harm to neighboring amenity. It is considered that the proposal is acceptable with respect to all planning considerations and would comply with all relevant planning policies. As such it is recommended that planning permission be granted, subject to conditions and S106 Agreement.

## **RECOMMENDATION**

### **Grant planning permission subject to conditions and S106 Agreement**

- 1 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: To comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: 241(10) 001 Rev A; (10) 002 Rev A; (10) 003 Rev A; 241 (11) 001 Rev A; (11) 001 Rev A Section AA; (11) 002 Rev A; (11) 003 Rev A; Accommodation Schedule; Air Quality Assessment; Daylight and Sunlight Report; Design & Access Statement; Energy Statement; Fire Strategy; Noise Report; Phase 01 Report Part 01 & Part 02; Planning Statement; Preliminary Ecological Appraisal; Statement of Community Involvement; SuDS Report; & Transport Statement.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 The facing materials to be used for the development hereby permitted shall be those specified in the application form unless otherwise agreed in writing



by the Local Planning Authority.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policies D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

- 4 No development shall take place until 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 have been submitted in writing for approval by the Local Planning Authority. No works that are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details have been approved and works to which this condition relates have been carried out in accordance with the approved details.

Reason: To ensure a satisfactory standard of development in accordance with the following Development Plan policies for Merton: policy D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.

- 5 No development shall take place until details of all boundary walls or fences are submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details are approved and works to which this condition relates have been carried out in accordance with the approved details. The walls and fencing shall be permanently retained thereafter.

Reason: To ensure a satisfactory and safe development in accordance with the following Development Plan policies for Merton: policies D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.

- 6 No development shall take place until details of the proposed finished floor levels of the development, together with existing and proposed site levels, have been submitted to and approved in writing by the Local Planning Authority, and no development shall be carried out except in strict accordance with the approved levels and details.

Reason: To safeguard the visual amenities of the area and to comply with the following Development Plan policies for Merton: policy D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011

and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

- 7 Due to any potential impact of the surrounding locality on the development the recommendations to protect noise intrusion into the residential dwellings as specified in the Cole Jarman, Noise Assessment Report Ref:206/0074/R1, dated July 2021 shall be implemented as a minimum standard. A post completion noise assessment to ensure compliance shall be undertaken and submitted to the LPA.

Reason: To protect the amenities of the occupiers in the adjoining residential premises and future occupants and to comply with Merton's Site and Policies Plan 2014 Policy DM D2.

- 8 No development shall take place until a Construction Method Statement 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/demolition.
- demonstration to show compliance with BS5228
- 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

Reason: To protect the amenities of the occupiers in the adjoining residential premises and future occupants.

- 9 1. Prior to the commencement of development, including demolition, a Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the Local Planning Authority. The DCEMP shall include:
- a) An Air quality management plan that identifies the steps and procedures that will be implemented to minimise the creation and impact of dust and other air emissions resulting from the site preparation, demolition, and groundwork and construction phases of the development.
  - b) Construction environmental management plan that identifies the steps

and procedures that will be implemented to minimise the creation and impact of noise, vibration, dust and other air emissions resulting from the site preparation, demolition, and groundwork and construction phases of the development.

c) Construction Logistics Plan that identifies the steps that will be taken to minimize the impacts of deliveries and waste transport.

2. The above plans shall not be written other than in accordance with TfL (Transport for London) Construction Logistics Plan Guidance and London Borough of Merton SPD 'Air Quality?' and any later adopted guidance and policy.

3. The development shall not be implemented other than following the approved scheme, unless previously agreed in writing by the Local Planning Authority.

Reason: To ensure the development does not raise local environment impacts and pollution.

- 10 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To manage and prevent further deterioration of existing low quality air across London in accordance with London Plan Policies SI1(B)(1c) and SI1(B)(2d).

- 11 Prior to the occupation of any part of the development hereby approved, a comprehensive delivery and service plan, to manage, co-ordinate and minimise all deliveries and services, including waste services, to all parts of the development, shall be submitted to and approved in writing by the Local Planning Authority. Where developers are encouraged to consolidate Delivery and Service Plans with other neighbouring premises servicing neighbouring properties. The scheme shall provide details of measures to be implemented and maintained to minimise and manage all deliveries and services to all parts of the development to. Central pick-up locations must be agreed, and personal deliveries discouraged. The development shall not be occupied other than in accordance with the approved scheme.

Reason: To reduce the number of vehicles and emissions from vehicles for deliveries and services and to mitigate the impact of the development upon local air quality.

- 12 Prior to the commencement of development, a detailed scheme for the provision of surface and foul water drainage shall be submitted to and approved in writing by the local planning authority for both phases of the development. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) at the agreed runoff rate (no more than 2 l/s, with no less than 15.8m<sup>3</sup> of attenuation volume) and include three green roofs and permeable paving in accordance with drainage hierarchy contained within the London Plan Policy (SI 12, SI13 and SPG) and the advice contained within the National SuDS Standards.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy SI13.

- 13 Prior to occupation of the development a detailed SuDS maintenance plan shall be submitted to and approved in writing by the local planning authority. This must include the maintenance provider and be included as part of the general maintenance of the development.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy SI13.

- 14 Prior to the commencement of development, the detailed design and specification for the green roofs shall be submitted to and approved in writing by the Local Planning Authority. The design shall be carried out as approved, retained and maintained by the applicant in perpetuity thereafter.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy SI 13.

- 15 Prior to occupation of the development a detailed SuDS maintenance plan shall be submitted to and approved in writing by the local planning authority. This must include the maintenance provider and be included as part of the general maintenance of the development.

Reason: To reduce the risk of surface and foul water flooding to the

proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy SI 13.

- 16 The development shall not be occupied until the existing redundant crossover/s have been removed by raising the kerb and reinstating the footway in accordance with the requirements of the Highway Authority.

Reason: In the interests of the safety of pedestrians and vehicles and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

- 17 Prior to the commencement of the development hereby permitted, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented prior to the first occupation of the development hereby permitted and shall be so maintained for the duration of the use, unless the prior written approval of the Local Planning Authority is first obtained to any variation.

Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

- 18 Development shall not commence until a working method statement has been submitted to and approved in writing by the Local Planning Authority to accommodate:

- (i) Parking of vehicles of site workers and visitors;
- (ii) Loading and unloading of plant and materials;
- (iii) Storage of construction plant and materials;
- (iv) Wheel cleaning facilities
- (v) Control of dust, smell and other effluvia;
- (vi) Control of surface water run-off.

No development shall be carried out except in full accordance with the approved method statement.

Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

- 19 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.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policies D14 and T7 of the London Plan 2021 and policy DM EP2 of Merton's Sites and Policies Plan 2014.

- 20 No development shall take place until full details of a landscaping and planting scheme has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved before the commencement of the use or the occupation of any building 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.

Reason: To enhance the appearance of the development in the interest of the amenities of the area, to ensure the provision sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policies G7 and D8 of the London Plan 2021, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, DM F2 and DM O2 of Merton's Sites and Policies Plan 2014.

- 21 Not less than 10% of the dwelling units hereby permitted shall be constructed shall be wheelchair accessible throughout or easily adaptable for residents who are wheelchair users and shall be retained as such unless otherwise agreed in writing with the Local planning Authority.

Reason: To ensure the housing stock addresses the housing needs of disabled persons and to comply with the following Development Plan policies for Merton: policies D7 and H12 of the London Plan 2021, policy CS8 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

- 22 Level access or a ramp at a gradient of not more than 1:12 and no less than a 900mm door width at the threshold to the threshold to the principal entrance to the premises shall be provided before the development hereby permitted is first occupied or brought into use and shall be retained thereafter.

Reason: To ensure suitable access for persons with disabilities and to comply with the following Development Plan policies for Merton: policies D7 and H12 of the London Plan 2021, policy CS8 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

- 23 No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimize the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.

- 24 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimize the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

- 25 L2 Sustainability - Pre-Commencement (New build residential)

- 27 INFORMATIVE

Details of wheelchair accessible standards can be found in 'Wheelchair Housing Design Guide' (Second Edition, 2006) by Stephen Thorpe.

- 28 INFORMATIVE

Details of the BREEAM assessment and a list of approved assessors can be found at [www.breeam.org](http://www.breeam.org)

- 29 INFORMATIVE

You are 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. Please be advised that there is a further charge for this work. If your application falls within a Controlled Parking Zone this has further costs involved and can delay the application by 6 to 12 months.

- 30 INFORMATIVE

Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be co-ordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Merton. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with the London Borough of Merton, Network Coordinator, (telephone 020 8545 3976). This must take place at least one month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are co-ordinated to take place wherever possible at the same time.

31 INFORMATIVE

This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice.

32 INFORMATIVE

This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at the London Borough of Merton

Street Naming and Numbering (Business Improvement Division)  
Corporate Services  
7th Floor, Merton Civic Centre  
London Road  
Morden  
SM4 5DX  
Email: [street.naming@merton.gov.uk](mailto:street.naming@merton.gov.uk)

33 INFORMATIVE

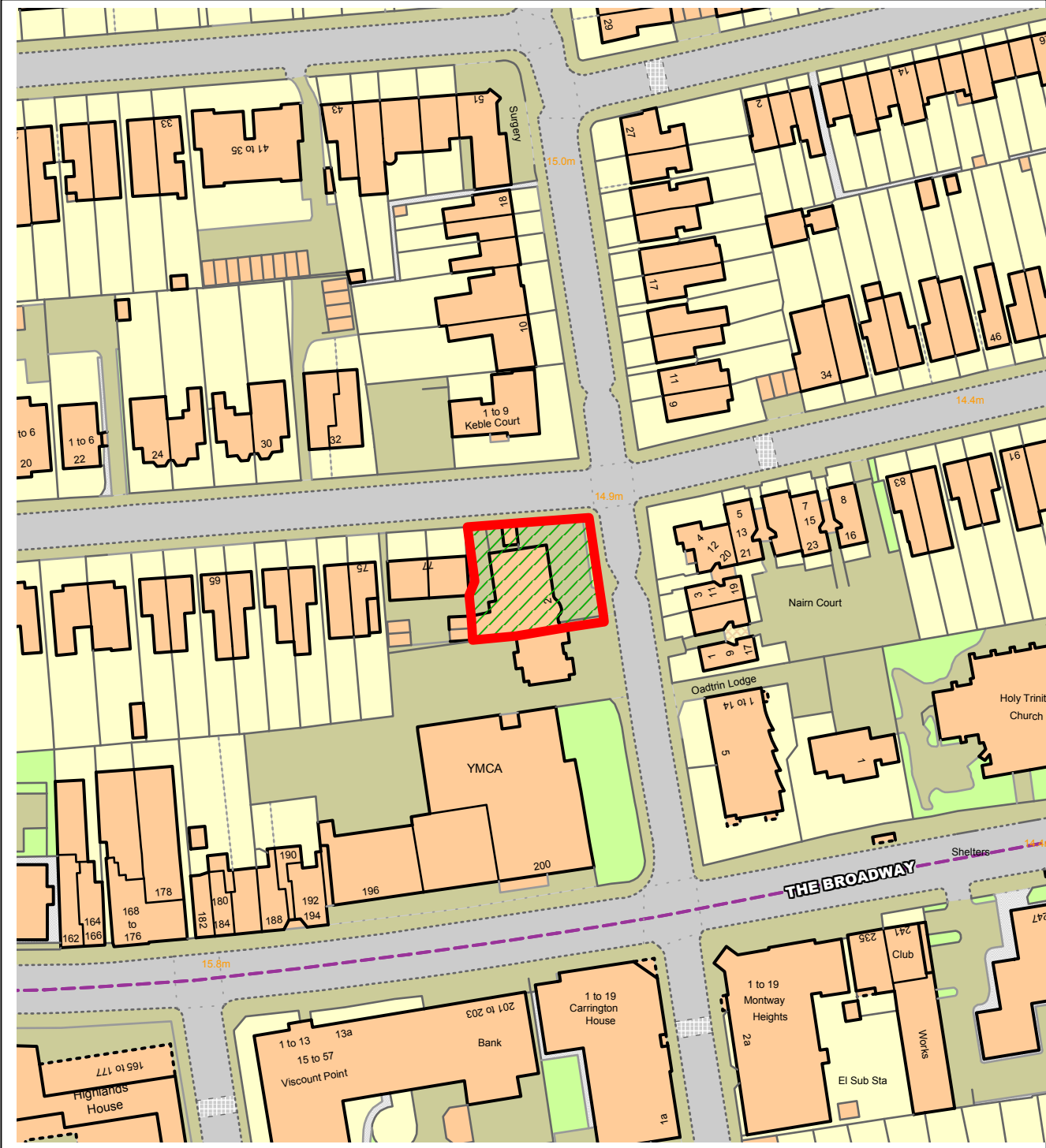
A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by [emailingtrade.effluent@thameswater.co.uk](mailto:emailingtrade.effluent@thameswater.co.uk)



. Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk).  
Please refer to the Wholesale; Business customers;  
Groundwaterdischarges section.

- 34      INFORMATIVE  
Details of Lifetime Homes Standards can be found at  
[www.lifetimehomes.org.uk](http://www.lifetimehomes.org.uk)

# NORTHGATE SE GIS Print Template



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Third Floor Plan 1.100

**KEY**

- Lobby
- Private balcony
- Staircase access
- Lift
- YMCA development
- no.77 South Park Road
- Obscure glass to screen
- To line through with new YMCA building
- Solid wall to new YMCA building
- Obscure glass to window



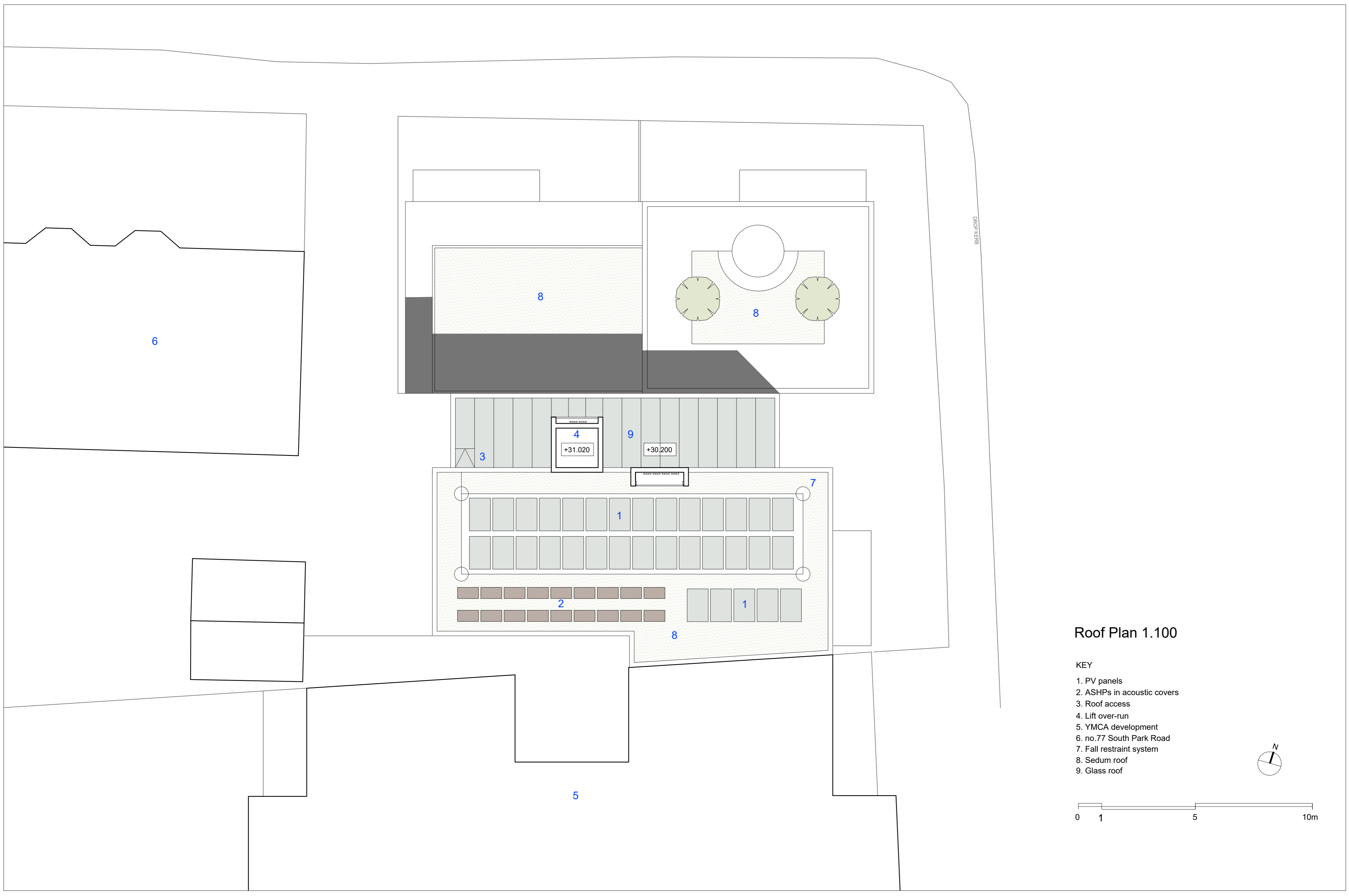
Second Floor Plan 1.100

**KEY**

- Lobby
- Private balcony
- Staircase access
- Lift
- YMCA development
- no.77 South Park Road
- Obscure glass to window
- Obscure glass up to 1700mm
- Rooflight
- To line through with new YMCA building
- Solid wall to new YMCA building

A1

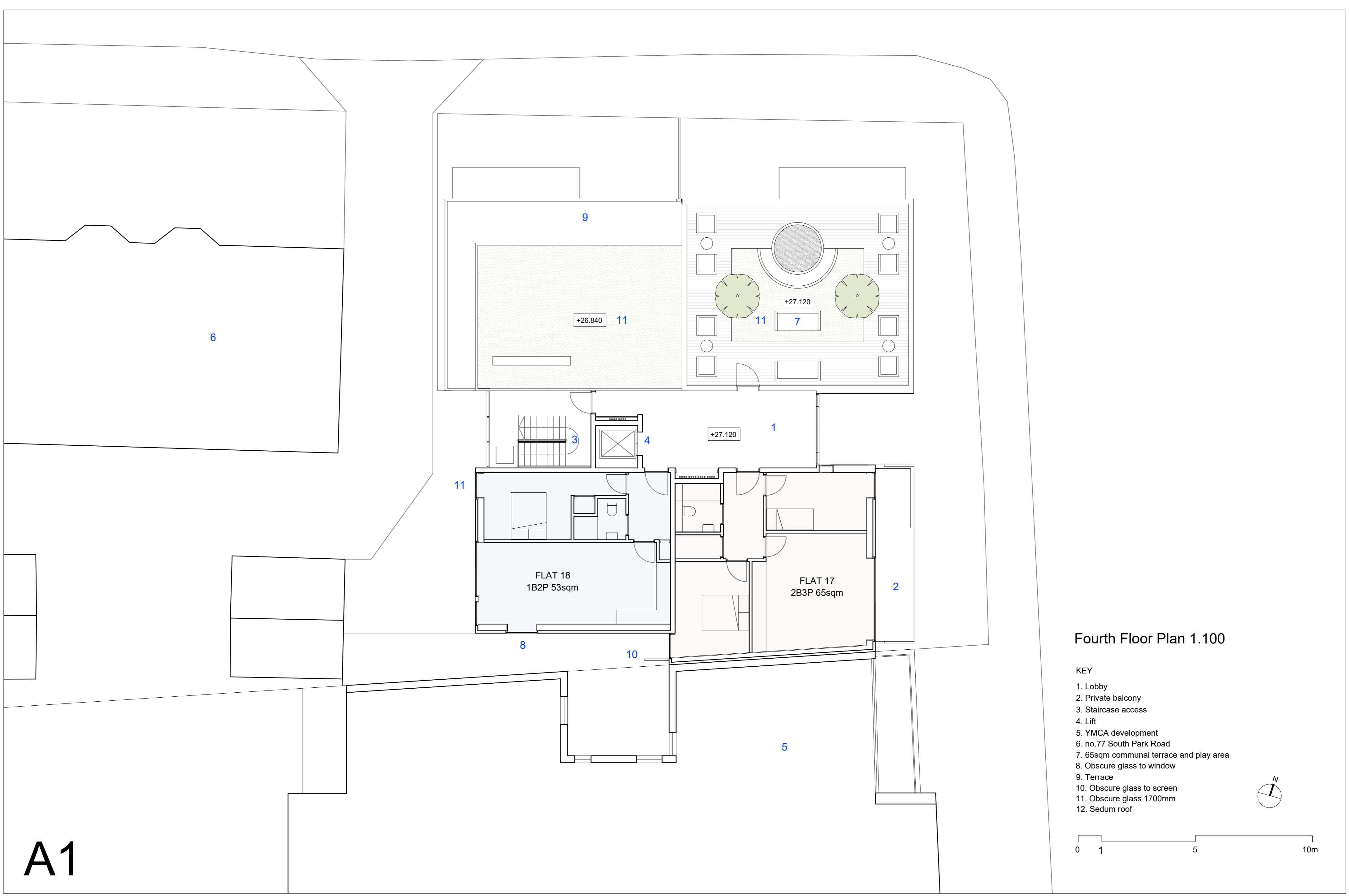
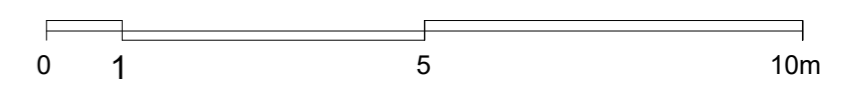
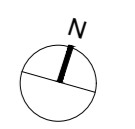
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	A	14.07.2021	Issued for Planning	July 2021	2 Trinity Road Wimbledon	TRH	241	
3W Architecture Limited registered in England.				Scale @ A1	Checked	Title	Rev.	
				1:100	SW	Second and Third Floor Plans	A	
Company no. 3132871 Registered Office The Pines Boars Head East Sussex				Status	Dwg. no.			
				Planning	241(10)002			



Roof Plan 1.100

KEY

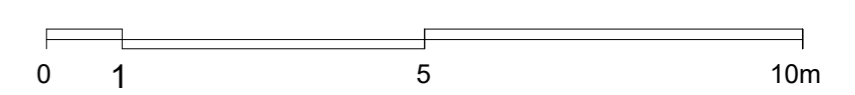
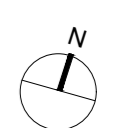
- 1. PV panels
- 2. ASHPs in acoustic covers
- 3. Roof access
- 4. Lift over-run
- 5. YMCA development
- 6. no.77 South Park Road
- 7. Fall restraint system
- 8. Sedum roof
- 9. Glass roof



Fourth Floor Plan 1.100

KEY

- 1. Lobby
- 2. Private balcony
- 3. Staircase access
- 4. Lift
- 5. YMCA development
- 6. no.77 South Park Road
- 7. 65sqm communal terrace and play area
- 8. Obscure glass to window
- 9. Terrace
- 10. Obscure glass to screen
- 11. Obscure glass 1700mm
- 12. Sedum roof



A1

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	A	14.07.2021	Issued for Planning	July 2021	2 Trinity Road Wimbledon	TRH	241	
3W Architecture Limited registered in England.				Scale @ A1	Checked			Rev.
				1:100	SW	Title		
Company no. 3132871 Registered Office The Pines Boars Head East Sussex				Status	Dwg. no.			A
				Planning	241(10)003	Fourth Floor and Roof Plan		

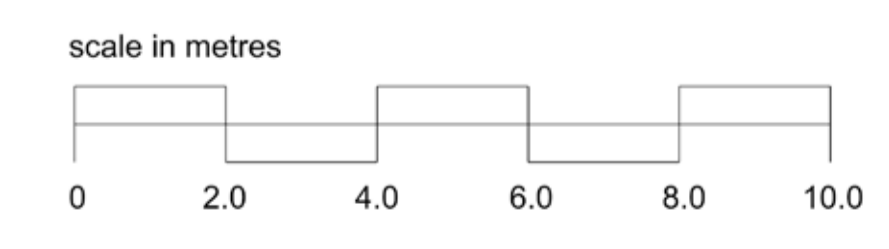


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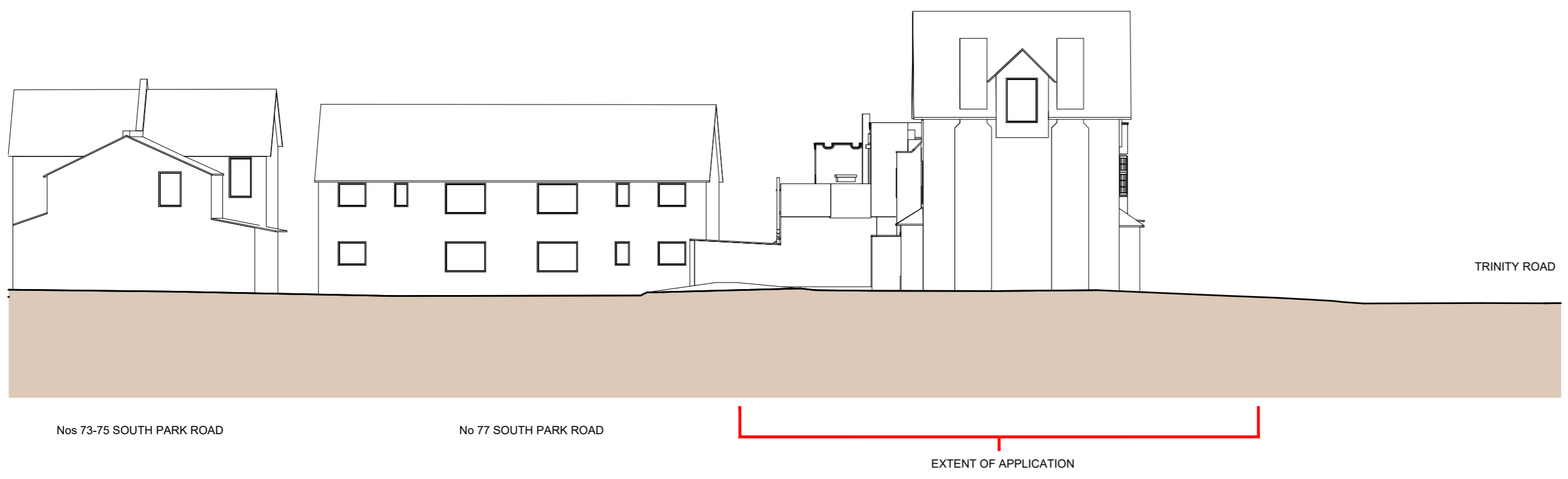
YMCA Development | 2 Trinity Road | South Park Road | Keble Court

East Elevation

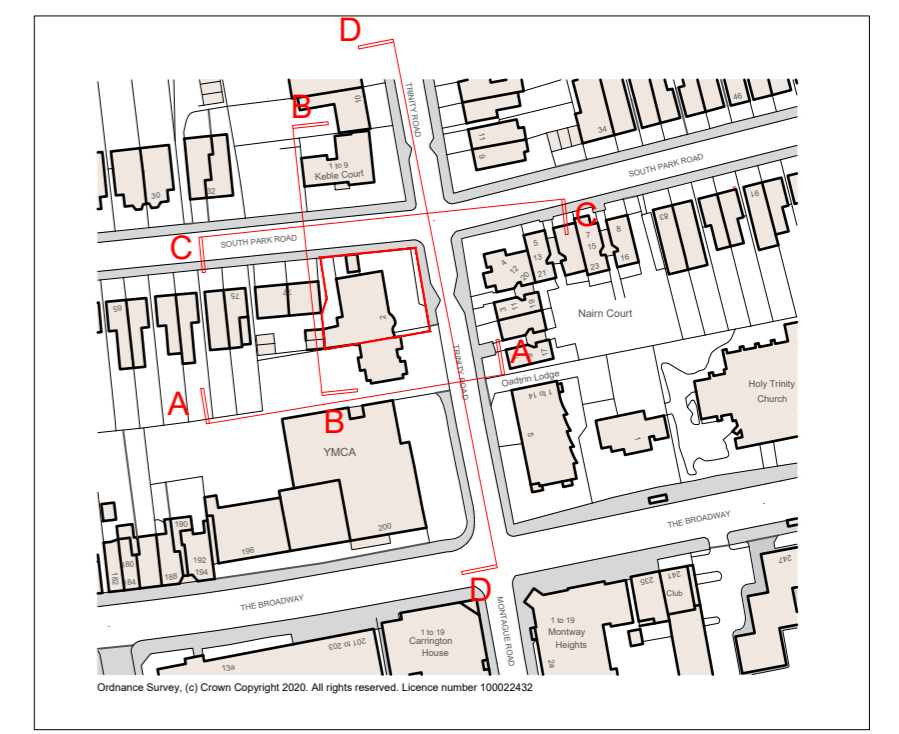


Rev	Date	Amendment	Rev	Date	Amendment	Rev	Date	Amendment	Rev	Date	Amendment	Date	Project	Job Ref.	Job no.
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3W Architecture Limited registered in England.												1:100 (200 @ A3)		East Elevation	
Company no. 3132871 Registered Office The Pines Boars Head East Sussex												Status	Protocol	Dwg. No.	Rev.
												Planning		241(11)001	A
												Architect			
												<b>3W</b>	Studio 1S.09 - Barley Mow Business Centre - 10 Barley Mow Passage - London - 020 7835 5525 - www.3w.org		

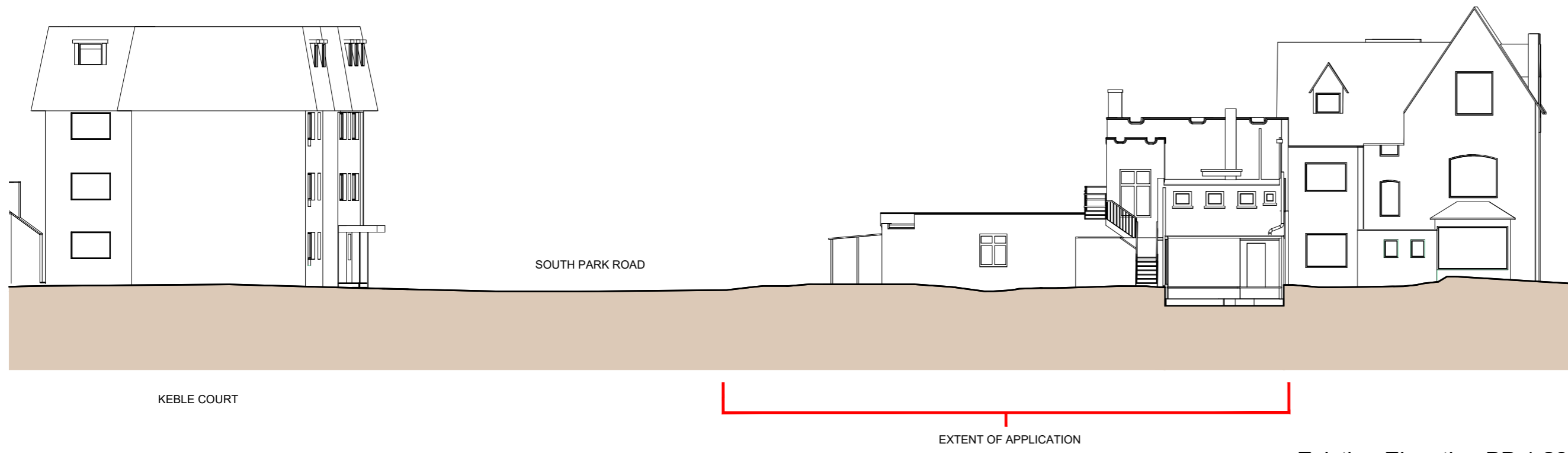




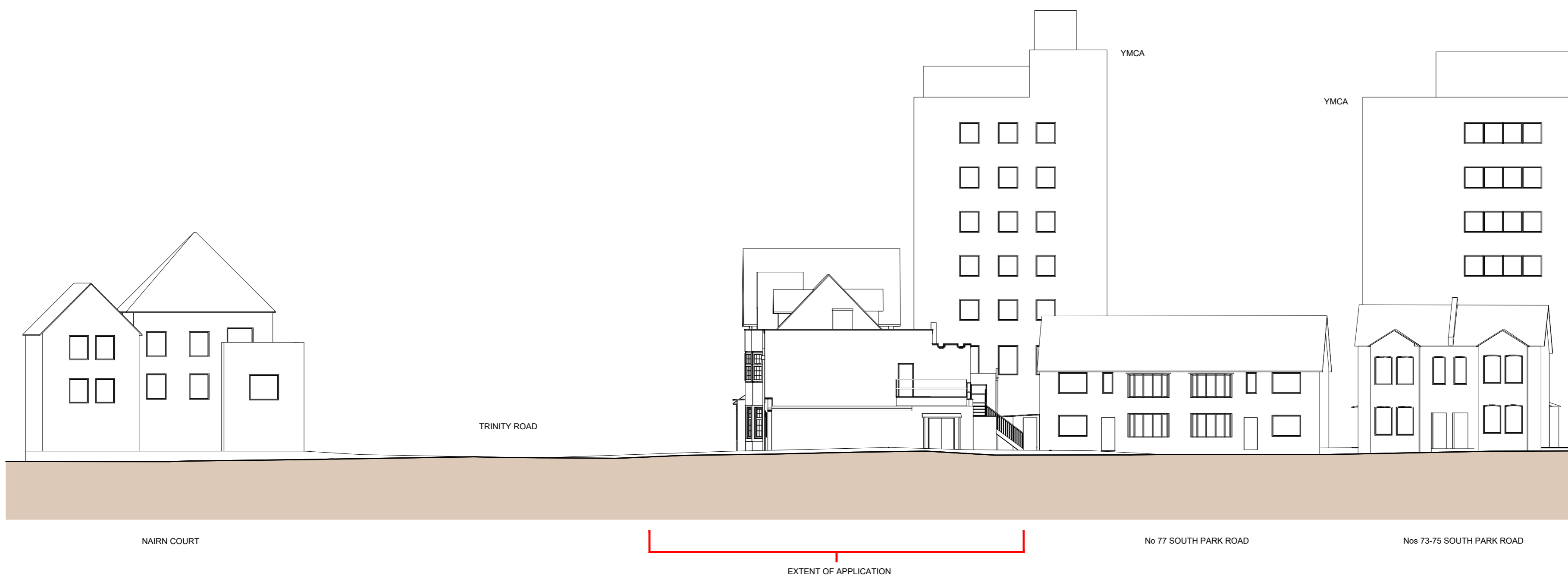
Existing Elevation AA 1.200



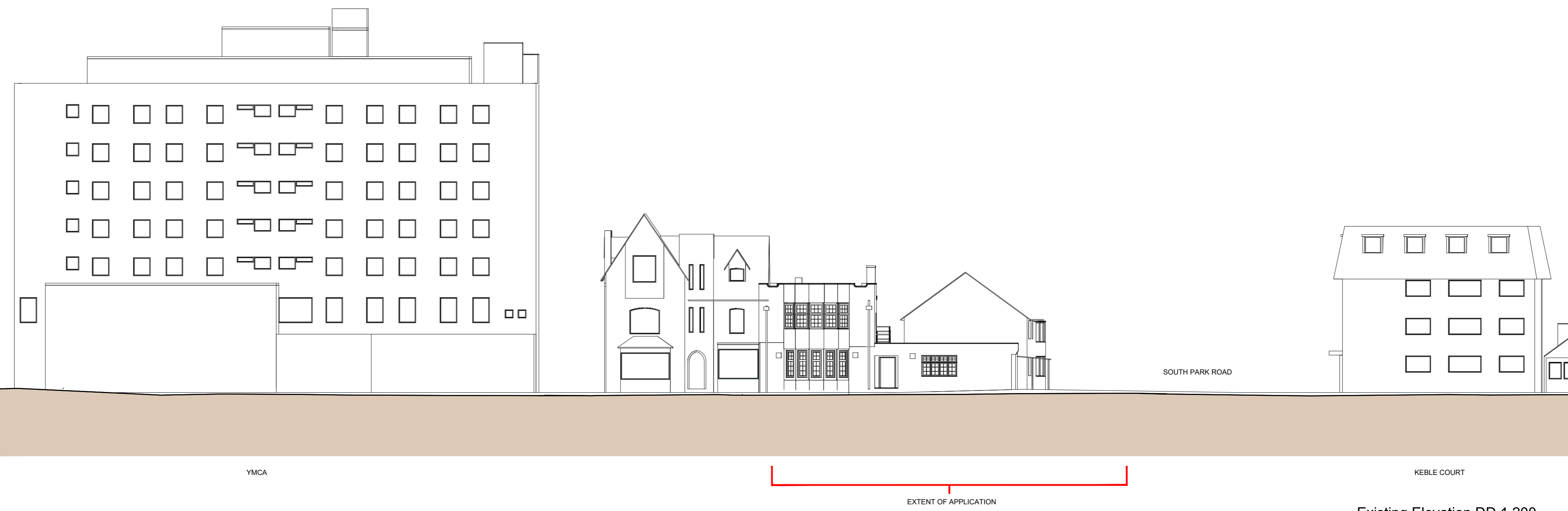
Site Plan 1.2000



Existing Elevation BB 1.200




Existing Elevation CC 1.200



Existing Elevation DD 1.200

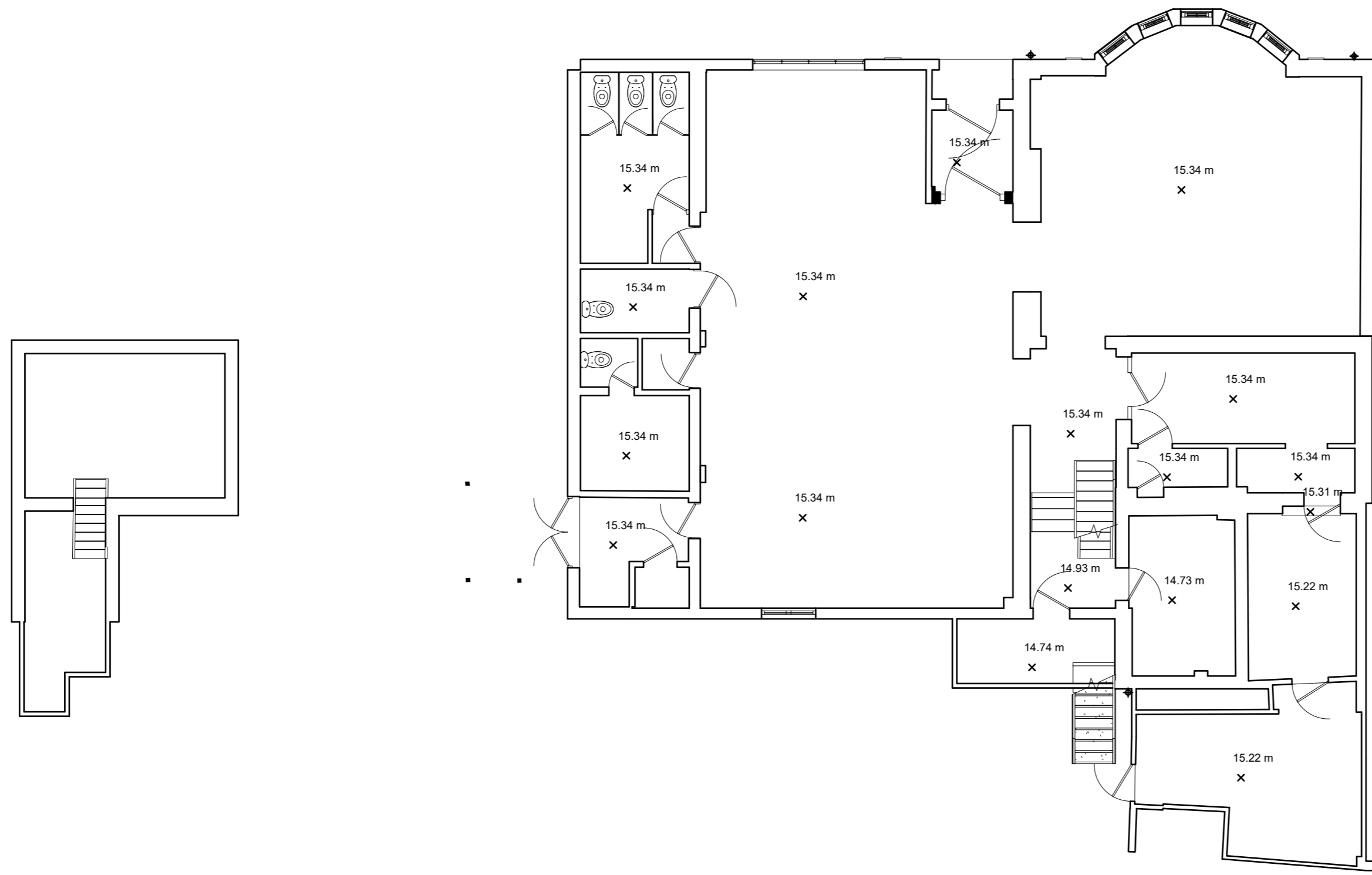
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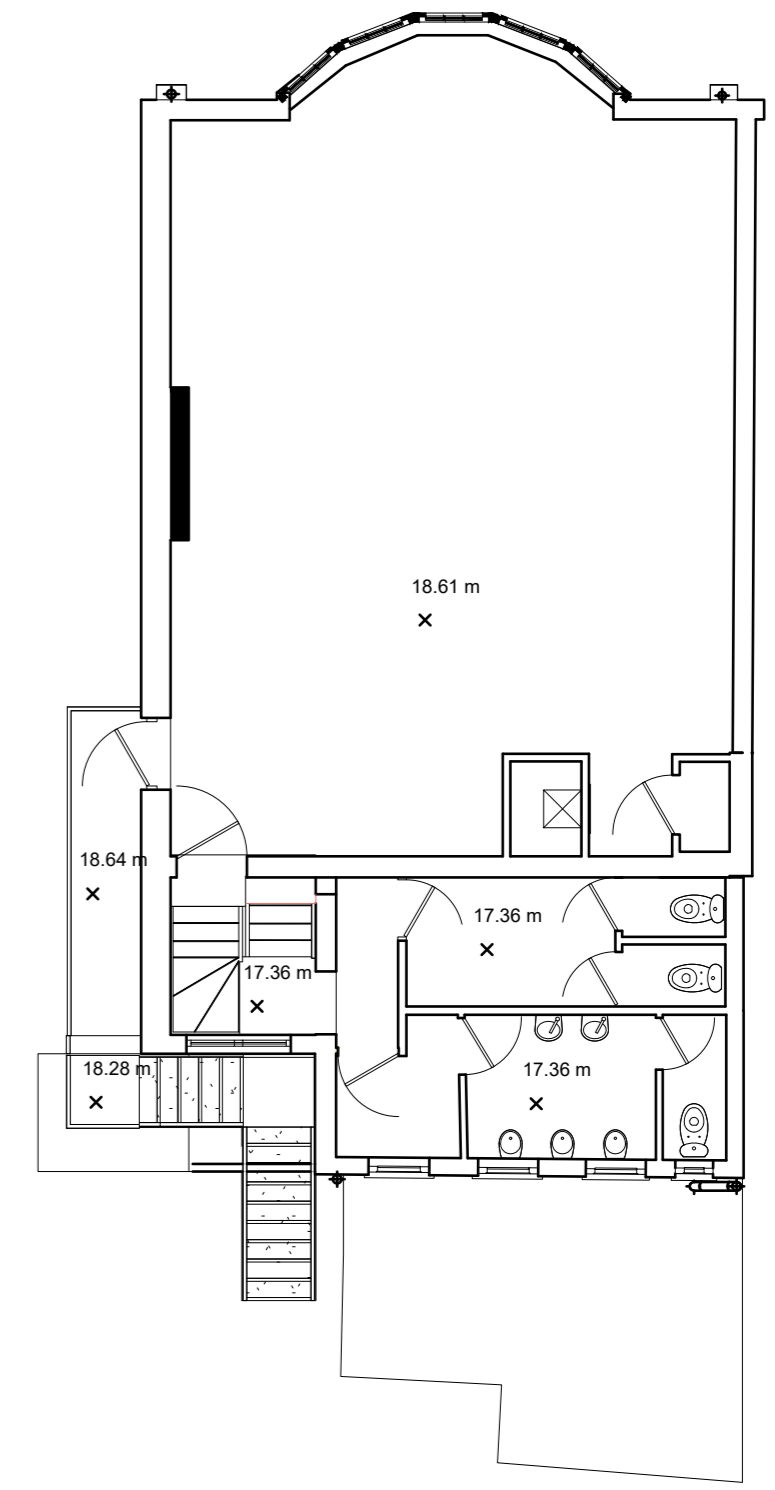
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	A	14.07.2021	Issued for Planning	July 2021	2 Trinity Road Wimbledon	TRH	241		
				Scale @ A1	Checked	Title	Rev.		
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				Planning	241(12)010				



Site Plan 1.2000

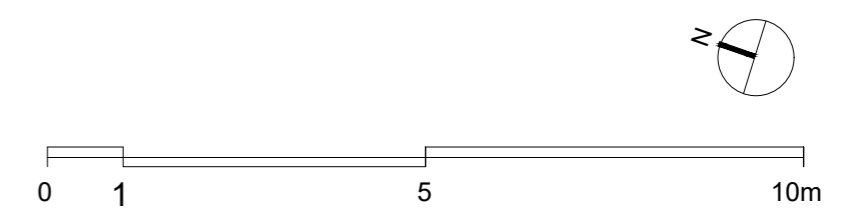


Existing Ground Floor Plan 1.100

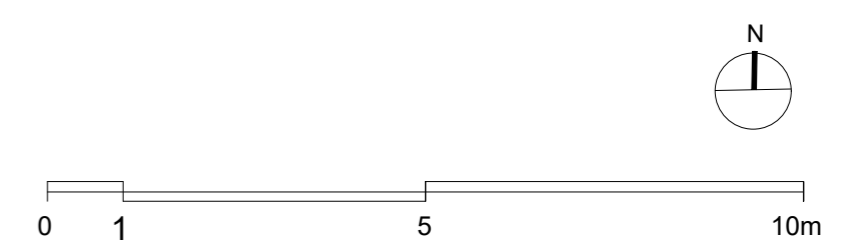


Existing First Floor Plan 1.100

Existing Basement Plan 1.100



Ground Floor Topographic Plan 1.100



A1

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	A	14.08.2021	Issued for Planning	July 2021	2 Trinity Road Wimbledon	TRH	241	
3W Architecture Limited registered in England.				Scale @ A1 1:100	Checked SW	Title Existing Building Plans		
Company no. 3132871 Registered Office The Pines Boars Head East Sussex				Status Planning	Dwg. no. 241(12)011	Rev. A		
				Page 577	Architect tel. 020 7835 5552 fax. 020 7835 5525 email. mail@3w.org			



A1

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	A	14.07.2021	Issued for Planning	July 2021	2 Trinity Road Wimbledon	TRH	241	
3W Architecture Limited registered in England.				Scale @ A1	Checked	Title	Rev.	
Company no. 3132871 Registered Office The Pines Boars Head East Sussex				1:100	SW	Ground and First Floor Plans	A	
				Status		Dwg. no.		
				Planning		241(10)001		





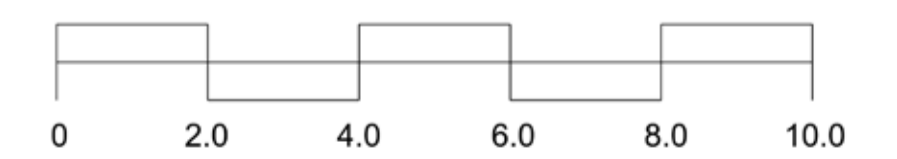
Trinity Road

2 Trinity Road

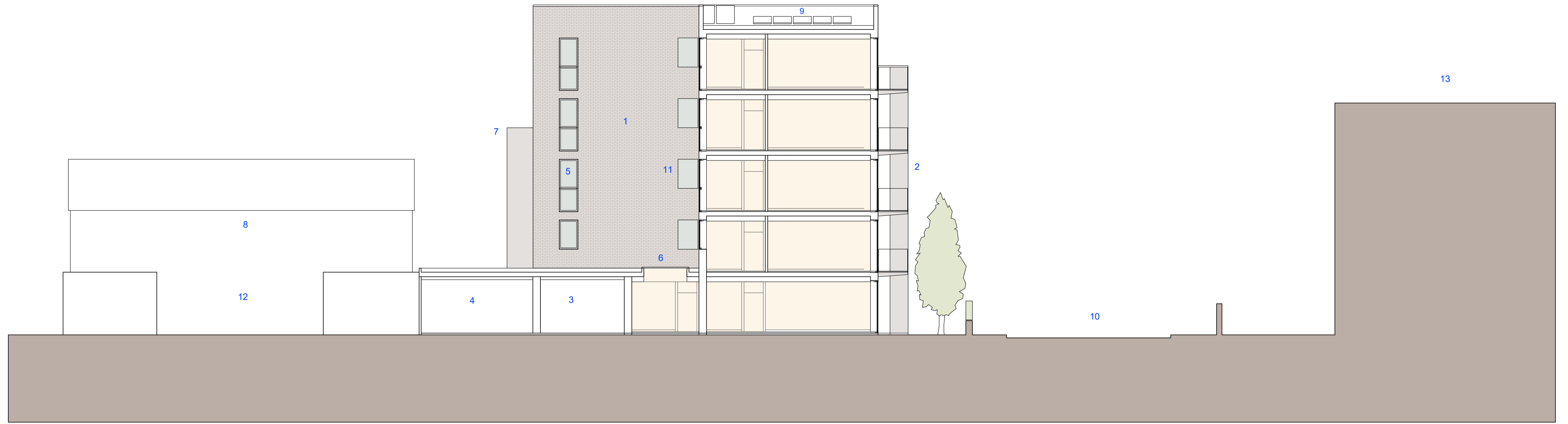
South Park Road

South Park Road

North Elevation

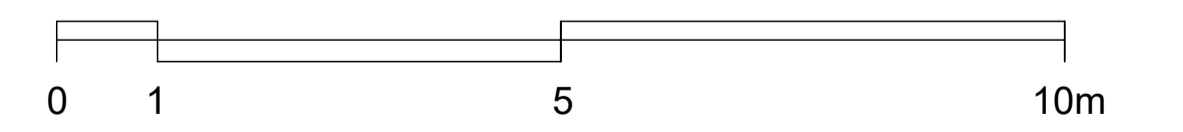


Rev A    Date 22.07.2021    Amendment Issued for planning			Rev    Date    Amendment			Rev    Date    Amendment			Rev    Date    Amendment			Date 19.07.2021		Project 2 Trinity Road - Wimbledon		Job Ref. TRH		Job no. 241	
© 3W Architecture Limited. All rights reserved.												Scale @ A1 1:100 (200 @ A3)		Title North Elevation					
3W Architecture Limited registered in England.												Status Planning		Protocol		Dwg. No. 241(11)002		Rev. A	
Company no. 3132871 Registered Office The Pines Boars Head East Sussex												Architect		3W					
											Studio 1S.09 - Barley Mow Business Centre - 10 Barley Mow Passage - London - 020 7835 5525 - www.3w.org								



KEY

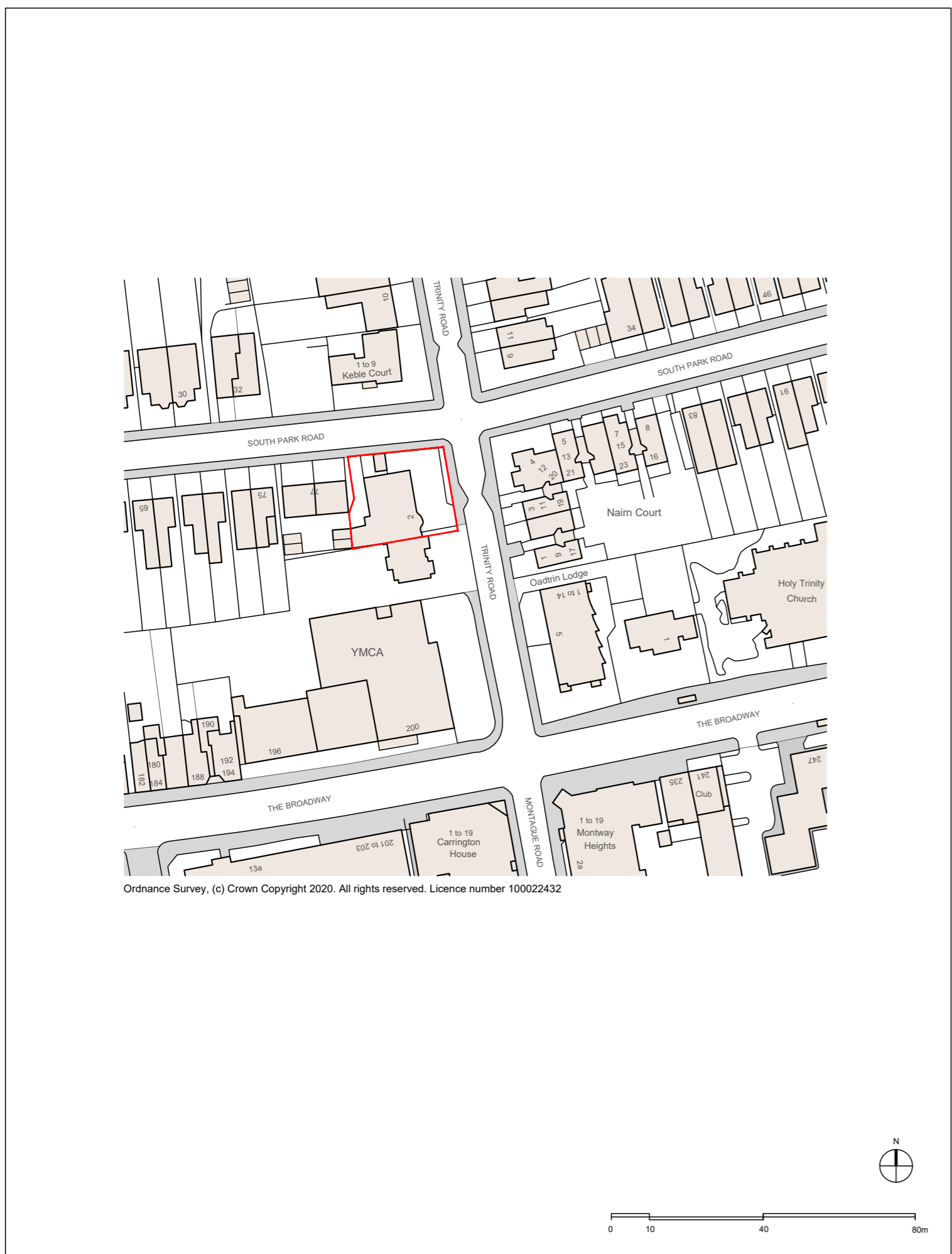
- 1. Stock brick
- 2. Balconies with privacy fins
- 3. Bin store
- 4. Bike store
- 5. Obscure glass to windows
- 6. Obscure glass to rooflight
- 7. Height on South Park Road
- 8. No 77 South Park Road
- 9. All renewable plant below parapet level
- 10. Trinity Road
- 11. Obscure glass to fins
- 12. Garages and car park to no. 77 South Park Road
- 13. Naim Court



A1

	Rev	Date	Amendment	Date	Project	Job Ref.	Job no.
	A	27.11.2020	First Issue	July 2021	2 Trinity Road Wimbledon	TRH	241
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3W Architecture Limited registered in England.				1:100	SW	Section AA	
Company no. 3132871 Registered Office The Pines Boars Head East Sussex				Status	Dwg. no.	Rev.	
				Planning	241(11)001	A	
				Architect			
				tel. 020 7835 5552 fax. 020 7835 5525 email. mail@3W.org			





Site Location Plan 1.1250



Site Plan 1.500

KEY  
 — Site Boundary  
 — Proposed YMCA Development

A1

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	A	14.07.2021	Issued for Planning	July 2021	2 Trinity Road Wimbledon		TRH	241	
3W Architecture Limited registered in England.				Scale @ A1	Checked	Title			
				1:500 & 1.1250	SW	Site Location and Site Plans			
Company no. 3132871 Registered Office The Pines Boars Head East Sussex				Status	Dwg. no.		Rev.		
				Planning	241(05)001		A		
Page 581				Architect tel. 020 7835 5552 fax. 020 7835 5525 email. mail@3w.org					



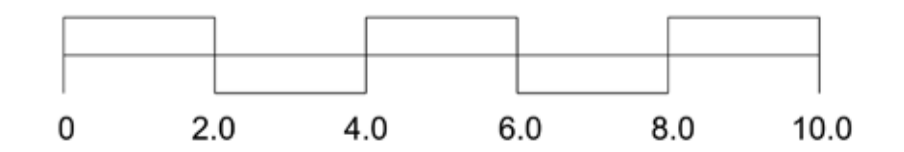
South Park Road

2 Trinity Road

YMCA Development

West Elevation

scale in metres



Rev	Date	Amendment	Rev	Date	Amendment	Rev	Date	Amendment	Rev	Date	Amendment	Date	Project	Job Ref.	Job no.
A	22.07.2021	Issued for planning										19.07.2021	2 Trinity Road - Wimbledon	TRH	241
												Scale @ A1	Title		
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												Status	Protocol	Dwg. No.	Rev.
												Planning		241(11)003	A
												Architect			
												<b>3W</b>	Studio 1S.09 - Barley Mow Business Centre - 10 Barley Mow Passage - London - 020 7835 5525 - www.3w.org		

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