

PLANNING APPLICATIONS COMMITTEE
22nd September 2022

Item No:

UPRN

APPLICATION NO.

DATE VALID

22/P0653

24/02/2022

Address/Site

242 Morden Road South Wimbledon London SW19 3DA

(Ward)

Merton Park

Proposal:

Demolition of existing car sales showroom and workshop (Sui Generis) and construction of 24 hour self-storage building (use Class B8) and block of flats (use Class C3) to accommodate 9 residential units, with associated hardstanding, parking and landscaping amendments and alterations to access

Drawing Nos:

See condition 2

Contact Officer:

Tim Lipscomb (0208 545 3496)

RECOMMENDATION

Grant Permission subject to conditions and s.106 legal agreement.

CHECKLIST INFORMATION

- Heads of Agreement: Yes
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: Yes (major application)
- Site notice: Yes (major application)
- Design Review Panel consulted: No
- Number of neighbours consulted: 55
- External consultations: Yes
- Conservation area: No
- Listed building: No
- Tree protection orders: No
- Controlled Parking Zone: Yes (MP1)

1. **INTRODUCTION**

- 1.1 This application is being brought to the Planning Applications Committee for determination due to the number of representations contrary to the officer recommendation.

2. **SITE AND SURROUNDINGS**

- 2.1 The application site is located on Morden Road, adjacent to Morden Hall Park and has until recently been occupied by a Citroen and Peugeot car dealership (Sui Generis use). The site has a prominent location on the A24. The site area measures approximately 0.4942 hectares (1.22 acres) in area.

- 2.2 This is a predominantly suburban residential area, with some pockets of retail to the south of the site and industrial buildings to the north-east of the site, including Windsor Park industrial estate. This sits opposite the Morden Hall Park and is surrounded on three sides by residential properties. The nearest commercial centre close to the site is located 6 minutes away to the south of the site.

- 2.3 Whilst the majority of the local built environment context is residential, there are retail buildings to the south of the site further along Morden Road which becomes London Road. These include a Sainsbury's supermarket and various cafés and high street style retail stores. Immediately to the south, residential properties give way to the Morden Hall medical centre and pharmacy before reaching the roundabout which leads onto the London Road commercial zone.

- 2.4 The existing building on site is set back approximately 18m from Morden Road. The existing building has a gross internal area of approximately 2,280sqm. The southern half of the site is currently occupied by parking which is used by the car dealer and covered in tarmac hardstanding.

- 2.5 The site is relatively flat with a variation of approximately 0.5m across the whole site.

- 2.6 The site is contained by walls of varying height to the west, north and south that border housing in these directions. The wall which is to the rear of the existing hardstanding is approximately 3.6m tall and is between this and a roadway which is used to access a number of garages, accessible to residents of Daybrook Road.

- 2.7 There is no vegetation on the central or front of the site addressing onto Morden Road. There are trees and bushes to the rear/west of the northern part of the site along the boundary with the pathway which access the rear gardens of houses along Daybrook Road.

- 2.8 There is a vehicular access onto Morden Road and in addition there is a wide stretch of dropped kerb to the northern part of the frontage.

- 2.9 The existing building on site is approximately two-storeys in height. The building has a dual pitched roof and extends up to the rear boundary of the site. The existing building has a maximum height (ridge height) of 7.6m and the parapet fronting Morden Road has a height of 6.3m. To the rear the building terminates at a height of 5.1m (adjacent to the rear of nos.39-47 Daybrook Road) and 3.8m (adjacent to the rear of nos.25-31 Daybrook Road).
- 2.10 The site has the following designations and restrictions:
- Controlled parking zone (CPZ) – Yes
 - Conservation area – No
 - Building listed – No
 - Archaeological Priority Zone – Yes (part of the southern part of the site)
 - Tree Protection Orders – No
 - Flood Zone – Flood Zone 1 (low risk)
 - PTAL – 6b
- 2.11 The site is opposite Morden Hall Park, a Historic Park, a Site of Importance for Nature Conservation, Metropolitan Open Land and designated Open Space.

3. **PROPOSAL**

- 3.1 The proposal is for the demolition of the existing car sales building and the erection of a building to accommodate a self-storage facility (Use Class B8), positioned to the northern part of the site. To the southern part of the site, a three storey residential block to accommodate 9 flats is proposed.
- 3.2 The self-storage building would have a GIA of 8,257m² and would be roughly three storeys in height. The building would have a flat roof with a parapet height of 10.4m. To the rear of the building, part of the parapet has been set down to a height of 7.3m.
- 3.3 For self storage customers, in addition to the 3 unloading bays, there are 12 parking spaces (including 1 disabled and 5 charging bays) and 4 'drive up unit' parking spaces and a total of 28 cycle spaces (18 long stay and 10 short stay). Abnormally sized cycles will be able to use the spaces on the ends of the stands.
- 3.4 Access to and use of the self-storage building would be 24-hours a day, seven days a week.
- 3.5 *Housing Mix*
- 3.6 The 9 residential building units consists of 3 floors, with 3 units on each level. The mix of units is as below:

- 2 x 1 bed 2 person units
- 1 x 1 bed 2 person M4(3) wheelchair accessible unit
- 4 x 2 bed 3 person units
- 2 x 2 bed 4 person units

- 3.7 One of the one-bed, two person flats would be wheelchair accessible. All other flats would be wheelchair adaptable.
- 3.8 The GIA of residential development is 753.7sqm
- 3.9 Vehicle parking for the self-storage building would be provided in the form of 12 spaces in the yard in the centre of the proposed development. 5 of these spaces would be electric vehicle charging bays, and one would be a disabled bay.
- 3.10 For the cycle spaces for the self-storage building, it is proposed that there be 14 Sheffield stands, which would provide 28 cycle spaces. The spaces would be divided between five stands (ten spaces) and nine stands (18 spaces) between the front and rear of the application site for short and long stay respectively.
- 3.11 For the flats, in terms of cycle storage, there would be 17 long stay cycle parking spaces provided in the form of secure covered cycle storage pods towards the front of the site and an additional 2 short stay visitor spaces. 5% of the spaces will be allow for abnormally sized cycles.
- 3.12 No car parking is proposed for the residential use, other than a single Blue Badge holder space to the frontage.
- 3.13 Each flat would have their own private amenity space, a combination of terraces and winter gardens, plus have access to the shared amenity garden to the rear of the building.
- 3.14 Landscaping would form part of the proposed development. Trees and shrubs would be planted fronting Morden Road, in front of the self-storage building. Shrubs would be planted at the northern and western perimeter of the self-storage building. On the roof of the self-storage building would be grass and plants. To the rear of the residential building (at the west) would be a landscaped garden, containing trees, grass, planting, and decorative paving. Shrubs would be planted to the front of the residential building, fronting Morden Road (at the east). There would also be some tree screening to the rear boundary of the site. Whilst not directly applicable to this primarily commercial scheme, the proposed development would achieve an Urban Greening Factor of 0.22.
- 3.15 The self-storage facility would have a contemporary appearance, with the front elevation of the building being made up of three large blocks with extensive glazing. The building would feature a lower darker brick base with glazed sections around the reception and 'workpod' area and a lighter metal clad upper section with glazed inserts.
- 3.16 The residential block would have a mansard roof with a slate covering. The walls below would be in a light buff brick with hit and miss brickwork detailing. Roof terraces would be provided to the frontage of the building, in front of the mansard roof.

- 3.17 The proposed development would provide two crossover accesses at the south-eastern part of the application site from Morden Road; one centrally located access to the self-storage building, and one further to the south to access to the flats. The existing north-eastern access would be closed and the existing south-eastern access would be improved to form the access to the flats.
- 3.18 It is proposed that the waste collection and servicing requirements for the self-storage building would be undertaken via existing council services. Waste collection and servicing will be collected from within the service yard.
- 3.19 The waste collection for the flats would be as per the existing on-street arrangement for the current residential properties along Morden Road.
- 3.20 Surface materials are proposed as below:
- Attic unloading yard & parking area - Concrete.
 - Area between front of building and pavement - Permeable Paving.
 - Path around Attic building - Permeable Paving.
 - Residential parking/forecourt area - Permeable Paving
- 3.21 Permeable (SUDS) paving is proposed to all hard surfaces except for the unloading yard area which requires a more robust concrete finish and has the basement level below it. The yard's concrete slab is proposed to house a void which holds surface water attenuation in lieu of traditional tanks.
- 3.22 Boundary treatments are proposed to be broadly in line with those existing on site which include brick topped with railings to the front of the residential block, with a brick wall and timber close board fence to the rear. The tall existing brick wall to the rear of the Attic yard area would be extended and new timber fences to the remainder of the west and northern façades would be added. Across the Attic yard area, a 2.5m tall residential style metal fence and sliding gate would be provided. Railing colouring would be in a dark grey.
- 3.23 The planning agent has set that the commercial and residential elements may be built out separately from one another and therefore the development is proposed is two separate phases (commercial and residential). These phases may be implemented separately or in conjunction with one another.
- 3.24 The application is accompanied by the following supporting documents:
- Air Quality Assessment
 - Application form
 - Archaeological Desk Based Assessment
 - Self-storage Fire Statement
 - Basement Impact Assessment
 - CIL form
 - Circular Economy Statement

- Covering letter
- Daylight, Sunlight and Overshadowing Report
- Delivery and Servicing Plan
- Design and Statement
- Ecological Impact Assessment
- Economic Benefits Statement
- Energy usage and sustainability statement covering document
- Flood risk assessment and drainage strategy
- Framework travel plan
- GLA Carbon Emission Reporting Spreadsheet
- Heritage Statement
- Morden Road Residential Fire Statement
- Noise Impact Assessment
- Phase 1 Assessment
- Planning Statement
- Residential Development Energy Usage and Sustainability Statement
- Self-Storage Energy Usage and Sustainability Statement
- Transport Statement
- Whole Life Cycle Carbon Emissions Assessment

With the following additional documents having been submitted:

- Affordable Housing Assessment 13/06/2022
- Bat Survey 25/05/2022
- BREEAM Report 23/05/2022
- Climate Change additional information 27/07/2022
- Ecological Impact Assessment 25/05/2022
- Framework Delivery and Servicing Plan 17/05/2022
- Framework Travel Plan Amended 17/05/2022
- GLA Carbon Emissions Reporting Spreadsheet Amended 23/05/2022
- Technical Note response to TfL comments 17/05/2022

3.25 The application was amended on 16th August 2022 to make the following amendments:

- Part of the building line pulled in from rear boundary at first floor level, which results in a reduced floor area at first floor level of 200sqm.
- Basement amended, to bring the line of the basement at the street frontage back in to avoid the Thames Water easement.
- Distances on section drawings corrected.
- Five electric spaces provided for self-storage car parking spaces (not servicing bays as originally requested).
- Air Source Heat Pump zone shown on self-storage.
- Materials on residential forecourt on the Site Plan has been clarified.
- Cycle spaces and bin stores enclosed. 'Bikehangers' proposed; they are enclosed self-contained units.
- Additional section drawings provided to more clearly show the relationship with properties to the rear.

4. RELEVANT PLANNING HISTORY

- 4.1 05/P0392 – Alterations to elevations and extension including:- demolition of existing forecourt canopy; recladding of east and part of south facing elevations; extension to south east corner of building to form new covered display area - Grant Permission subject to Conditions 14-04-2005.

A number of applications for advert consent for the car sales use.

5. **POLICY CONSIDERATIONS**

5.1 **POLICY CONTEXT**

5.2 National Planning Policy Framework (2021)

2. Achieving sustainable development
4. Decision-making
5. Delivering a sufficient supply of homes
6. Building a strong, competitive economy
7. Ensuring the vitality of town centres
8. Promoting healthy and safe communities
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment

5.3 London Plan (2021)

- 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
- D10 Basement Development
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- D13 Agent of Change
- D14 Noise
- H1 Increasing housing supply
- H10 Housing size mix
- S4 Play and informal recreation
- E2 Providing suitable business space
- E11 Skills and opportunities for all
- HC1 Heritage conservation and growth
- G1 Green infrastructure
- G4 Open Space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- 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 10 Aggregates
 - 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
 - T6.2 Office parking
 - T7 Deliveries, servicing and construction
 - T9 Funding transport infrastructure through planning
- 5.4 Merton Local Development Framework Core Strategy – 2011 (Core Strategy)
- CS 8 Housing choice
 - CS 9 Housing provision
 - CS 11 Infrastructure
 - CS 12 Economic development
 - CS 13 Open space, leisure and nature conservation
 - CS 14 Design
 - CS 15 Climate change
 - CS 17 Waste management
 - CS 18 Transport
 - CS 19 Public transport
 - CS 20 Parking servicing and delivery
- 5.5 Merton Sites and Policies Plan – 2014 (SPP)
- DM H2 Housing mix
 - DM E3 Protection of scattered employment sites
 - DM E4 Local employment opportunities
 - DM EP2 Reducing and mitigating noise
 - DM EP3 Allowable solutions
 - DM EP4 Pollutants
 - DM O2 Nature conservation, Trees, hedges and landscape features
 - DM D1 Urban Design and the public realm
 - DM D2 Design considerations
 - DM D4 Managing heritage assets
 - DM F2 Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure
 - DM T2 Transport impacts of development
 - DM T3 Car parking and servicing standards
 - DM T4 Transport infrastructure
 - DM T5 Access to the road network

5.6 Supplementary planning considerations
National Design Guide – October 2019
DCLG: Technical housing standards - nationally described space standard
March 2015
GLA Guidance on preparing energy assessments – 2018
London Environment Strategy - 2018
Mayor's Air Quality Strategy - 2010
Mayor's SPG - Housing 2016
Mayor's SPG – Sustainable Design and Construction 2014
Mayor's SPG – Character and Context 2014
Mayor's SPG – Accessible London 2014
LB Merton – Air quality action plan - 2018-2023.
LB Merton - Draft Sustainable Drainage (SUDS) Design and Evaluation
Supplementary Planning Document (SPD) 2018
Merton's Waste and Recycling Storage Requirements – A Guidance for
Architects
Draft Local Plan.

6. CONSULTATION

6.1 Press Notice, Standard 21-day site notice procedure and individual letters to neighbouring occupiers. Representations have been received from 25 individuals, raising objection on the following grounds:

- Noise and security concerns from 24 hours use.
- Concerns over light and CCTV disturbance.
- Concerns regarding loss of sunlight and daylight.
- Request that bright colours or reflective surfaces are not used in the wall facing neighbours.
- Concerns regarding air quality from both operational and construction phase.
- Concerns over positioning of smoke vents to the north and west elevations.
- Concerns regarding overlooking.
- Blocking of views to Morden Hall Park.
- More green space and landscaping should be provided.
- Flooding/drainage concerns due to basement construction.
- Serious air, noise, water and soil pollution due to construction.
- Request higher walls to the rear boundary (3.6m high wall should be continued for the length of the rear boundary).
- Concerns regarding height of wall to rear boundary (tall wall is out of keeping).
- The contemporary appearance of the self-storage facility is inconsistent with the character of the area.
- The proposed building is too close to houses on Daybrook Road and will form an imposing bulk over the houses.
- Concerns regarding potential asbestos removal in the existing building.
- Query whether temporary accommodation can be provided for neighbours throughout the construction process for 18 months.
- Concern that additional floors may be added in the future.

6.2 Internal consultees:

6.3 LBM Environmental Health Officer (contaminated land):

With regards contaminated-land we recommend three conditions, the first two, subject to prior agreement:

No development shall occur until a preliminary risk-assessment is submitted to the approval of the LPA. Then an investigation conducted to consider the potential for contaminated-land and shall be submitted to and approved in writing by the local planning authority. Reason: To protect the health of future users of the site in accordance with policy 9.10.6 of the London Plan 2021 and policy DM EP4 of Merton's sites and policies plan 2014.

No development shall occur until a remediation method statement, described to make the site suitable for, intended use by removing unacceptable risks to sensitive receptors, and shall be submitted to and approved in writing by the local planning authority. Reason: To protect the health of future users of the site in accordance with policy 9.10.6 of the London Plan 2021 and policy DM EP4 of Merton's sites and policies plan 2014.

Prior to first occupation, the remediation shall be completed and a verification report, produced on completion of the remediation, shall be submitted to and approved in writing by the local planning authority. Reason: To protect the health of future users of the site in accordance with policy 9.10.6 of the London Plan 2021 and policy DM EP4 of Merton's sites and policies plan 2014.

6.4 LBM Environmental Health Officer (air quality):

The applicant has submitted an Air Quality Assessment report ref.: 9.773 dated February 2022 and produced by XCO2. The assessment considered the potential impacts on local air quality associated with the construction and operation of the proposed development.

Detailed dispersion modelling of emissions from traffic on Morden Road has been undertaken to predict NO₂, PM₁₀ and PM_{2.5} concentrations at the proposed development. The site falls within exposure category APEC-A and therefore the proposed development will not introduce new exposure to poor air quality.

Heat and hot water will be provided by ASHP's and PV. The building-related emissions are therefore Air Quality Neutral. The traffic emissions are Air Quality Neutral.

I have no objections subject to the following conditions:

Conditions – Construction Management Plan/ Dust Management Plan

1. Prior to the commencement of development, including demolition, a detailed Demolition and Construction Environmental Management Plan (DCEMP) shall Environmental Health 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. To include continuous dust monitoring.

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.

2. The development shall not be implemented other than in accordance with 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.

3 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 GG3 and SI1, and NPPF 181.

6.5 LBM Environmental Health Officer (noise):

If you are minded to approve the application then I would recommend the following planning conditions:-

1) Due to the potential impact of the surrounding locality on the residential development, the recommendations and criteria to control any noise impact, as specified in the ACA Acoustics, Noise Impact Assessment Report Reference: 211109-R001, dated 3rd February 2022, shall be implemented and maintained as a minimum standard. A post implementation acoustic report shall be submitted to the LPA to confirm compliance.

2) Noise levels, (expressed as the equivalent continuous sound level) LAeq (15 minutes), from any new plant/machinery from the commercial unit across the site use shall not exceed LA90-10dB at the boundary with the closest residential property. A post implementation acoustic report shall be submitted to the LPA to confirm compliance.

3) Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.

4) 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 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 and monitor the emission of noise and vibration during construction.
- measures to control and monitor the emission of dust and dirt during construction
- a scheme for recycling/disposing of waste resulting from demolition and construction.

Reason: To protect the amenities of the occupiers in the local vicinity and future occupiers.

6.6 LBM Highway Officer:

No objection subject to condition and informatives:

- H1 (details of the proposed vehicular access),
- H2 (vehicle access to be in accordance with agreed plan),
- H3 (redundant crossover/s),
- H5 (pedestrian visibility splays),
- H10 (working method statement)
- H13 (Construction Logistics Plan)

INF8, INF9 and INF12

6.7 LBM Transport Officer:

Location

The site of the proposed development is on the A24 Morden Road, which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN, and is therefore TfL should be consulted.

PTAL

The site has been assessed to have a PTAL of 6a, which indicates the site has an excellent accessibility to public transport.

Off site highway works

The northern crossover on the A24 Morden Road is proposed to be closed and the southern crossover is proposed to be formalised.

The applicant will need to enter into a Section 278 agreement with TfL for these works and reinstating the footway. TfL will have to approve and agree the works and all costs must be covered by the applicant.

Parking:

Residential

No off-street parking is provided with the exception of 1 Blue badge (BB) parking space in line with Policy T6 of the London Plan.

Permit free option would be acceptable subject to the applicant enters into Unilateral Undertaking which would restrict future occupiers of the units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.

Self-Storage unit

14 non-operational parking spaces, including 1 BB space, and 5 operational parking spaces are proposed for the self-storage unit.

EVCP

Whilst supported that 2 of the self-storage unit parking spaces will be provided with active Electric Vehicle (EV) charging infrastructure, this should also be provided for all operational parking spaces. It is also requested that the residential parking space is provided with EV charging facilities as per Policy T6 of the London Plan.

Cycle Parking:

Self Storage

28 cycle parking spaces are proposed for the self-storage unit in the form of Sheffield stands and are all suitable for larger and adapted cycles. Whilst this is supported, it is requested that 17 of these are long-stay spaces and 9 of them are short-stay spaces in line with Policy T5 of the London Plan.

Residential

17 long-stay cycle parking spaces, including 3 adaptable long-stay cycle spaces, and 2 short-stay spaces are proposed for the residential units.

All cycle parking should be located in a secure, sheltered and accessible location, and should meet design standards set out in Chapter 8 of the London Cycle Design Standards (LCDS).

Delivery and Servicing

Servicing for both elements of the proposed development would be controlled by a Delivery and Servicing Plan (DSP) which will set out the delivery and servicing strategy for the site and secured by Sec.106 agreement.

The service yard within the car park will provide 5 loading bays, including 3 for the self-storage facility.

Refuse:

Residential

Refuse collection for the residential units will be as per the existing on-street arrangement for the current residential properties along the A24 Morden Road.

Self Storage

Waste collection requirements for the self-storage facility would be undertaken via existing council services in the service yard.

Travel Plan

The application includes a draft travel plan and this is broadly welcomed. The details of the travel plan should be subject to detailed agreement and monitoring over a five year period. A sum of £2,000 (two thousand pounds) is sought to meet the costs of monitoring the travel plan over five years, secured via the Section106 process.

Recommendation:

The proposal is unlikely to have a significant impact on the adjoining highway. Raise no objection subject to:

- Car parking (include EVCP) as shown maintained.
- Cycle Parking (secure & undercover) maintained.
- Unilateral Undertaking which would restrict future occupiers of the units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.
- Delivery and Service Plan secured vis Sec.106 agreement.
- A sum of £2,000 (two thousand pounds) is sought to meet the costs of monitoring the travel plan over five years, secured via the Section106 process.

- 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.
- The applicant will need to enter into a Section 278 agreement with TfL for off site works relating to reinstating the existing and formalised of the new.

LBM Waste Services:

The applicant has stated in the planning statement the waste proposal below:

Refuse and servicing:

It is proposed that the waste collection and servicing requirements for the self-storage building would be undertaken via existing council services. Waste collection and servicing will be collected from within the service yard.

The waste collection for the flats would be as per the existing on-street arrangement for the current residential properties along Morden Road.

The waste arrangement for the 9x residential units is pretty straight forward, collection will be from the bin store along Morden Rd. No obvious concern.

The commercial waste arrangement will be managed through a privately collection arrangement, this does not come under household waste collection.

6.8 LBM Flood Risk Engineer:

The site is not located in a flood zone and is shown to be at low risk of surface water flooding according to the published online flood risk mapping. Our advice would be that, should planning permission be granted, suitably worded conditions are applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

Suggested conditions are below:

Conditions

- 1) The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:
 - a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.

b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 40% allowance for climate change) storm events and during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. If infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 2.5l/s.

c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).

d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.

e) Details of drainage management responsibilities and maintenance regimes for the drainage system.

f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

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 5.13

2) Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.

3) Prior to the commencement of development, the applicant shall submit a detailed proposal on how drainage and groundwater will be managed and mitigated during (dewatering) and post construction (permanent phase), for example through the implementation of passive drainage measures around the basement structure.

Reason: To ensure flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13

Informative:

No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.

6.9 *LBM Climate Change Officer:*

Following detailed discussions between the applicant and the Council's Climate Change Officer the following comments are provided:

There are a few outstanding comments and a couple of inconsistencies in the carbon reporting spreadsheet that need to be addressed. Once these have been addressed and the final carbon shortfall and carbon offset contributions have been confirmed I can provide some condition wording for this.

6.10 *LBM Green infrastructure and Biodiversity*

The site is located within the Wandle Valley Regional Park 400m buffer (CS5, CS13, CS 21.13, DM01) as shown on the Merton Sites and Policies Map. The following environmental designations are also located directly opposite the site (within 20m):

- Wandle Valley Metropolitan Open Land (MOL-18)(CS13, DM01)
- Morden Hall Park - within Wandle Valley Regional Park (CS5, CS13, DM01)
- Morden Hall Park and Deen City Farm SINC (MeBI01) (CS13, DM02)
- The Upper River Wandle SINC (M091) (CS13, DM01)
- Morden Hall Park district park open space (M001)
- Phipps Bridge and London Rd Playing Fields Green Corridor (GC13) (CS13, DM02)

Biodiversity

The applicant has provided an Ecological Assessment report, which sets out the findings of a Phase 1 habitat survey and preliminary bat roost assessment of the site. A site visit was conducted on 29 November 2021 and a desktop study undertaken. A preliminary bat roost assessment was also undertaken on 24 August 2021.

Some comments on the methodology and findings of the report are below. These should be passed to the applicant's ecologist for review:

- Para 3.5 identifies a list of nearby SINC's. It should be noted that the first 2 SINC's are located less than 20m from the site, not 200m, as stated in the report. This is also repeated in para 4.6 and 4.7 of the report when discussing potential impacts and mitigation.
- Para 3.14 makes reference to a MAGIC data search. A summary of any relevant results from the GiGL data search referenced in Appendix 4 should also be provided in the report, as GiGL searches usually provide more detailed information.
- Para 2.7 states that "only an external ground level PBRA (preliminary bat roost assessment) was completed of the building". Para 4.10 states that the existing building is considered to have moderate suitability for bats and further ecological surveys are required. Para 7.1 concludes that "no ecological features are present that would affect the principle of development at the site." This conclusion does not reflect the results of the site survey or the recommendation that further bat emergence/re-entry surveys are required. Ecological surveys cannot be conditioned as part of a planning application. In accordance with the council's policies (specifically CS13(g)(3) and (8)), the applicant needs to provide sufficient information that would enable an assessment of the potential impact on protected or priority species and priority habitats. Therefore, the applicant will need to provide the findings of the emergence/re-entry surveys, as recommended in Para 4.10 of the report (copied below for reference) before the application can be determined.

4.10 As building B1 is to be demolished as part of the proposed development and this building was found to be of moderate suitability for bats, an emergence/ re-entry survey consisting of two visits within the core bat active period (May – August, inclusive) will be completed in 2022, in accordance with best practice guidelines (Collins 2016).

Urban Greening

The proposed development is for a mix of storage (B8) and residential (C3) uses. While the London Plan (Policy G5) sets out that B8 uses are not currently required to meet the urban greening factor (UGF) target score of 0.3 for commercial development, para 8.5.5 also specifies that B8 uses are expected to set out urban greening measures on site and quantify the UGF score (see extract below). Merton's emerging new Local Plan (submitted to the Secretary of State for examination) also supports urban greening on all development sites, regardless of size.

8.5.5 Residential development places greater demands on existing green infrastructure and, as such, a higher standard is justified. Commercial development includes a range of uses and a variety of development typologies where the approach to urban greening will vary. Whilst the target score of 0.3 does not apply to B2 and B8 uses, these uses will still be expected to set out what measures they have taken to achieve urban greening on-site and quantify what their UGF score is.

The applicant should provide an UGF calculation and related UGF plan for the proposed development.

6.11 LBM Green infrastructure and Biodiversity Additional comments
15/07/2022:

Bat Survey

The applicant has provided a further bat survey report which provides details on the emergence/re-entry surveys undertaken in May 2022. This report concludes that roosting bats are considered absent from the existing building and therefore the proposed development is unlikely to have an adverse effect on protected species.

The recommendations set out in the report on lighting details (paras 4.4-4.5), the inclusion of bat boxes (paras 4.1-4.3) and new surveys being required if demolition of the building has not occurred by 18/05/2023 (para 5.2) should be included as suitably worded conditions, should you recommend approval for the application.

Urban Greening Factor

Regardless of the views of the applicant on how the UGF has, or has not been achieved on other sites, the London Plan and the Mayor's draft UGF guidance set out the requirements on how major development sites should provide additional urban greening features on sites. As this is a proposal for a mix of B8 and residential uses, I appreciate that there isn't a clear "target score" in this instance and agree (as per my previous comments) that B8 uses are excluded in Policy G5.

The Biodiversity Net Gain (BNG) assessment provided by the applicant makes reference to the soft landscaping plan, identifying that the proposed features will result in net biodiversity gain on the site, which is supported in line with the NPPF requirements.

Suitably worded conditions will need to be included to ensure that the features set out in the detailed soft landscape plan are implemented and managed long term on site, through the provision of a Landscape and Ecology Management Plan (LEMP) to set out the details of habitat establishment and long-term management (as referred to in para 5.8 of the Ecology Report).

Officer comment

The agent has provided details of the UGF, which would be 0.22, the Green Infrastructure and Biodiversity Officer has acknowledged that there is not a clear target score for UGF for the commercial use proposed. Officers consider that the overall level of soft landscaping and planting is acceptable, as set out later in this report.

6.12 LBM Structural Engineer:

No comments received

6.13 LBM Urban Design Officer

Land Use

- The application proposes two separate land uses, 9 homes and circa 8,475sqm of self-storage, both in separate buildings with their own distinct character.
- As highlighted in the London Plan, Policy H1, sites with existing PTAL 3-6 or are located within 800m distance from a station or town centre should optimise their potential for housing delivery. The site is PTAL 6a and is within 800m proximity to Morden Town Centre, Morden Station and Morden Road Tram, this site falls within all three criteria stated in the London Plan, therefore this site should optimise its potential for housing. Furthermore, Merton's Character Study highlights Morden Road as a corridor for intensification.
- The site is also located within the Opportunity Area Wimbledon / South Wimbledon / Colliers Wood, as illustrated in the new Merton Local Plan, which was submitted to the Secretary of State for Examination in December 2021.
- The brownfield site is located in a predominately residential neighbourhood, and as such the site would be best suited for a residential development. However, if the applicant provides self storage on this site, they must demonstrate that it is character-led and optimises its potential for housing, which currently is not clearly demonstrated.
- The applicant has shown no evidence of testing alternative arrangements of how the two proposed land uses can be integrated to provide more homes on the site and respond to existing character as per the London Plan, Policy D3.
- There is an opportunity to better combine land uses to optimise the sites housing potential through a more holistic design approach. This could result in a mixed-use proposal that sits more comfortably with its context.
- Although the site is a scattered employment site in Merton's 2014 Sites and Policies Plan, given the particular site circumstances listed above, there is a clear policy direction from the more recent London Plan 2021 to ensure the site is used more intensively to provide new homes.
- This policy direction is illustrated in some of the changes to the draft London Plan as directed by the Secretary of State on 10 December 2020, which have since been captured in the adopted London Plan Policy D3 "optimising site capacity through a design-led approach". Below are some of the SoS directed changes shown in underline: Policy D3 a. All development must make the best use of land by following a design led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2 Infrastructure requirements for sustainable densities), and that best delivers the requirements set out in

Part D B. b. Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 Infrastructure requirements for sustainable densities. Where these locations have existing areas of 2 high density buildings, expansion of the areas should be positively considered by Boroughs where appropriate. This could also include expanding Opportunity Area boundaries where appropriate. c. In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2. d. Development proposals should:...

- In line with London Plan 2021 policy GG2 “making the best use of land” we are required to: a. enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites b. prioritise sites which are well-connected by existing or planned public transport c. proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling
- As referred above, we are required to optimise site capacity through a design-led approach (London Plan 2021 policy D3 “optimising site capacity through a design-led approach”) and in particular to provide new homes given the acute need for housing in London. London Plan Policy H1 “increasing housing supply” states: “to ensure that 10 year housing targets are achieved, boroughs should... 2. optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially the following sources of capacity: a. sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m distance of a station or town centre boundary4 b. mixed-use redevelopment of car parks and low-density retail parks and supermarkets c. housing intensification on other appropriate low-density sites in commercial, leisure and infrastructure uses d. the redevelopment of surplus utilities and public sector owned sites e. small sites (see Policy H2 Small sites)
- The site at 242 Morden Road meets the terms of this and other policies, to prioritise new homes and make efficient and effective use of land through a design-led approach. A residential led or wholly residential scheme would achieve these policy objectives. Site lay-out, massing and character.
- The proposal clearly separates the residential uses from the storage uses creating two buildings with contrasting character and scale. Their placement on the site creates a large opening for car entry between both buildings.
- The development of this site creates an opportunity to mend the street scene that was broken by the previous use of a car dealership, however the proposed development does not attempt to do this. As per the London Plan, Policy D3, developments should enhance local context, however the appearance of the self storage contrasts greatly with the character of Morden Road.

- The self storage frontage sits nearer to Morden Road than the previous car dealership frontage that was significantly set back. The proposed frontage sits in front of its immediate neighbours, 218 Morden Road. This makes the development feel dominant on the street scene and negatively impacts the character of Morden Road.
- Furthermore, the architectural language of the self storage contrasts heavily with the existing context with little attempt to respond to the rhythms, materiality and character of Morden Road. It's boxy massing does not follow the visual cues of its neighbours and should be revisited to less imposing. A brick pallet and finer plot rhythm may help this.
- We welcome contemporary architecture, however it must respond positively to its context through bespoke character analysis.
- The residential element of the site should seek to provide ground floor duplex typologies at street level to provide additional privacy and buffer to the noise and use of Morden Road.
- The bin stores are located directly facing the footway. It is not clear what its appearance is as it is different in the CGI and elevation. As this directly interfaces with the street, it must feel of an appropriate scale and its design should fit with the proposal as a whole.
- The applicant should re-consider the use of glass balustrades on a primary road and their maintenance requirements.
- The site is opposite the Grade II Listed Morden Hall Park and Garden, which is also part of the Wandle Valley Conservation Area and Metropolitan Open Land (MOL). The applicant must demonstrate how the proposal impacts views from within the park.
- As highlighted previously, the integration of the two proposed uses may provide a better performing site for both uses, whilst helping to heal the broken street frontage of Morden Road. The applicant should justify why design decisions were rejected or made. Even though the site is not considered a small site, the applicant may find Merton's Small Sites Toolkit useful in guiding their design approach. It provides good practice design approaches, case studies and a DAS template.

6.14 LBM Urban Design Officer (Additional comments 24/06/2022)

On reflection we agree with your position that from a land-use policy perspective this will be difficult to defend. Ideally we would have made a stronger case for a co-located/integrated housing and storage scheme at the pre-application stage to give the applicant an opportunity to test and demonstrate why it would have been ruled out.

In terms of design, we still have comments that I think need to be addressed/justified by the applicant. Although the applicant has responded to our previous comments below, I think many of the design comments still stand. They also align and reinforce your comments on the drawings inconsistencies.

6.15 LBM Urban Design Officer (Additional comments 04/07/2022)

- The proposed frontage sits significantly closer to Morden Road than the previous car dealership that was set back and gave prominence to the existing properties 218 - 208. Although the council acknowledge that the building frontage has been located to align with its immediate neighbours, the increase in eaves height, change in building proportion and contrasting materiality of 'flat cladding panels' creates a development that feels dominant.
- Previously situated on this site was the Mann Egerton and company which was an art deco showroom. Although this was contrasting in material, proportion, architecture style and land use, it felt of place and character. It was an example of how a different land-use requiring different spatial needs can successfully knit itself into a place using a contrasting architect.
- The applicant has provided little evidence that demonstrate that the proposal was design-led as per Policy D3 of the London Plan. There is limited character analysis, which should be used to underpin the design, within the applicant's design and access statement. There may be design adjustments that can be made to the material palette and massing that can retain the optimising of storage space, whilst also providing a more settled appearance within the Morden Road context.
- The residential element of the proposal provides ground floor flats. Typically, within this context the council would expect a duplex typology facing onto the road to improve levels of privacy, however the council acknowledges that applicant has provided an excess of 10m of buffer and defensible space.
- The current development proposes a large proportion of the forecourt to be hardscape. It is not clear what material is proposed. The applicant should maximise the amount of porous surfacing and planting to aid with drainage, improve levels of biodiversity and to improve the setting of the building. The applicant has introduced a buffer of green on their self storage building which is supported. This should be extended to include the residential element also.
- The applicant may consider providing a specified area to store maintenance equipment and gardening/play equipment for residents for the shared garden.

6.16 LBM Conservation Officer:

242 Morden Road use has been car sales which is not really appropriate for the context but had been established probably 1930s as there was an Art Deco clock tower at the front of the site. The building on the site is of no architectural value and has a negative impact on the streetscene. Therefore its loss will be welcome. Morden Road is predominately residential. To the left of the site there are Edwardian two storey detached houses until you approach Morden Town Centre where the medical centre is, previously the library. To the right of the site are semidetached houses up to the junction with Dorset Road. Beyond Dorset Road is still predominately residential. Therefore, it would be more appropriate to remove this commercial element from this site and more appropriately turn the whole site over to low rise residential which would be an enhancement to the location.

To the east of the site is the Grade II Listed Morden Hall Park, therefore we need to be mindful of the impact of any development of the site on the Park. One of the main issues will be views out of the Listed Park. Currently, the existing building is a low structure and cannot be seen from the Park over the boundary fence. The boundary timber fence may well be replaced with railings to give an improved view in and out of the Listed Park as has been done elsewhere. This would make views out of the Park even more important. Regardless of changes to the Park boundary the proposed developments are both higher than the existing building and higher than the adjacent houses. Therefore, they will be seen from inside the Listed Park. The design of both residential proposal and the commercial proposal will not enhance the views out of the Listed Park. The argument that there is a screen of trees is only valid in summer months as the trees are not evergreen.

If the proposal is considered generally acceptable, preferably not, the gap between the residential block and the house on the south side should be widened to reduce the impact of the different heights.

6.17 LBM Conservation Officer Additional comments 30/08/2022

On reflection I really do not think that this is an appropriate location for a self-storage building. I know it was a commercial site but it is surrounded by residential, on either side and behind. It would be much better if it was put over totally to residential. Fairly low rise blocks of good design would fit well into the street scape. It could be much better for the views out of the historic listed park not to have the issue of a commercial building blotting the horizon. We should really be looking at enhancement here.

6.18 External consultees:

6.19 Transport for London

With regards to the above planning application, TfL has the following comments:

1. The site of the proposed development is on A219 Morden Road, which forms part of the Strategic Road Network (SRN). TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN.
2. Additionally, the site of the development is located less than 210 metres from the A24 Merantun Way/Morden Road, which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN, and is therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.
3. Considering the location of the proposed development TfL Spatial Planning has consulted London Underground Infrastructure Protection and they will be responding to the application separately.

4. TfL understands the development consists of the demolition of a 3 storey office block and the construction of a 5 storey residential apartment block consisting of 26 individual apartments over 6 floors and 2 street fronting commercial units. This will comprise of 4 studio flats (2P), 10 one bedroom (2P), 5 two bedroom (4 x 4P and 1 x 3P), 4 three bedroom (4P), 3 one bedroom (2P) garden flats.
5. The site has a Public Transport Access Level (PTAL) of 6a, on a scale ranging from 0 to 6b where 6b represents the greatest level of access to public transport.
6. TfL request further clarification surrounding the number of proposed car parking spaces. Within the Design and Access Statement and Application Form it states there is to be 3 accessible spaces however within the Transport Assessment it states there is to be 4 spaces.
7. Further to the above point, the London Plan Policy T6 permits a maximum of 2 car parking spaces for disabled persons (based on 10% of the total dwellings). One off-street disabled persons parking space may also be provided for the proposed non-residential use. The allocation of the proposed car parking spaces should also be confirmed. Considering the high PTAL of the site, a reduction in spaces should be considered in order to contribute towards objectives of the Mayor's Transport Strategy to promote sustainable transport and reduce congestion. In addition, occupants should be exempt from applying for parking permits in the local CPZ, which should be secured through an appropriate legal mechanism.
8. It is understood that all 3 of the off-street disabled/accessible spaces will have active electric vehicle charging (EVC) infrastructure. This supports policy T6 of the London Plan.
9. It is understood that the applicant has proposed 17 x 2-tier communal bicycle racks and 6 lockup store units. However in order to be in line with the London Plan the applicant should provide a minimum of 44 long stay and 2 short stay cycle parking spaces which should be located in a secure, sheltered and accessible location, and should meet design standards set out in Chapter 8 of the London Cycle Design Standards (LCDS). TfL requests the applicant provide clarity surrounding number of cycle parking spaces proposed and whether provision of cycle parking is also provided for the commercial units in order to access compliance with the London Plan.
10. Further to the above, please could the applicant also confirm the dimensions of the 2- tiered racks in order to check compliance with LCDS standards.
11. A Parking Design and Management Plan should be secured by condition in line with Policy T6 of the London Plan.

12. Due to the Bus Lane which runs in front of the proposed site on Morden Road, TfL requests details are submitted surrounding confirmation of proposed loading activities, delivery, servicing and construction access arrangements as well as a Travel Plan in line with Policy T7 of the London Plan. These should be secured via a condition. This should be provided for both the commercial and residential units.
13. Due to the location of the site within the A24 Merantun Way corridor, TfL recommends the proposal is kept in line with the objectives outlined within the A24 Merantun Way Outcome Plan (June 2019) to accommodate demand for safe cycling and pedestrian facilities. TfL recommends the applicant respects these objectives.
14. All vehicles associated with the development must only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions. They also must not block the operation of the tram line or bus stop outside of the site.

TfL requests additional information to address points 6, 7, 9, 10 and 11 prior to being supportive of the application.

6.20 TfL Additional comments 13/06/2022:

1. Given the use of the site and the subsequent need for customers/visitors to transport heavy items, the level of parking is acceptable in this instance. It is also understood that staff members will not be permitted to park on site and should therefore travel by sustainable modes only given the excellent PTAL of the site.
2. It is supported that 3 more parking spaces will be provided with active EV charging infrastructure, increasing the total to 5 spaces
3. It is supported that the applicant will enter a Section 278 agreement with TfL for the crossover works on the A24 Morden Road.
4. It is supported that 18 of the self-storage unit cycle parking spaces will be for long-stay use and the remaining 10 spaces will be for short-stay use, in line with Policy T5 of the London Plan.
5. With regard to the DSP, TfL has the following comments:
 - a) TfL accepts that the applicant will set out the number of daily deliveries in the full DSP.
 - b) It is supported that a delivery booking system will be used for the self-storage unit to schedule all delivery and servicing trips outside the network peak hours of 08:00-10:00 and 16:00-18:00, where possible.
 - c) It is supported that the DSP will be secured by condition.

6. With regard to the TPS, TfL has the following comments:
- a) Despite the site falling within TfL's Full Travel Plan criteria, it is accepted that a Travel Plan Statement will be suitable for this development given the use. TfL also understands that staff will not be permitted to park on-site and therefore specific mode share targets are not required. This is accepted.
 - b) Further to the above, it is accepted that a staff travel survey will be undertaken within the first year of operation and repeated on the first, third and fifth anniversaries of the initial survey. The questionnaire surveys will monitor staff attitudes to the TPS and uptake of sustainable travel, which is supported.
 - c) It is supported that the applicant will appoint a TPC to oversee the TPS.
 - d) It is welcomed that a shower will be provided for staff in order to encourage active travel. Locker facilities should also be provided.
 - e) It remains that there should be a commitment from the applicant to provide funding streams for the monitoring and management of the TPS and the TPS should be secured through a S106 agreement.

7. With regard to the CLP, TfL has the following comments:

- a) TfL understands that the construction details are not finalised as a contractor has not been appointed yet. Therefore it is accepted that the details will be confirmed in the final CLP, which will be secured by condition.

Subject to point 6(d and e) being addressed, TfL is supportive of the application.

Officer comment:

The additional information submitted has largely been supported by TfL. The addition of lockers for staff can be secured by condition. The provision of a financial contribution for monitoring of the Travel Plan would be secured by way of s.106 agreement.

6.20 London Underground

No response received

6.21 Metropolitan Police – Designing out Crime Officer:

A local issue is that bored young people congregate in the evenings in stairwells especially during inclement weather; they commit crimes and antisocial behaviour; the communal residential entrance lobby should be 'airlocked' by a second set of access controlled doors to prevent easy unauthorised access by tailgating.

The cycle store should have appropriate CCTV coverage to provide identity images of those who enter and activity images within the space. The door should have access control and a locking system operable from the inner face by use of a thumb turn to ensure that residents are not accidentally locked in by another person. The cycle storage should incorporate stands or racks secured into concrete foundations, which should enable cyclists to use at least two locking points so that the wheels and crossbar are locked to the stand rather than just the crossbar.

There is a communal roof patio with a sedum green roof adjacent to the windows of units 24 and 26. It is not clear if the use of sedum would restrict access to the windows of these units. Defensible space should be incorporated into the design to ensure the windows cannot be directly approached.

The design of the outbuildings for refuse and air source heat pumps and the gates to the buildings side are not clear from the drawings. These should be designed to eliminate misuse by climbing and be securable. Gates should be robustly constructed, ideally metal due to the number of units, to be the same height as any adjacent fencing, not capable of being removed from the hinges and be part of the entry access control system.

A CCTV system should be installed with a simple Operational Requirement (OR) detailed to ensure that the equipment fitted meets that standard, without an OR it is hard to assess a system as being effective or proportionate as its targeted purpose has not been defined. The OR will also set out a minimum performance specification for the system. The system should be capable of generating evidential quality images day or night 24/7. For SBD CCTV systems there is a requirement that the system is operated in accordance with the best practice guidelines of the Surveillance and Data Protection Commissioners and the Human Rights Act.

Lighting should be to the required British Standards, avoiding the various forms of light pollution (vertical and horizontal glare). It should be as sustainable as possible with good uniformity. Bollard lights, under bench and architectural up lighting are not considered as good lighting sources. White light aids good CCTV colour rendition and gives a feeling of security to residents and visitors. Any public space lighting should also meet the current council requirements.

Crime Prevention and community safety are material considerations. If London Borough of Merton are to consider granting consent, I would seek that the following conditions details below be attached. This is to mitigate the impact and deliver a safer development in line with Merton Core Strategy, London Plan, Section 17 Crime and Disorder Act 1988 and National Planning Policy Framework (NPPF)

Suggested two part condition wording:-

A. The development hereby permitted shall incorporate security measures to minimise the risk of crime and to meet the specific security needs of the development in accordance with the principles and objectives of Secured by Design. Details of these measures shall be submitted to and approved in writing by the local planning authority prior to commencement of the development and shall be implemented in accordance with the approved details prior to occupation.

Reason: In order to achieve the principles and objectives of Secured by Design to improve community safety and crime prevention in accordance with Policy 14 (22.17) of Merton Core Strategy: Design, and Strategic Objectives 2 (b) and 5 (f); and Policy D.11 Safety, security and resilience to emergency of the London Plan.

B. Prior to occupation a Secured by Design final certificate shall be submitted to and approved by the Local Planning Authority.

Reason: In order to achieve the principles and objectives of Secured by Design to improve community safety and crime prevention in accordance with Policy 14 (22.17) of Merton Core Strategy: Design, and Strategic Objectives 2 (b) and 5 (f); and Policy D.11 Safety, security and resilience to emergency of the London Plan.

The appropriate Secured by Design (SBD) requirements can be found in the design guides on the SBD web site (www.SecuredbyDesign.com)

6.22 Historic England

NPPF section 16 and the London Plan (2021 Policy HC1) make the conservation of archaeological interest a material planning consideration. NPPF paragraph 194 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.

The planning application lies in an area of archaeological interest and an archaeological desk-based assessment (DBA) has been submitted as part of the planning application. The approximate route of the London to Chichester Roman Road (Stane Street) is thought to cross the site and it is possible that elements of the road and associated road-side activity may exist on the site.

If you grant planning consent, paragraph 205 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

I have looked at this proposal and at the Greater London Historic Environment Record. I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

NPPF paragraphs 190 and 197 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities.

I therefore recommend attaching a condition as follows:

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. Where appropriate, details of a programme for delivering related positive public benefits.

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI

Informative

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 205. I envisage that the archaeological fieldwork would comprise the following:

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

And, if necessary:

Excavation

Archaeological excavation is a structured investigation with defined research objectives which normally takes place as a condition of planning permission. It will involve the investigation and recording of an area of archaeological interest including the recovery of artefacts and environmental evidence. Once on-site works have been completed a 'post-excavation assessment' will be prepared followed by an appropriate level of further analysis, publication and archiving.

7. **PLANNING CONSIDERATIONS**

7.1 Key Issues for consideration

7.1.1 The key issues in the assessment of this planning application are:

- Principle of development
 - *Need for additional housing*
 - *Merton's five year Housing Land Supply*
- Residential density and housing mix
- Affordable Housing
- Design and impact upon the character and appearance of the area
- Impact on neighbouring amenity
- Standard of accommodation
- Safety and Security considerations
- Fire Strategy
- Inclusive Design
- Accessible Housing
- Transport, highway network, parking and sustainable travel
- Sustainability
- Air quality and potentially contaminated land
- Basement considerations
- Flooding and site drainage
- Ecology and Urban Greening
- Phasing considerations
- S.106 requirements/planning obligations

7.2 Principle of development

7.2.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan, unless material considerations indicate otherwise.

7.2.2 The site is currently in a commercial use (Sui Generis use). Policy DM E3 deals with the protection of scattered employment sites and seeks to retain employment generating uses.

7.2.3 The redevelopment of the site for commercial purposes, such as a self-storage use, would meet the requirements of that policy and as such a redevelopment of the site for commercial purposes is acceptable in principle. However, through pre-application discussions the need for housing across the borough has been identified and as a result the

applicant has included a residential component to the scheme in addition. This addition is supported by officers in principle, as set out below.

- 7.2.4 The National Planning Policy Framework 2021, London Plan 2021 and the Council's Core Strategy Policy CS9 all seek to increase sustainable housing provision where it can be shown that an acceptable standard of accommodation will also provide a mix of dwelling types dwellings at locations with good public transport accessibility. The site has a PTAL rating of 6a which is considered to be excellent.
- 7.2.5 The proposals would meet NPPF and London Plan objectives by providing an employment generating use on an established commercial site and, in addition, contributing towards London Plan housing targets.
- 7.2.6 It is noted that comments from the Council's Policy Team initially requested that the scheme be amended to be 100% residential. However, there is no policy justification to require the scheme to be 100% residential (and that would not fall within the tolerances of Policy DM E3 in any event). The planning policy team have since indicated that whilst a fully housing scheme would better meet the Council's housing need, there is no objection in principle to a part commercial and part residential scheme.
- 7.2.7 Therefore, officers consider that the principle of development is acceptable, subject to other material planning considerations.
- 7.2.8 *Need for additional housing*
- 7.2.9 Policy H1 of the London Plan 2021 states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher densities. 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.
- 7.2.10 Policy H1 of the London Plan 2021 has set Merton a ten-year housing target of 9,180 new homes. The proposal would make a valuable contribution to meeting that target and providing much needed new housing.
- 7.2.11 The proposal to provide a partly residential use to this site is considered to respond positively to London Plan and Core Strategy planning policies to increase housing supply and optimise sites.
- 7.2.12 *Merton's five year Housing Land Supply*
- 7.2.13 Merton currently does not have a five-year supply of deliverable housing. It is therefore advised that members may want to consider this fact and emphasise this as a significant material consideration in the determination of planning applications proposing additional homes.
- 7.2.14 Where local planning authorities cannot demonstrate a five year supply of deliverable housing sites, relevant decisions should apply the presumption in favour of sustainable development. This means that for planning

applications involving the provision of housing, it should be granted permission unless:

- the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse effect of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

7.3 Residential density and housing mix

7.3.1 London Plan policy D3, Optimising site capacity through the design-led approach, sets out that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

7.3.2 London Plan, Policy D6 sets out that:

“Development proposals must make the most efficient use of land and be developed at the optimum density. The optimum density of a development should result from a design-led approach to determine the capacity of the site. Particular consideration should be given to:

1. the site context
2. its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL)
3. the capacity of surrounding infrastructure”

7.3.3 The London Plan explains that comparing density between schemes using a single measure can be misleading as it is heavily dependent on the area included in the planning application site boundary as well as the size of residential units.

7.3.4 Whilst residential density can be a useful tool identifying the impact of a proposed development, officers consider that in this instance greater weight should be attached to assessing the impact on the character of the area and the amenity of neighbouring occupiers in this assessment.

7.3.5 Housing Mix

7.3.6 London Plan Policy H12 and associated planning guidance promotes housing choice and seeks a balance of unit sizes in new developments.

7.3.7 Policy DM H2 of the SPP aims 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 policy sets out the following indicative borough level housing mix:

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

7.3.8 The London Plan advises that boroughs should not set prescriptive dwelling size mix requirement but that the housing mix should be informed by the local housing need.

“H12 (London Plan Policy):

A. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, applicants and decision-makers should have regard to:

1. the range of housing need and demand identified by the London Strategic Housing Market Assessment and, where relevant, local assessments
2. the requirement to deliver mixed and inclusive neighbourhoods
3. the need to deliver a range of unit types at different price points across London
4. the mix of uses in the scheme
5. the range of tenures in the scheme
6. the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in more central or urban locations
7. the aim to optimise housing potential on sites
8. the ability of new development to reduce pressure on conversion and sub-division of existing stock
9. the role of one and two bed units in freeing up family housing
10. the potential for custom-build and community-led housing schemes.

B. Generally, schemes consisting mainly of one-person units and/or one-bedroom units should be resisted.

C. Boroughs should not set prescriptive dwelling size mix requirements (in terms of number of bedrooms) for market and intermediate homes”

7.3.9 Policy H12 Housing size mix sets out all the issues that applicants and boroughs should take into account when considering the mix of homes on a site. Boroughs should not set policies or guidance that require set proportions of different-sized (in terms of number of bedrooms) market or intermediate units to be delivered. The supporting text to Policy H12 of the London Plan sets out that such policies are inflexible, often not implemented effectively and generally do not reflect the optimum mix for a site taking account of all the factors set out in part A of Policy H12. Moreover, they do not necessarily meet the identified need for which they are being required; for example, larger units are often required by boroughs in order to meet the needs of families but many such units are instead occupied by sharers.

7.3.10 The proposed development would provide 2b/3p and 2b/4p units but no three bedroom units are proposed. It is noted that this would not meet the indicative housing mix set out in Policy DM H2. However, the proposed units are for flats on a main road. Such locations tend to be less attractive to families than the typical 3+ bedroom housing stock within the borough, which are often located in quieter areas. By contrast, the site's PTAL 6b location, which incidentally should be utilised by supporting a higher density of units, and easy access to Morden town centre and beyond, tend to be more attractive to smaller households made up of single people, young couples and small families.

7.3.11 The application does not accord with the indicative, borough wide mix set out in SPP Policy DM H2, in particular, in regards to the provision of three bed units. However, given the nature of the development proposed: flatted units, in a high PTAL area, within an established residential area with a range of larger home types, it is concluded that a slavish reliance on the preferred borough wide housing mix may not be warranted and that it may be unreasonable to refuse on this basis.

7.4 Affordable Housing

7.4.1 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.

7.4.2 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.

7.4.3 The proposed development is for 9 units and as such there is no policy requirement to provide affordable housing either onsite or via a financial contribution. Merton's new draft Local Plan proposes reintroducing affordable housing contributions for 1-9 unit schemes, however, until the Local Plan is adopted this policy does not form part of the Development Plan (this new policy may or may not be adopted as part of the formal adoption process of the Local Plan by the Secretary of State). However, despite there being no requirement to provide affordable housing in this instance, the applicant has submitted an affordable housing assessment, which calculates a contribution of £190,831 to be made by way of a commuted sum. Therefore, in this instance, as the applicant has put forward this offer, the contribution would be included as part of the application and can be considered as a planning benefit in the overall planning considerations of scheme before Members.

7.5 Design and impact upon the character and appearance of the area

7.5.1 The National Planning Policy Framework (NPPF) states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. London-wide planning policy advice in relation to design is found in the London Plan (2021), in Policy D1-D5. These policies state that Local Authorities should seek to ensure that developments promote high quality inclusive design, enhance the public realm, and seek to ensure that development promotes world class architecture and design.

- 7.5.2 Policy DM D2 seeks to ensure a high quality of design in all development, which relates 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. Core Planning Policy CS14 supports these SPP Policies.
- 7.5.3 The existing built form on site includes the car sales building, a flat roof, industrial building which does not contribute particularly towards local character with the remainder of the site laid out for the display of vehicles and car parking. The existing building represents somewhat of an anomaly in the streetscene, with the area generally comprising two and three storey residential buildings, other than the existing, more industrial building on the application site. The replacement of the existing commercial building with another building of a commercial appearance is considered to be a reasonable design approach to the development of the site.
- 7.5.4 The comments of the Urban Design Officer and Conservation Officer, whereby a preference for a fully residential scheme has been expressed, have been carefully considered. Whilst there is a general need for housing in the borough, the application site is in a commercial use and therefore a redevelopment of the site for commercial purposes is acceptable in principle. The applicant has noted the need for housing and as such has offered up the residential element in addition to the commercial building. However, there is no policy requirement for a fully residential scheme and the applicant wishes to retain a commercial use on site. Therefore, whilst the provision of a fully residential scheme may assist in meeting the Council's housing need and could potentially assist in terms of improving the existing streetscene, there is no policy requirement to provide any housing on the site, so the provision of the nine residential units is a benefit in planning terms. In addition, whilst there may be a preference for an alternative scheme, that is not the proposal that is before the Council, and the application must be assessed on its own merits.
- 7.5.5 The proposed development includes two distinct elements, the self-storage building, and associated car parking, to the northern part of the site, and the residential building to the southern part. Officers have indicated a preference for the two proposed uses to be integrated on the site, potentially into a single building, however, the applicant has indicated a desire to phase the development and as such a fully integrated development would not be feasible. In addition, for operational purposes, the combination of a 24/7 commercial use with residential flats in the same building, may not be practical. Therefore, Members should assess the application on its merits as it stands.
- 7.5.6 The proposed self-storage building would be taller than the existing building on site and would stand closer to the frontage of the site than the existing building. However, the layout is based on sound urban design principles, with the front building line of the proposed buildings being in line with neighbouring properties. The increased height would increase the visual impact of the building and would appear more dominant in the streetscene than the existing. However, the existing building does not contribute positively towards the character of the area and whilst the building would appear more dominant than the existing, this would not necessarily equate to visual harm.

- 7.5.7 The proposed building form presents as two sections, a lower darker brick base with glazed sections around the reception and workpod area and a lighter metal clad upper section with glazed inserts to provide passers-by with a view into the building. At upper floor levels the Morden Road facing elevation is split into 3 boxes or frames formed of flat metal cladding panels. Vertical dark grey channels separate the 3 frames and allow them to read as separate forms when viewed along Morden Road.
- 7.5.8 The chosen pallet of materials and detailed design of the self-storage building is considered to represent a high quality design and is considered to improve the overall appearance of the site. The commercial building would not continue the rhythm and character of the existing neighbouring residential buildings, however, the existing building is a 'standalone' element in the streetscene and the design of the proposed building is considered to strike a reasonable balance between its functional requirements and the visual impact within this predominantly residential area.
- 7.5.9 There would be some glimpses of the proposed building from the Historic Park, opposite the site. However, the site is separated from the park by the road and whilst there would be some views of the top of the building, the impact would not be significant. The proposed development would represent less than substantial harm to the heritage asset and the benefit of the proposed development, in terms of provision of high quality commercial floor space and additional residential units, is considered to outweigh the very limited impact on the Historic Park.
- 7.5.10 The proposed residential building would complement the existing residential frontage along Morden Road and would not appear out of keeping in terms of scale, form, materials and appearance to the surrounding area. The layout allows for a substantial setback from the road, which creates defensible space.
- 7.5.11 The proposed development incorporates soft landscaping and a line of trees would be planted along the frontage of the site, some additional trees would be planted to the rear of the self-storage building. In addition, there would be planting and soft landscaping to the frontage of the residential building, as well as substantial planting to the rear, in the communal amenity area. The proposed landscaping strategy represents a significant uplift in the level of soft landscaping and planting across the site. Officers consider that the planting strategy assists in softening the visual impact of the development, as well as contributing towards biodiversity aims, which is discussed later in this report.
- 7.5.12 The façade of the proposed residential building is proposed as a yellow London Stock brick on the ground and first floor which forms a solid building base onto which is topped with a traditional mansard style roof finished in dark standing seam zinc. The brick will be laid in an English bond. Overall, whilst the roof form is not particularly characteristic of the area, the overall visual impact of the proposed residential building would complement the character and form of the surrounding area and would not appear harmful in its context.
- 7.5.13 The visual impact of the proposed development is considered to be acceptable and would accord with Policies D1-D5 and HC1 of the London Plan, Policy CS14 of the Core Planning Strategy and Policy DM D2 of the Sites and Policies Plan.

7.6 Impact on neighbouring amenity

7.6.1 Summary of Daylight and Sunlight Assessment criteria:

There are detailed three methods for calculating daylight, the Vertical Sky Component (VSC), the No-Sky Line Contour (NSC) and the Average Daylight Factor (ADF). For sunlight the Annual Probable Sunlight Hours (APSH) and Sun Hours on Ground (SHOG) method is used

The VSC method calculates the amount of visible sky available to each window. The guidelines suggest that, post-development, properties should enjoy at least 27% VSC or that VSC is reduced to no less than 0.8 times its former value.

The NSC method describes the distribution of daylight within rooms by calculating the area of the 'working plane' which can receive a direct view of the sky and hence 'sky light'. The working plane height is set at 850mm above floor level within a residential property. The BRE does not state a required amount of no-sky line but merely suggests a recommended reduction within which changes are not considered noticeable.

The ADF method calculates the average illuminance within a room as a proportion of the illuminance available to an unobstructed point outdoors under a sky of known luminance and luminance distribution. The BRE guidelines / British Standard sets the following recommended ADF levels for habitable room uses: - 1% Bedrooms - 1.5% Living Rooms - 2.0% Kitchens

For sunlight the APSH test calculates the percentage of statistically probable hours of sunlight received by each window in both the summer and winter months. March 21st through to September 21st is considered to be the summer period while September 21st to March 21st is considered the winter period.

The guidelines suggest that windows should receive at least 25% total APSH with 5% of this total being enjoyed in the winter months. The guidelines also allow for a 20% reduction in sunlighting when compared to the former value with total reductions of less than 4% APSH not being considered noticeable.

The BRE 'Sun Hours on Ground' (SHOG) overshadowing assessment calculates the impact the proposed development will have on neighbouring private and public amenity spaces, such as gardens, parks and play areas. The BRE recommends that 50% of any amenity area should be able to receive at least 2 hours of direct sunlight on 21st March (Spring Equinox) or that the space should retain 0.8 of the former sunlit area i.e. no greater than 20% loss.

7.6.1 Policy DM D2 seeks to ensure that development does not adversely impact on the amenity of nearby residential properties.

7.6.2 The scheme proposes an increase in height of the building in comparison to the existing (the existing building is 7.6m in height, with the proposed building being a maximum of 10.4m in height). It is noted that the original scheme has been amended to include less bulk, massing and height to the rear part of the proposed building. In addition, it should be noted that the

proposed building is set further away from the rear boundary of the site compared to the existing building.

7.6.3 The site is surrounded on three sides by residential properties. To the immediate rear of the site are terraced dwellings along Daybrook Road (nos.17-47). The rear gardens of these properties adjoin the application site, nos.17-29 are separated from the site by a rear access track.

7.6.4 To the north and south of the site are residential properties along Morden Road (and to the rear part of the site, no.49 Daybrook Road adjoins the site).

7.6.5 17-47 Daybrook Road – row of terraced dwellings to the rear:

7.6.6 The proposed section drawings show that a line projected at a 25-degree angle from the neighbours' rear facing windows, would project over the Proposed Development blocks. These angled projections clearly indicate that they over sail the blocks by some margin, with no intersection or breach of the projected angle. Therefore, in accordance with the BRE guidelines, no noticeable loss of light would occur.

7.6.7 The proposed self-storage building would be larger than the existing but it would be separated from the rear boundary more than the existing building is currently. There would be an impact in terms of outlook from the rear gardens and windows of the properties to the rear. Officers have sought amended plans to seek to minimise the impact on properties to the rear by further separating the upper floor from the rear boundary of the site (section of building opposite nos 29-31). Given the presence of the existing building, the impact of the proposed building is not considered to be materially more harmful than the existing situation.

7.6.8 The proposed residential building would be set a sufficient distance from the rear boundary of the site to avoid any materially harmful impact on neighbouring amenity.

7.6.9 218 Morden Road (to the north)

7.6.10 The proposed self-storage building would be separated from the northern site boundary by over 5m, with a separation between the flank wall of no.218 and the proposed building of 8.4m. The existing building is separated from the northern boundary by 1.5m. Whilst there would be some increased impact in terms of sunlight and outlook, given the separation distance, the additional height is not considered to result in material harm to the amenities of this neighbouring property.

7.6.11 In terms of daylight, in relation to the VSC (Vertical Sky Component) assessment at the window, all windows satisfy the BRE guidelines by virtue of either 27% VSC or 0.8 of their former value i.e. a reduction of 20% or less. The only exception is one window to the ground floor kitchen that retains 0.65 of its former value. However, not only will the window retain in excess of 21% VSC, but this is also a secondary window (30% VSC), with the room lit by the main rear window that receives daylight far in excess of the guidelines. Therefore, this room will remain very well-lit and this can be seen by reference to the retained No Skyline value of over 95%.

7.6.12 In relation to the NSL (within the room), the rooms are currently very well-lit and results indicate that all rooms will satisfy the guidelines by virtue of

retaining 0.8 of the former value and or value at least 90% of room directly daylight.

7.6.13 Therefore, the impact on this property satisfies the BRE guidelines.

7.6.14 In terms of sunlight, the relevant windows that face within 90° of due south will satisfy the guidelines by virtue of retaining 25% annual and 5% winter sunlight values or retain 0.8 of their former value. The only exception will be one winter sunlight value to a bedroom, R1, that will be reduced to marginally below guidance, at 4% compared to 5%. Therefore, the property should be considered to remain very well sunlit.

7.6.15 There would be some marginal impact on the amenities of this property but the impact is not considered to be materially harmful.

7.6.16 220 Morden Road (Mews houses to the north of the site)

7.6.17 These properties satisfy all the BRE daylight and sunlight tests both at the window and within the room, with no noticeable reduction. For these properties it is possible to conclude, in accordance with the BRE Guidelines, change in daylight and sunlight conditions should be considered negligible.

7.6.18 There would be some change to outlook, particularly from the garden, however, given the separation distance, the impact is not considered to be materially harmful.

7.6.19 246 Morden Road (to the south)

7.6.20 The proposed residential building is largely in line with the front and rear building lines of the existing neighbouring building to the south, No.246. The footprint to the rear of the proposed residential building stands further to the rear than no.246 but this element is separated from the boundary, thereby reducing the impact.

7.6.21 The side facing windows that would look towards no.246 can be reasonably conditioned to be obscurely glazed and as such there would be no material harm by way of loss of privacy.

7.6.22 In terms of sunlight and daylight, given that this building is to the south of the site, there would be no material impact in terms of sunlight.

7.6.23 In relation to daylight, in relation to the VSC assessment at the window, all windows satisfy the BRE guidelines by virtue of either 27% VSC or 0.8 of their former value i.e. a reduction of 20% or less. The only exception is one of three windows serving a first-floor bedroom, which retains marginally below 0.8, with 0.79. This room is lit by two further windows that receive daylight far in excess of the guidelines and therefore this room will remain very well-lit. This can be seen by reference to the retained No Skyline value of 100% In relation to the NSL (within the room), these rooms are currently very well-lit due their atypically open view to the rear. The results indicate that all rooms will satisfy the guidelines by virtue of retaining 0.8 of the former value, retaining at least 92% direct daylight to the rooms.

7.6.24 Overall, in respect of daylight, the vast majority of the windows and rooms satisfy their respective assessments. There will be some noticeable daylight reductions to VSC at the window, however internal room assessment has

demonstrated that the rooms will retain excellent access to daylight with no noticeable change.

7.6.25 In respect of sunlight (APSH) the result indicate that all relevant windows considered satisfy the guidelines, with no noticeable change.

7.6.26 Conclusions

7.6.27 In relation to overshadowing, the BRE 'SHOG' assessment indicates that there will be no noticeable change to the garden areas, other than a notable improvement to Morden Mews, as the massing steps away from this area compared to existing structure.

7.6.28 The submitted Daylight and Sunlight Assessment indicates that the development is not of an excessive scale for the immediate surrounding area in daylight and sunlight terms and will meet the intentions of the BRE guide.

7.6.29 Whilst there would be a change to outlook for some neighbouring properties, the impact is not considered to be materially harmful as set out above.

7.7 Standard of Accommodation

7.7.1 The detailed design of the proposed development should have regard to the requirements of the London Plan in terms of unit and room sizes and provision of external amenity space. The requirements of SPP Policy DM D2 will also be relevant in relation to the provision of amenity space (see paragraph 6.17 of the supporting text).

7.7.2 The proposed residential units would meet or exceed the minimum GIA set out in the London Plan.

7.7.3 The amount of private external amenity space provided would meet the minimum requirements of the London Plan and no objection is raised in this regard.

7.7.4 The provision of external amenity space is considered to be acceptable. The provision of amenity space to the rear, would provide areas that are well over-looked and secure and would provide high quality amenity space for future residents.

7.7.5 Officers advise that a scheme for landscaping should be controlled by way of planning condition in the event that planning permission is granted.

7.7.6 The daylight and sunlight amenity within the proposed development, the submitted analysis confirms that all the habitable rooms tested will exceed the target values for their use in respect of daylight and sunlight and in this urban context this should be considered excellent.

7.7.7 At least 10% of units should be wheelchair accessible. In addition, Standard 18 of the Mayor's SPG on Housing sets out that each designated wheelchair accessible dwelling should have a car parking space that complies with Building Regulations Part M4(3). The plans show there to be 1 wheelchair accessible unit with 1 disabled parking spaces and therefore no objection is raised in this regard.

7.7.8 The standard of accommodation is considered to be acceptable.

7.8 Safety and Security considerations

7.8.1 Policy DMD2 sets out that all developments must provide layouts that are safe, secure and take account of crime prevention and are developed in accordance with Secured by Design principles.

7.8.2 The proposed development would be enclosed within suitable boundary treatments. In addition, the layout would allow for natural surveillance from the residential units on to the communal amenity area and to the frontage. The layout is considered to be acceptable in terms of safety and security considerations.

7.9 Fire Strategy

7.9.1 Planning Policy D12 (Fire safety) of the of the London Plan 2021 highlights that 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. The policy requires all major development proposals to be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

7.9.2 The application is accompanied by an independent Fire Strategy Statement by Sweco (individuals involved in the development of the strategy hold relevant Masters and Honours degrees and are Members and Associates of the Institute of Fire Engineers). Sweco state that the Fire Strategy Statement demonstrates that the building has been designed to incorporate appropriate features which reduce the risk to life and serious injury in the event of a fire. The building will include appropriate passive and active fire safety measures, together with suitable means of escape and access and facilities for firefighting. The design will be based on the guidance outlined Approved Document B Volume 1 2019. (incorporating 2020 amendments). In addition, section D5 & D12 of the London Plan will be addressed. A planning condition can be imposed requiring the development to be carried out in accordance with Fire Strategy Statement.

7.10 Inclusive Design

7.10.1 Planning Policy D5 (Inclusive Design) of the London Plan 2021 states that development proposal should achieve the highest standards of accessible and inclusive design. Inclusive design creates spaces and places that can facilitate social integration, enabling people to lead more interconnected lives. Development proposals should help to create inclusive neighbourhoods that cumulatively form a network in which people can live and work in a safe, healthy, supportive and inclusive environment.

7.10.2 The applicant confirms that the all areas of the building will be accessible to wheelchair and ambulant disabled residents and visitors, with an 8-person lift, and shall rise stairs serving all levels. The main entrance foyer and each common parts corridors will be wide enough for wheelchair users, and each apartment will meet the space standards for disabled access. The building entrances and exists will be provided with level thresholds to facilitate the

free movement of wheelchairs and ambulant disabled users, all in accordance with the Building Regulations (Part M).

7.11 Accessible Housing

7.11.1 Planning Policy D7 (Accessible housing) of the London Plan 2021 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that at least 10 per cent of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

7.11.2 The applicant confirms that the three ground floor units (11.5% of the development total) will be fully wheelchair adaptable, designed to meet the Building Regulations Standards M4 (3), with the remaining upper floor apartments designed to meet the standards of M4 (2). Therefore, the development would comply with the 10% wheelchair user dwellings threshold required by Policy D7 (Accessible housing) of the London Plan 2021.

7.12 Transport, highway network, parking and sustainable travel

7.12.1 Policies DMT1-T3 of the London Plan seek to ensure that developments do not result in congestion, have a minimal impact on existing transport infrastructure and provide suitable levels of parking. Policy T6 of the London Plan 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. At a local level Policy CS.19 of the 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 developments. Policy CS.18 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).

7.12.2 The site is situated on a Red Route on the road immediately outside the site on both sides of the road, along with a designated bus lane running in a northerly direction. There is no parking permitted on Morden Road.

7.12.3 The site is located within Controlled Parking Zone (CPZ), Subzone MP1, where restrictions operate between 08:30 and 18:30, Monday to Saturday.

7.12.4 The site is within a high PTAL area and therefore it is appropriate that car parking on site is limited to disabled users only. It will be necessary for the applicant to enter into a s.106 to restrict the issuing of parking permits, to future occupants, so as to avoid undue additional pressure on kerbside parking locally. In addition, passive electrical charging should be provided, which can be secured by way of condition.

7.12.5 Cycle parking would meet London Plan requirements and no objection is raised on this basis.

7.12.6 In terms of refuse collection, there would be adequate space to accommodate the refuse storage requirements for the development, with commercial waste being collected from within the site and residential waste collected in the same way as other residential properties along the street

and no objection is raised in this regard. The proposed development would be serviced by London Borough of Merton refuse vehicles and the proposed arrangements are acceptable.

7.12.7 The comments of TfL have been carefully considered. The applicant has sought to respond to the comments of TfL in the submitted Technical Note. The only outstanding areas relate to locker facilities for staff, in addition to the showers provided, which can be secured by way of condition. The Travel Plan would be subject to a monitoring fee, as requested by TfL. It is noted that TfL does not raise any objection on transport grounds.

7.12.8 Details of a Parking Design and Management Plan and Demolition/Construction Logistic Plan are recommended to be secured by condition. In addition, a condition to secure details of proposed loading activities, delivery, servicing and construction access arrangements as well as a Travel Plan, are recommended, in line with Policy T7 of the London Plan, as per the comments of TfL.

7.12.9 Subject to legal agreement and conditions, the proposed development is considered to be acceptable in term of transport and highway impacts.

7.13 Sustainability

7.13.1 London Plan policies SI 2 to SI 5 and CS policy CS15 seek to ensure the highest standards of sustainability are achieved for developments which includes minimising carbon dioxide emissions, maximising recycling, sourcing materials with a low carbon footprint, ensuring urban greening and minimising the usage of resources such as water.

7.13.2 An Energy & Sustainability Statement has been submitted with the application. The submission indicates that the residential development will achieve a 64% carbon dioxide emission reduction. 18% of which will be through energy efficient means. The non-residential, self-storage development would achieve a 275% carbon dioxide emission reduction. 27% of which will be through energy efficient means.

7.13.3 The residential building would be served by Air Source Heat Pumps and Solar Panels. The commercial building would be served by Air Source Heat Pumps, or Aero-thermal Heat Pumps, solar panels.

7.13.3 In terms of carbon offsetting, based on the current energy performance of the residential apartments, the remaining 111Tonnes CO₂/annum (3.7 Tones CO₂/annum for 30 years (anticipated lifespan of building and services)) will need to be off-set. Merton's current carbon off-set price is set at £95/tonne of CO₂, therefore, an off-set of £10,500.00 could be expected (the specific amount will be confirmed by the Climate Change Officer).

7.13.3 The Council's Climate Change Officer has reviewed the submission and has raised queries on specific, technical matters relating to energy usage. However, these are matters that can be reasonably addressed by way of condition, as it is considered that the scheme has provided detail on the sustainability credentials, including the incorporation of air source heat pumps and therefore these matters will be considered in the detailed design and construction of the building.

7.13.5 Subject to condition and legal agreement, the proposal is considered to be acceptable in terms of sustainability and climate change considerations.

7.14 Air quality and potentially contaminated land

7.14.1 The whole of Merton is an Air Quality Management Area (AQMA).

7.14.2 The application is supported by an air quality assessment, which concludes that there would be a reduction in traffic related emissions due to the decrease in vehicle movements (over and above the lawful use of the site). Officers note that only limited car parking has been provided, which is positive in terms of air quality.

7.14.3 The Air Quality Assessment confirms that the development would be air quality neutral.

7.14.4 Subject to suitable conditions to control the construction process (demolition and construction method statement and a limit on noise levels from plant/machinery), it is considered that the proposed development would be acceptable in terms of its impact on air quality.

7.14.5 In relation to potentially contaminated land issues, conditions would be imposed relating to any potential contamination of the land on the site, to include remediation measures if necessary.

7.15 Basement considerations

7.15.1 The proposed development includes a basement and whilst the construction of basements is largely addressed under Building regulations, in accordance with the requirements of Policy DMD2 the applicant has provided a Structural Engineering Report and Outline Construction Method Statement detailing how the basement could be constructed to pose no significant threat to the structural stability of adjoining properties.

7.15.2 Consultation comments in relation to this have not been received from the Council's Structural Engineer. However, this matter is primarily dealt with under Building Regulations and a number of safeguarding conditions are recommended to ensure that the construction impacts are acceptable.

7.16 Flooding and site drainage

7.16.1 London Plan policies 5.12 and 5.13, CS policy CS16 and SPP policies DM F1 and DM F2 seek to minimise the impact of flooding on residents and the environment and promote the use of sustainable drainage systems to reduce the overall amount of rainfall being discharged into the drainage system and reduce the borough's susceptibility to surface water flooding.

7.16.2 The site is within Flood Zone 1 (low probability of flooding) and is not within a critical drainage area. However, notwithstanding that, the scheme includes details of a Sustainable Urban Drainage System and demonstrate a sustainable approach to the management of surface water on site.

7.16.3 The Council's Flood Risk Officer raises no objection subject to the implementation of the SUDS proposed. Therefore, subject to conditions relating to a detailed proposal of how drainage and groundwater will be managed and mitigated during and post construction (permanent phase) and a detailed scheme for the provision of surface and foul water drainage, to be secured by way of condition, it is considered that the proposal is acceptable in terms of surface water runoff and flooding considerations.

7.17 Ecology and Urban Greening

7.17.1 Policy G5 of the London Plan sets out that Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments. The UGF should be based on the factors set out in Table 8.2, but tailored to local circumstances. In the interim, the Mayor recommends a target score of 0.4 for developments that are predominately residential.

7.17.2 Policy G6 of the London plan sets out that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain, including sites not within areas of special protection.

7.17.3 Urban greening covers a wide range of options including, but not limited to, street trees, green roofs, green walls, and rain gardens. It can help to meet other policy requirements and provide a range of benefits including amenity space, enhanced biodiversity, addressing the urban heat island effect, sustainable drainage and amenity. The proposed development would achieve an Urban Greening Score of 0.22. However, it is noted that the site is mainly laid out for the commercial use. Overall, the level of soft landscaping and planting is considered to be suitable and acceptable in planning terms.

7.17.4 In terms of biodiversity, the mitigation and enhancement recommendations, such as the provision of bird and bat boxes, a sensitive lighting strategy in relation to bats, the outline bat mitigation strategy and a long-term management plan to secure the ecological enhancements that are proposed as part of the development could be controlled by appropriately worded planning conditions.

7.17.5 The overall enhancement on-site will achieve an increase in 0.29 habitat units on site and 0.30 hedgerow units, which overall represent a 100 % net gain to biodiversity on-site.

7.17.6 The proposed development is considered to comply with the aims and intentions of Policies G5 and G6 of the London Plan.

7.18 Phasing considerations

7.18.1 The applicant has indicated that the development may be carried out in phases, as the commercial and residential elements can be carried out independently and are not dependent on one another for their acceptability. Therefore, there is no planning objection to the principle of the development being phased. Importantly, any planning conditions would need to take account of this to ensure that the requirements of each condition are met for each element of the development at the appropriate time.

7.19 S.106 requirements/planning obligations

7.19.1 A section 106 legal agreement is required to secure the various planning obligations proposed. The required Heads of Terms are as follows:

- Restrict parking permits.
- Potential carbon offset financial contribution (the specific amount to be calculated).
- Travel Plan monitoring fee over 5 years (£2,000) and cost to Council of all work in drafting S106 and monitoring the obligations.
- Affordable housing contribution for £190,831 (a planning benefit offered by the application)
- S278 agreement (to control any works to the public highway)

8. Local Financial Considerations

- 8.1 The proposed development is liable to pay the Merton and Mayoral Community Infrastructure Levy (CIL), the funds for which will be applied by the Mayor towards the Crossrail project. Merton's Community Infrastructure Levy was implemented on 1st April 2014. This will enable the Council to raise, and pool, contributions from developers to help pay for things such as transport, decentralised energy, healthcare, schools, leisure and public open spaces - local infrastructure that is necessary to support new development. Merton's CIL has replaced Section 106 agreements as the principal means by which pooled developer contributions towards providing the necessary infrastructure should be collected.

9. Sustainability and environmental impact assessment requirements

- 9.1 The proposal is for major residential development and an Environmental Impact Assessment is not required in this instance.
- 9.2 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms on EIA submission.

10. Conclusion

- 10.1 The proposed redevelopment of this commercial site, with the addition of some residential units, would meet the requirements of the Development Plan in terms of land use and is considered to be acceptable in principle.
- 10.2 Officers consider that the proposal is a reasonable response to the context of the site and would not result in visual harm over and above the existing site.
- 10.3 The proposed commercial building would result in a change in outlook to surrounding properties but this impact is not considered to be materially harmful.
- 10.4 The proposal has included a Whole Life Cycle Carbon Assessment, which is not a requirement for this application (only for referable applications) and would have good sustainability credentials. Other planning issues are considered to have been demonstrated as acceptable as outlined above.
- 10.5 Therefore, the recommendation is to grant permission subject to a s.106 legal agreement and conditions as set out below.

11. RECOMMENDATION

Grant planning permission subject to s106 agreement securing the following:

- Restrict parking permits.
- Potential carbon offset financial contribution (the specific amount to be calculated).
- Travel Plan monitoring fee over 5 years (£2,000) and cost to Council of all work in drafting S106 and monitoring the obligations.
- Affordable housing contribution for £190,831
- S278 agreement

And the following conditions:

1. Time limit
2. Approved Plans
3. Details of particulars and samples of the materials to be used on all external faces hereby permitted, including window frames and doors (notwithstanding any materials specified in the application form and/or the approved drawings) shall be submitted to and approved in writing by the Local Planning Authority and is to cover:

- (a) Self-storage unit
- (b) residential flats

One or more scheme of details of particulars and samples is to be submitted separately or together to cover parts (a) and (b), and must be approved by the Local Planning Authority before works commence above slab level on that particular part.

The development shall be carried out in full accordance with the approved details.

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. Details of surfacing (of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, footpaths) shall be submitted to and approved in writing by the Local Planning Authority and is to cover:

- (a) Self-storage unit part of site
- (b) residential flats part of site

One or more scheme of details of surfacing is to be submitted separately or together to cover parts (a) and (b), and must be approved by the Local Planning Authority before works commence above slab level on that particular part).

The development shall be carried out in full accordance with the approved 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.

5. Details of finished floor levels shall be submitted to and approved in writing by the Local Planning Authority and is to cover:

- (a) Self-storage unit part of site
- (b) residential flats part of site

One or more scheme of details of finished floor levels is to be submitted separately or together to cover parts (a) and (b), and must be approved by the Local Planning Authority before works commence above slab level on that particular part).

The development shall be carried out in full accordance with the approved 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.

6. Before the residential flats part of the development hereby permitted is first occupied, the windows in the south facing elevation of the residential building hereby approved shall be glazed with obscure glass and shall permanently maintained as such thereafter.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policies D3 and D4 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. The self-storage development hereby approved shall not be occupied until the refuse and recycling storage facilities shown on the approved plans have been fully implemented and made available for use. The residential development hereby approved shall not be occupied until the refuse and recycling storage facilities shown on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with the following Development Plan policies for Merton: policies T4 and T7 of the London Plan 2021, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

8. Access to the flat roofs of the development hereby permitted (other than areas marked as roof terraces) shall be for maintenance or emergency purposes only, and the flat roofs shall not be used as a roof garden, terrace, patio or similar amenity area.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policies D3 and D4 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.

9. No external lighting, other than that explicitly approved by the planning permission, shall be installed without the prior approval in writing of the Local Planning Authority.

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 DM D2 and DM EP4 of Merton's Sites and Policies Plan 2014.

10. All hard and soft landscape works for the self-storage development shall be carried out in accordance with the approved details as shown on the approved plans for that development. All hard and soft landscape works for the residential development shall be carried out in accordance with the approved details as shown on the approved plans for that development.

For both the self-storage and residential developments, the works shall be carried out in the first available planting season following the completion of each applicable part of the development or prior to the occupation of each applicable part of the development, whichever is the sooner, and any trees which die within a period of 5 years from the completion of each applicable part of the development, are removed or become seriously damaged or diseased or are dying, shall be replaced in the next planting season with others of same approved specification, unless the Local Planning Authority gives written consent to any variation. All hard surfacing and means of enclosure shall be completed before each applicable part of the development is first occupied.

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: policy G7 of the London Plan 2021, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, F2 and O2 of Merton's Sites and Policies Plan 2014.

11. A landscape management plan (including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas, other than small, privately owned domestic gardens) shall be submitted to and approved in writing by the Local Planning Authority and is to cover:

- (a) Self-storage unit part of site
- (b) residential flats part of site

One or more landscape management plan is to be submitted separately or together to cover parts (a) and (b), and must approved by the Local Planning Authority before occupation of that particular part.

The development shall be carried out in full accordance with the approved details.

Reason: To ensure the appearance of the development is maintained in the interest of the amenities of the area, to ensure the maintenance of sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policies SI 12 and SI 13 of the London Plan 2021, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, F2 and O2 of Merton's Sites and Policies Plan 2014.

12. The approved cycle parking facilities, including staff showers and lockers, shall be fully implemented and made available for use prior to the first occupation of the self-storage development and thereafter retained for use at all times. The approved cycle parking facilities shall be fully implemented and made available for use prior to the first occupation of the residential development and thereafter retained for use at all times.

Reason: To ensure satisfactory facilities for cycle parking are provided and to comply with the following Development Plan policies for Merton: policy T5 of the London Plan 2021, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Policies Plan 2014.

13. The vehicle parking area shown on the approved plans, to include blue badge holder parking and electric vehicle charging, shall be provided before the first occupation of the self-storage development hereby approved and shall be retained for parking purposes for occupiers and users of the development and for no other purpose. The blue badge holder parking shall be provided before the first occupation of the residential development hereby approved and shall be retained for parking purposes for occupiers and users of the development and for no other purpose.

Reason: To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy T6 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Policies Plan 2014.

14. Details of the proposed vehicular accesses to serve the development are to be submitted in writing for approval to the Local Planning Authority. The accesses are:
 - (a) Access to the self-storage building (northernmost access)
 - (b) Access to the residential flats (southernmost access)One or more package of access drawings are to be submitted separately or together to cover parts (a) and (b), and must approved by the Local Planning Authority before works commence on that particular access. Thereafter the self-storage building shall not be occupied until its access approved under part (a) has been carried out; and the residential flats shall not be occupied until its access approved under part (b) has been carried out.

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.

15. The self-storage development shall not be occupied until the existing redundant crossover/s at that part of the site have been removed by raising the kerb and reinstating the footway in accordance with the requirements of the Highway Authority. The residential development shall not be occupied until the existing redundant crossover/s at that part of the site 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.

16. A travel plan shall be submitted to and approved in writing by the Local Planning Authority and is to cover:

- (a) Self-storage unit part of site
- (b) residential flats part of site

One or more travel management plan is to be submitted separately or together to cover parts (a) and (b), and must approved by the Local Planning Authority before occupation of that particular part.

The travel plan shall follow the current 'Travel Plan Development Control Guidance' issued by TfL and shall include:

- (i) Targets for sustainable travel arrangements;
- (ii) Effective measures for the on-going monitoring of the Plan;
- (iii) A commitment to delivering the Plan objectives for a period of at least 5 years from the first occupation of the development;
- (iv) Effective mechanisms to achieve the objectives of the Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

Reason: In the interests of the sustainable travel 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. No occupation of the self-storage development shall be permitted until a Delivery and Servicing Plan is approved in writing by the Local Planning Authority and implemented in accordance with the approved plan. The approved measures shall be maintained, in accordance with the Plan, for the duration of the use, unless the prior written approval of the Local Planning Authority is obtained to any variation.

Reason: 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 policies DM T2, T3 and T5 of Merton's Sites and Policies Plan 2014.

18. A Construction Logistics Plan(s) shall be submitted to and approved in writing by the Local Planning Authority and is to cover: (a) Demolition of the existing buildings (b) Construction of the self-storage unit (and associated infrastructure) (c) Construction of the residential flats (and associated infrastructure) One or more Construction Logistics Plan(s) are to be submitted separately or together to cover parts (a), (b), and (c) and must approved by the Local Planning Authority before works commence on that particular part. The Plan 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
 - measures to control the emission of noise and vibration during construction. (including the methodology for the basement excavation and any 24 hour generator/pumping)
 - displays and facilities for public viewing, where appropriate
 - wheel washing facilities
 - measures to control the emission of dust and dirt during construction/demolition
 - measures to control surface water run-off
 - a scheme for recycling/disposing of waste resulting from demolition and construction works

The approved measures hereby permitted shall be so maintained for the duration of construction 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.

19. No part of the residential development hereby approved shall be occupied until evidence has been submitted to, and approved in writing by, the Local Planning Authority confirming that it has achieved CO2 reductions of not less than a 19% improvement on Part L regulations 2013, and internal water consumption rates of no greater than 105 litres per person per day. These standards will be maintained for the duration of use of the development.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: policy SI 2 and SI 3 of the London Plan 2021 and policy CS15 of Merton's Core Planning Strategy 2011.

20. a) The applicant shall submit evidence to demonstrate that the self-storage development is registered with the Building Research

Establishment (BRE) under BREEAM. No occupation of the self-storage building shall take place until this evidence has been approved by the Local Planning Authority.

b) Within six-months of occupation of the self-storage building, the applicant shall submit a Final Certificate showing that it achieves a BREEAM rating of not less than 'Very Good'.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: policies SI 2, SI 3 and SI 5 of the London Plan 2021 and policy CS15 of Merton's Core Planning Strategy 2011.

21. Prior to occupation of residential units, a post implementation acoustic report, to demonstrate that the recommendations and criteria to control any noise impact, as specified in the ACA Acoustics, Noise Impact Assessment Report Reference: 211109-R001, dated 3rd February 2022 have been implemented as a minimum standard, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and maintained as such thereafter.

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: policy D14 of the London Plan 2021 and policies DM D2, DM D3, DM EP2 and DM EP4 of Merton's Sites and Policies Plan 2014.

22. Prior to the installation of AC / plant serving the self-storage building, a post implementation acoustic report, to demonstrate that noise levels, (expressed as the equivalent continuous sound level) LAeq (15 minutes), from any new plant/machinery from the commercial unit across the site use would not exceed LA90-10dB at the boundary with the closest residential property, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and maintained as such thereafter.

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: policy D14 of the London Plan 2021 and policies DM D2, DM D3, DM EP2 and DM EP4 of Merton's Sites and Policies Plan 2014.

23. All Non-road Mobile Machinery (NRMM) used during the course of the development that is within the scope of the Greater London Authority 'Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (SPG) dated July 2014, or any subsequent amendment or guidance, shall comply with the emission requirements therein.

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: policy D14 of the London Plan 2021 and policies DM D2, DM D3, DM EP2 and DM EP4 of Merton's Sites and Policies Plan 2014.

24. Details of the design of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority and is to cover:

- (a) Construction of the self-storage unit (and associated infrastructure)
- (b) Construction of the residential flats (and associated infrastructure)

One or more surface water drainage scheme is to be submitted separately or together to cover parts (a) and (b), and must be approved by the Local Planning Authority before works commence on that particular part (excluding demolition of the existing building and site enabling works).

The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
- b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 40% allowance for climate change) storm events and during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. If infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 2.5l/s.
- c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
- e) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

The development shall be carried out in full accordance with the approved details.

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.

25. A drainage verification report shall be submitted to and approved in writing by the Local Planning Authority and is to cover:

- (a) Construction of the self-storage unit (and associated infrastructure)

(b) Construction of the residential flats (and associated infrastructure)

One or more drainage verification report is to be submitted separately or together to cover parts (a) and (b), and must be approved by the Local Planning Authority before occupation of that particular part.

This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.

26. A detailed proposal on how drainage and groundwater will be managed and mitigated during (dewatering) and post construction (permanent phase), for example through the implementation of passive drainage measures around the basement structure, shall be submitted to and approved in writing by the Local Planning Authority. This is to cover construction of the self-storage unit (and associated infrastructure) only.

It must be approved by the Local Planning Authority before works commence on that particular part (excluding demolition of the existing building and site enabling works).

Reason: To ensure flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy SI 13.

29. A Non Standard Condition: Prior to occupation a Secured by Design final certificate shall be submitted to and approved by the Local Planning Authority.

Reason: In order to achieve the principles and objectives of Secured by Design to improve community safety and crime prevention in accordance with Policy 14 (22.17) of Merton Core Strategy: Design, and Strategic Objectives 2 (b) and 5 (f); and Policy D.11 Safety, security and resilience to emergency of the London Plan.

30. No development shall occur (excluding demolition and site enabling works) until a remediation method statement, described to make the site suitable for, intended use by removing unacceptable risks to sensitive receptors, has been submitted to and approved in writing by the local planning authority.

Reason: To protect the health of future users of the site in accordance with policy 9.10.6 of the London Plan 2021 and policy DM EP4 of Merton's sites and policies plan 2014.

32. A verification report, produced on completion of the remediation, shall be submitted to and approved in writing by the Local Planning Authority and is to cover:

- (a) Self-storage unit part of site
- (b) residential flats part of site

One or more verification report is to be submitted separately or together to cover parts (a) and (b), and must approved by the Local Planning Authority before occupation of that particular part.

Reason: To protect the health of future users of the site in accordance with policy 9.10.6 of the London Plan 2021 and policy DM EP4 of Merton's sites and policies plan 2014.

33. J2 Wheelchair Accessible Homes.

At least one dwelling unit hereby permitted shall be constructed to 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.

34. A Landscape and Ecology Management Plan, to set out the details of habitat establishment and long-term management (as referred to in para 5.8 of the Ecology Report), shall be submitted to and approved in writing by the Local Planning Authority and is to cover:

- (a) Self-storage unit part of site
- (b) residential flats part of site

One or more Landscape and Ecology Management Plan is to be submitted separately or together to cover parts (a) and (b), and must approved by the Local Planning Authority before occupation of that particular part.

The development shall be carried out in full accordance with the approved details.

Reason: Having regard to the biodiversity value of the site.

35. The bat emergence/re-entry surveys set out in the submitted Ecological Impact Assessment shall be carried out prior to the demolition of the existing building on site. Should a roost be present following emergence/re-entry surveys, artificial roost features must be included within the design of the proposed development, as detailed in the Ecological Impact Assessment.

Reason: Having regard to the biodiversity value of the site.

36. Prior to the commencement of development [including demolition] a local employment strategy shall have been submitted to and approved in writing by the Local Planning Authority setting out the measures taken to ensure that the development provides employment opportunities for residents and businesses in Merton during the construction phase.

Reason: To comply with Policy DM E4 of the Sites and Policies Plan 2014.

37. before works to the basement commence the following documents shall be submitted to and approved in writing by the Local Planning Authority:
- a Detailed Construction Method Statement produced by the Contractors appointed for the piling, excavation and construction of the basement,
 - Structural drawings of the secant piled retaining wall and construction sequence drawings of the temporary works,
 - Design calculations of the secant piled and temporary works,
 - Movement monitoring report produced by specialist surveyors appointed to install monitoring gauges to detect any movement of the highway/neighbouring properties from pre-construction to completion of the project works.
- a Detailed Demolition Method Statement,
- a Detailed Construction Method Statement produced by the Contractors appointed for the piling, excavation and construction of the basement,
 - Structural drawings of the secant piled retaining wall and construction sequence drawings of the temporary works,
 - Design calculations of the secant piled and temporary works,
 - Movement monitoring report produced by specialist surveyors appointed to install monitoring gauges to detect any movement of the highway/neighbouring properties from pre-construction to completion of the project works.
- The development shall be carried out in accordance with the approved details.

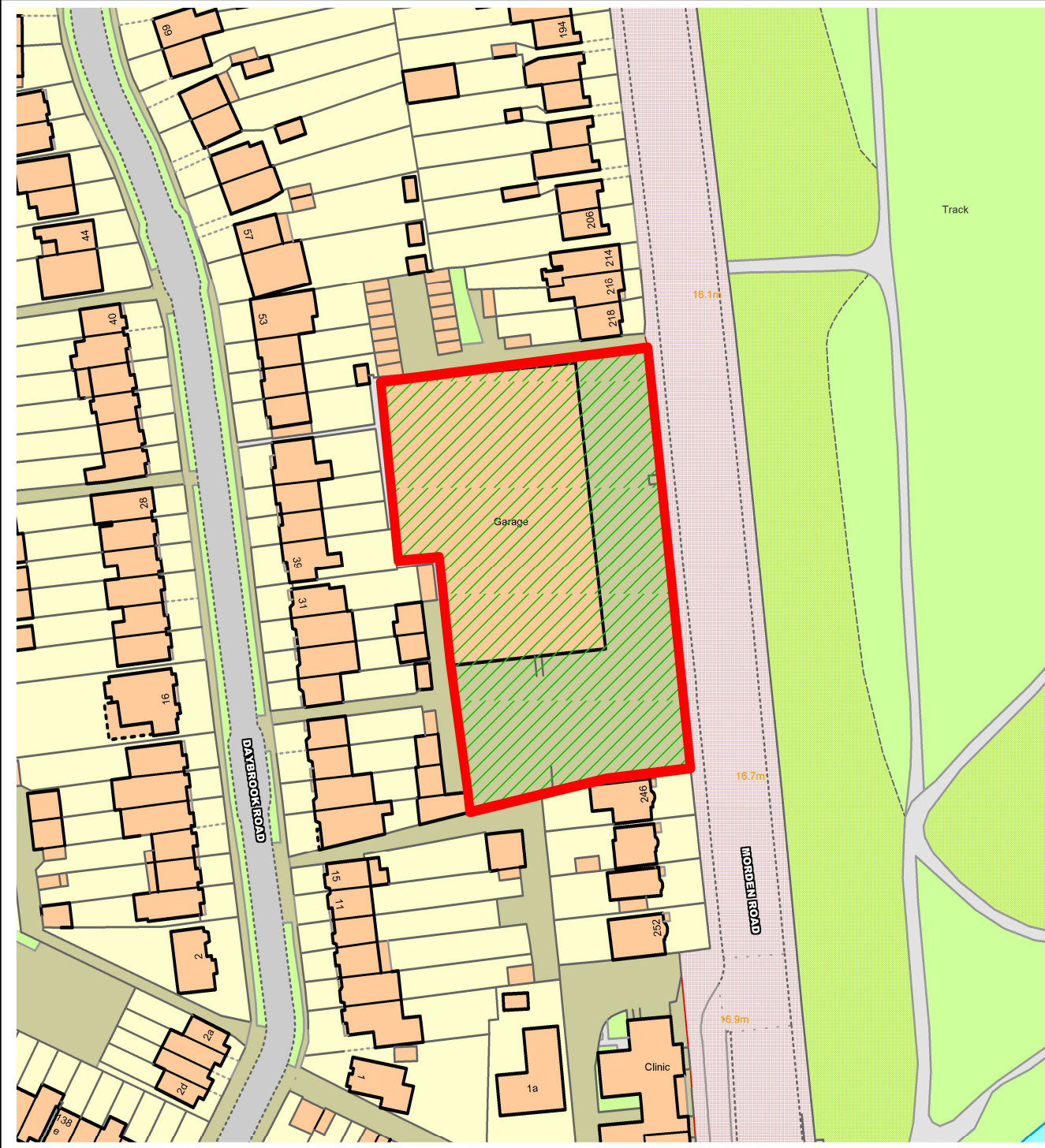
Informatives:

1. 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.
2. INFORMATIVE: In accordance with paragraph 38 of the NPPF, The London Borough of Merton (LBM) takes a positive and proactive approach to development proposals focused on solutions. LBM works with applicants/agents in a positive and proactive manner by:
i) Offering a pre-application advice and duty desk service. ii) Where possible, suggesting solutions to secure a successful outcome. iii) As appropriate, updating applicants/agents of any issues that may arise in the processing of their application. In this instance: i) The applicant/agent was provided with pre-application advice. ii) The applicant was offered the opportunity to submit amended plans in order to make the proposal acceptable in planning terms. iii) The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.
3. INFORMATIVE: The applicant should be aware that the site may provide a useful habitat for swifts. Swifts are currently in decline in

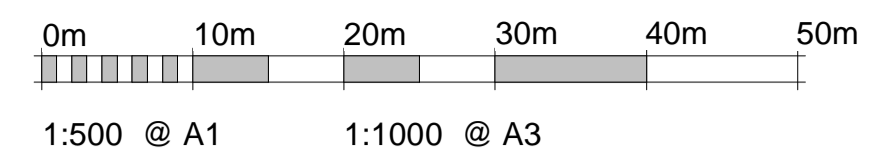
the UK and in order to encourage and improve the conservation of swifts the applicant is advised to consider the installation of a swift nesting box/bricks on the site

4. **INFORMATIVE** No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.
5. **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.
6. **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.
7. **INFORMATIVE**
The applicant will need to enter into a Section 278 agreement with TfL for off site works.
8. **INFORMATIVE**
No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

NORTHGATE SE GIS Print Template



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Rev	Date	Version Description	Drn	Chk
/	10/02/22	First Planning Issue	CC	JS



1 Existing Block Plan
1 : 500

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
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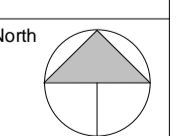



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Client
ATTIC
Project Name
Attic Morden
242 Morden Road, Morden, SW19 3BZ

Drawing Title
Existing Block Plan

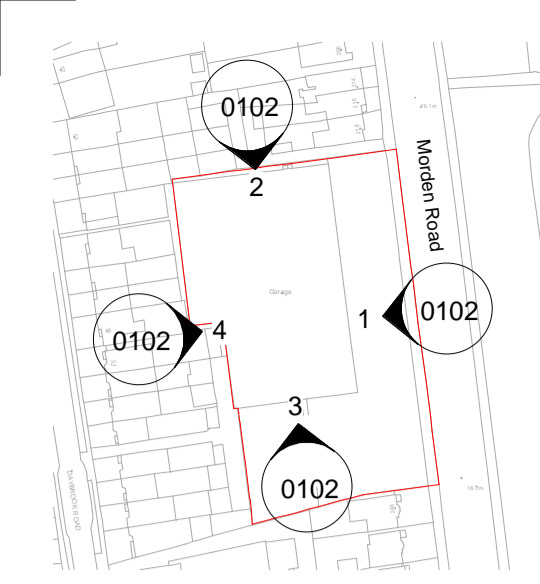
Drawing Status
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Drawing Details
DMWR Job No.
3793

Drawn By	Drawn Date	Checked By	Scale @ A1
CC	29/11/21	JS	1 : 500

Drawing Number	Status	Revision
3793-DMWR-A-PL-0101		/

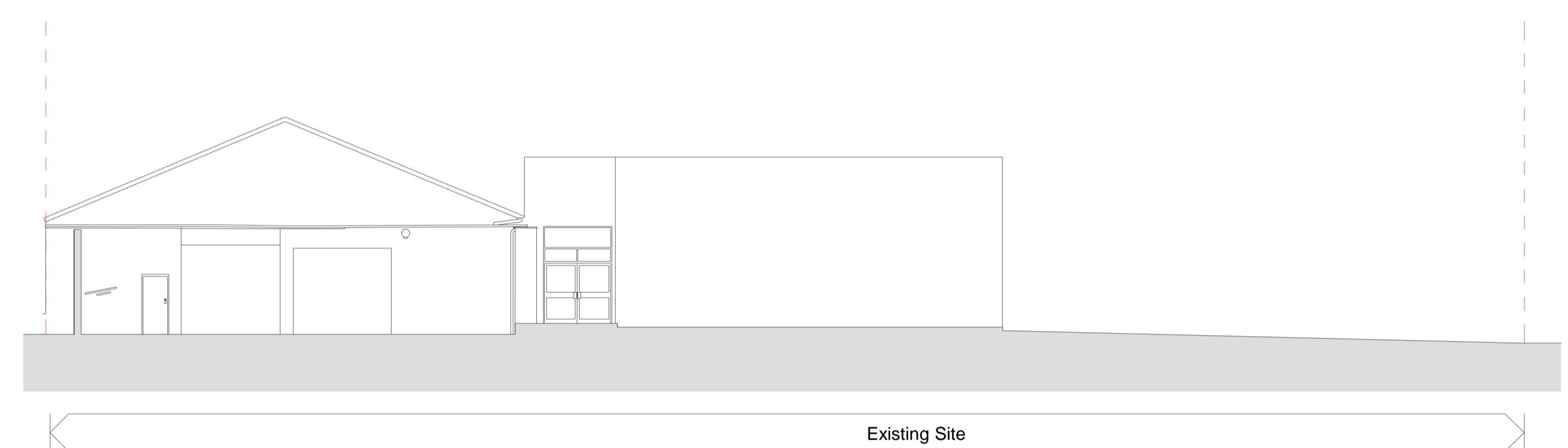


1 EL_Existing East Elevation
1:150

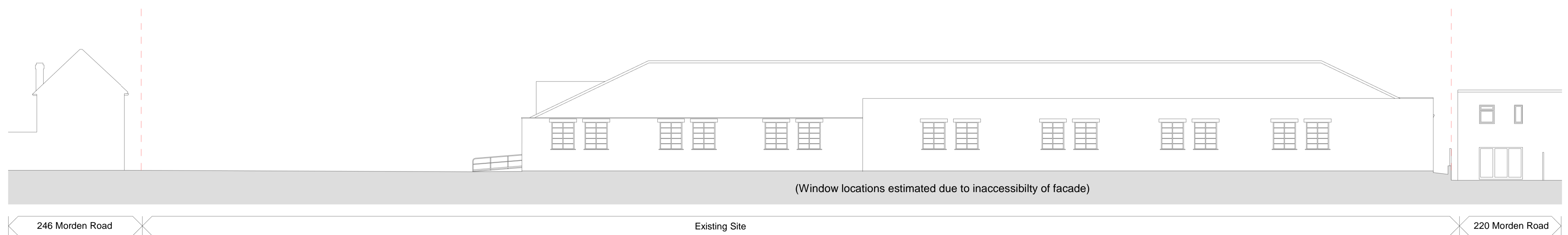
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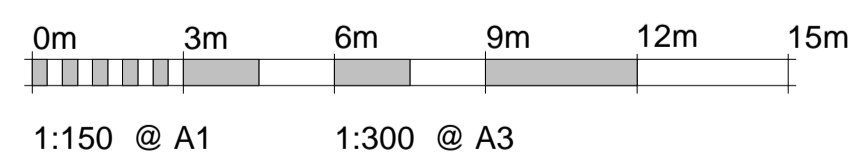
2 EL_Existing North Elevation
1:150



3 EL_Existing South Elevation
1:150



4 EL_Existing West Elevation
1:150



Rev	Date	Version Description	Dm	Chk
1	10/02/22	First Planning Issue	CC	JS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Client
ATTIC
Project Name
Attic Morden
242 Morden Road, Morden, SW19 3BZ
Drawing Title
Existing Site Elevations

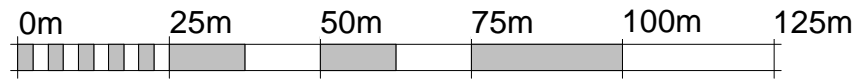
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Drawing Status PRELIMINARY			 DMWR Job No. 3793
Drawn By CC	Drawn Date 29/11/21	Checked By JS	
Drawing Number 3793-DMWR-A-PL-0102			Status Revision /



1 Existing Site Location Plan
1 : 1250



2 Existing Site Location Plan Wide
1 : 2500

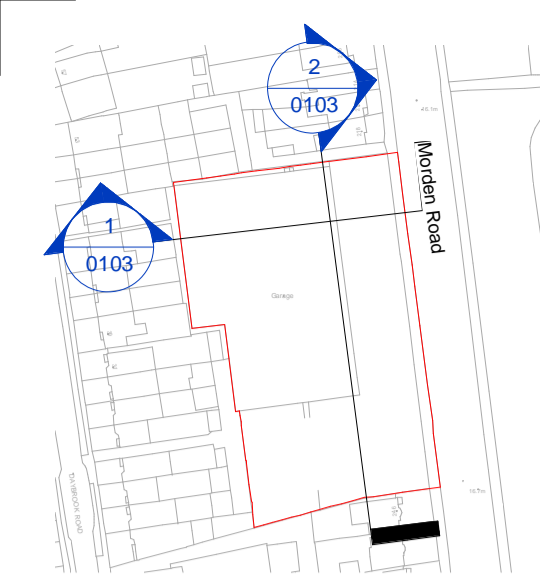


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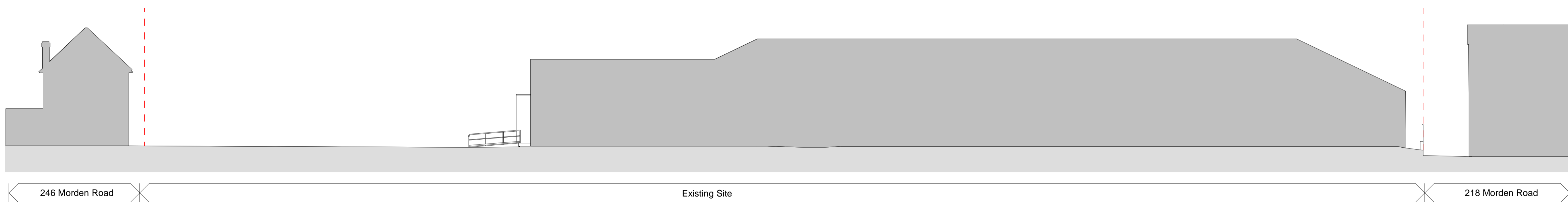
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Rev	Date	Version Description	Drn	Chk				Client	Drawing Details		North	
/	11/02/22	First Planning Issue	CC	JS	 DMWR Architects 16-18 Hatton Garden First Floor LONDON EC1N 8AT t 020 7870 3779 e mail@dmwr-architects.co.uk www.dmwr.co.uk	ATTIC		Drawing Status		 DMWR Job No. 3793		
						Attic Morden		PLANNING				
						242 Morden Road, Morden, SW19 3BZ		Drawn By	Drawn Date	Checked By	Scale @ A3	
						Existing Site Location Plans		CC	29/11/21	JS	As indicated	
								Drawing Number		Status Revision		
								3793-DMWR-A-PL-0100		P /		

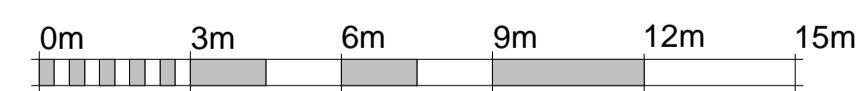


1 SE Existing Section AA
1 : 150

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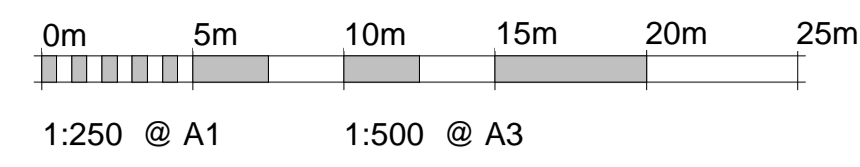


2 SE Existing Section BB
1 : 150



1:150 @ A1 1:300 @ A3

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Rev	Date	Version Description	Dm	Chk																			
1	10/02/22	First Planning Issue	CC	JS																			



Rev	Date	Version Description	Dim	Chk
/	11/02/22	First Planning Issue	CC	JS
A	28/07/22	Revised following consultation responses	CC	JS
B	09/08/22	Adjusted upper floor building line following consultation response	CC	JS

- Key**
- Proposed Attic Unit
 - Proposed Residential Units
 - Permeable Paving
 - Concrete Unloading Yard

For details of landscaping see Pegasus Detailed Soft Landscaping Proposals Drawing: P21-1977_01B

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
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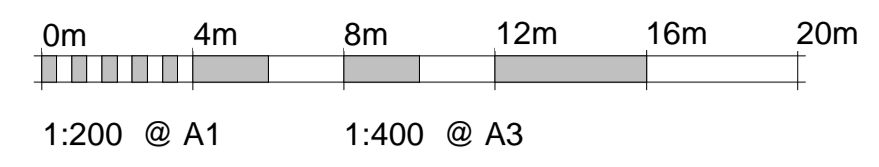
Drawing Title **Proposed Site Plan**

Drawing Status **PLANNING**

Drawing Details DMWR Job No. **3793**

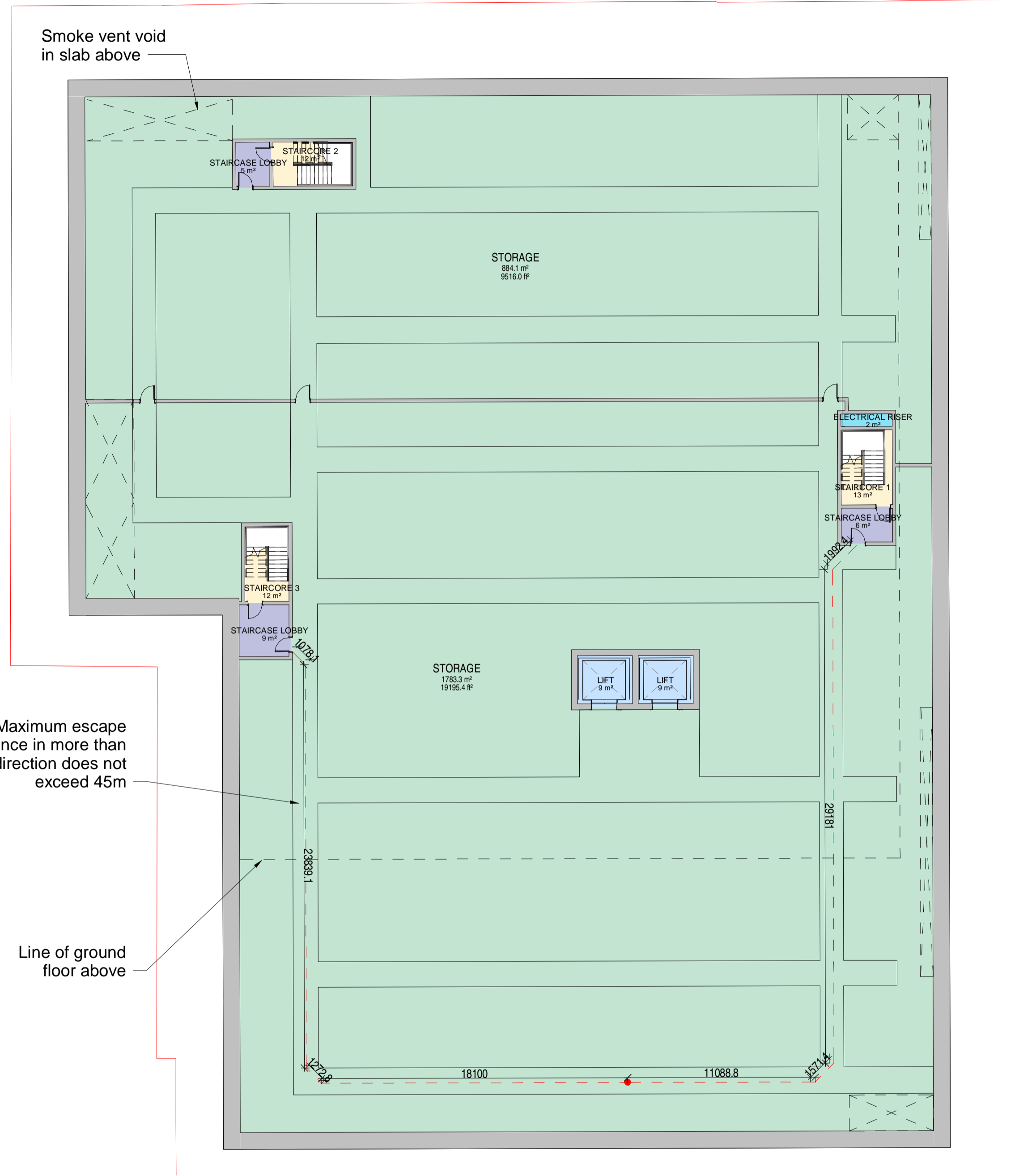
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CC	29/11/21	JS	As indicated

Drawing Number	Status	Revision
3793-DMWR-A-PL-0104	P	B



Rev	Date	Version Description	Dim	Chk
/	11/02/22	First Planning Issue	CC	JS
A	28/07/22	Revised following consultation responses	CC	JS
B	09/08/22	Adjusted upper floor building line following consultation response	CC	JS

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1 Proposed Attic Basement Floor G.A Plan
1 : 200



2 Proposed Attic Ground Floor G.A Plan
1 : 200

- Room Key**
- BIN STORE
 - CLEANER'S STORE
 - DIS WC
 - DRIVE UP UNIT
 - ELECTRICAL INTAKE
 - ENTRANCE LOBBY
 - LIFT
 - MANAGER'S OFFICE
 - PARCEL AREA
 - PUMP ROOM
 - RECEPTION
 - SERVER ROOM
 - SHOWER ROOM
 - SMOKE VENT
 - STAFF WELFARE
 - STAIRCASE LOBBY
 - STAIRCORE 1
 - STAIRCORE 2
 - STAIRCORE 3
 - STORAGE
 - UNLOADING BAY
 - WC
 - WORKSPACES

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
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Client **ATTIC**
Project Name **Attic Morden**
242 Morden Road, Morden, SW19 3BZ
Drawing Title **Proposed Attic Self Storage Basement & Ground Floor Plan G.A.**

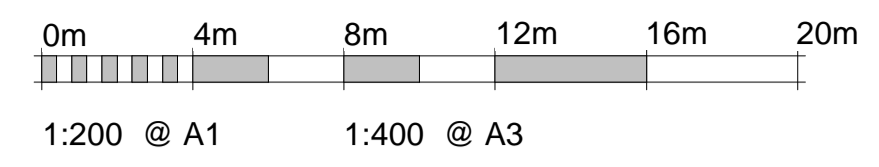
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Drawing Details DMWR Job No. **3793**

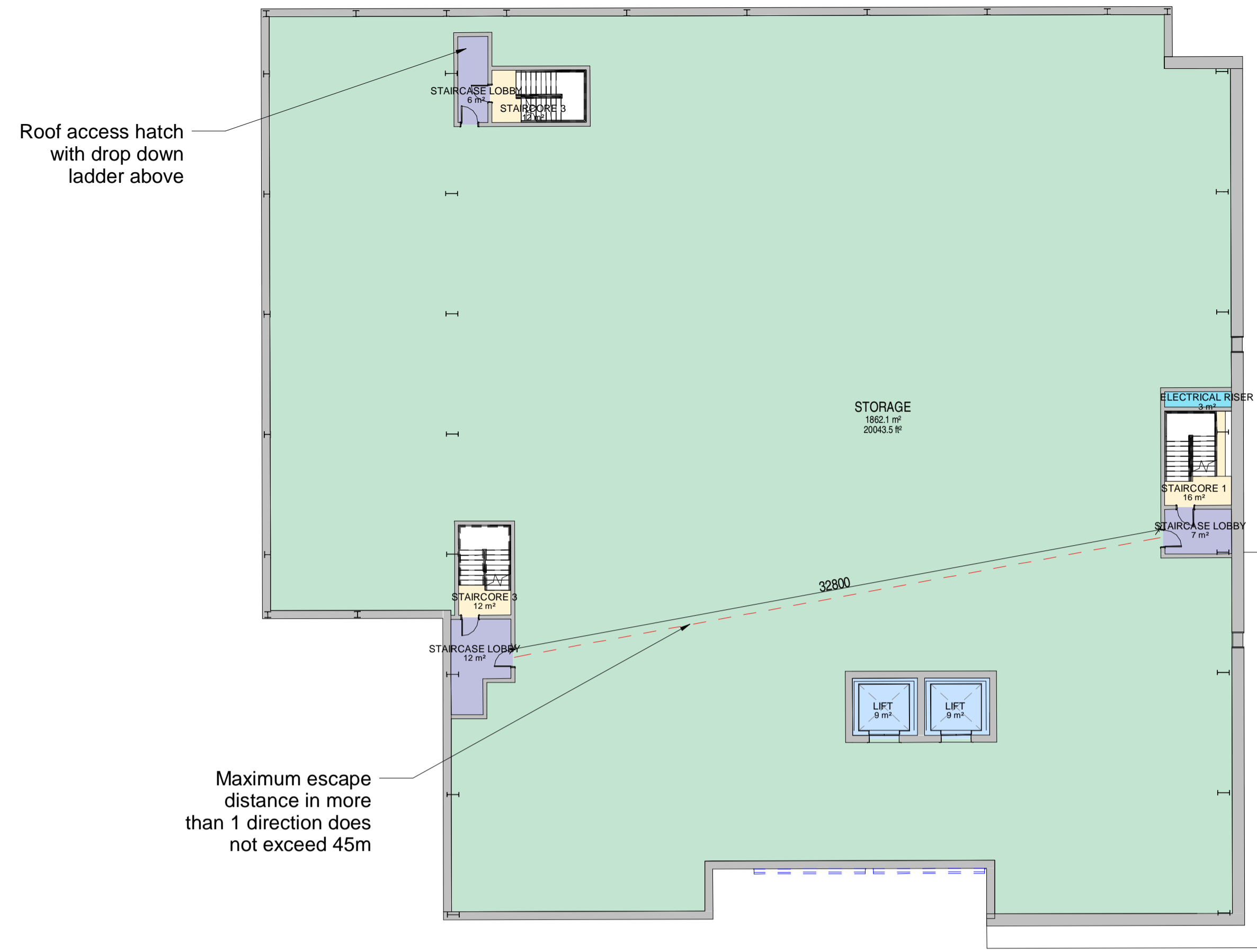
Drawn By **CC** Drawn Date **29/11/21** Checked By **JS** Scale @ **A1**
As indicated

Drawing Number **3793-DMWR-A-PL-0105** Status **P** Revision **B**

Proposed Area Schedule					
	Basement	Ground	1st	2nd	Total
GIA	2,778m ² 29,900ft ²	1,958m ² 21,076ft ²	1,983m ² 21,345ft ²	1,538m ² 16,555ft ²	8,257m² 88,878ft²
GEA	3,004m ² 32,334ft ²	2,033m ² 21,883ft ²	2,078m ² 22,367ft ²	1,637m ² 17,621ft ²	8,752m² 94,206ft²

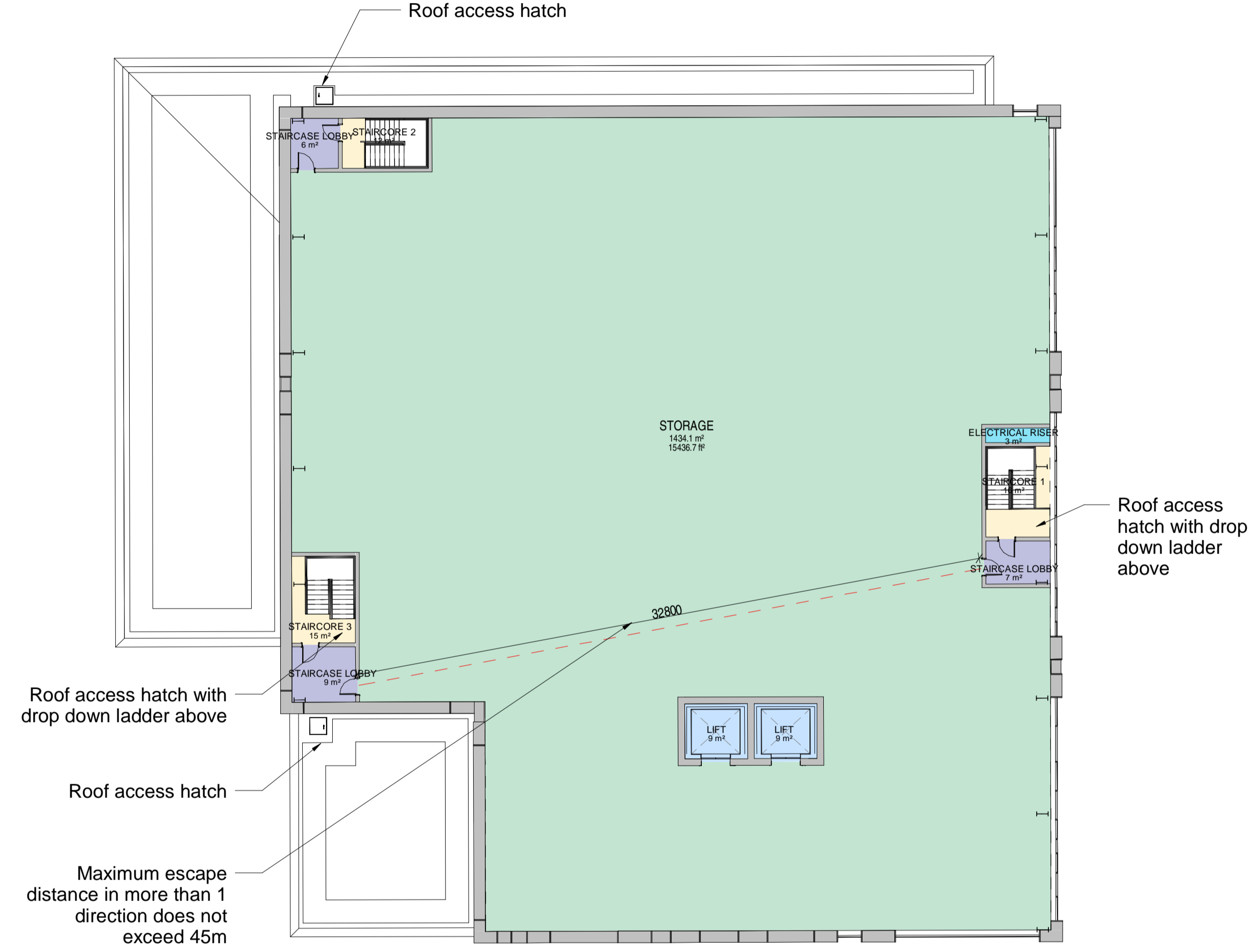


Rev	Date	Version Description	Dim	Chk
/	11/02/22	First Planning Issue	CC	JS
A	28/07/22	Revised following consultation responses	CC	JS
B	09/08/22	Adjusted upper floor building line following consultation response	CC	JS



Proposed Attic 1st Floor G.A. Plan

1 : 200



Proposed Attic 2nd Floor G.A. Plan

1 : 200

- Room Key**
- ELECTRICAL RISER
 - LIFT
 - STAIRCASE LOBBY
 - STAIRCORE 1
 - STAIRCORE 2
 - STAIRCORE 3
 - STORAGE

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
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Client **ATTIC**
 Project Name **Attic Morden**
 242 Morden Road, Morden, SW19 3BZ
 Drawing Title **Proposed Attic Self Storage 1st / 2nd Floor G.A. & Roof Plans**

Drawing Status **PLANNING** North 

Drawing Details DMWR Job No. **3793**

Drawn By **CC** Drawn Date **29/11/21** Checked By **JS** Scale @ A1 **As indicated**

Drawing Number **3793-DMWR-A-PL-0106** Status **P** Revision **B**

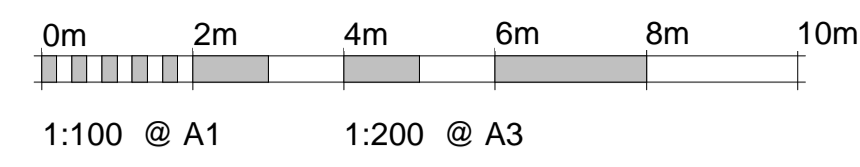
Page 237



Proposed Attic Roof Plan

1 : 200

Proposed Area Schedule					
	Basement	Ground	1st	2nd	Total
GIA	2,778m ² 29,900ft ²	1,958m ² 21,076ft ²	1,983m ² 21,345ft ²	1,538m ² 16,555ft ²	8,257m² 88,878ft²
GEA	3,004m ² 32,334ft ²	2,033m ² 21,883ft ²	2,078m ² 22,367ft ²	1,637m ² 17,621ft ²	8,752m² 94,206ft²



Rev	Date	Version Description	Dim	Chk
/	11/02/22	First Planning Issue	CC	JS
A	28/07/22	Revised following consultation responses	CC	JS



17 resident covered and secure cycle spaces in 3 pods and 2 short stay spaces
Permeable paving

Room Key

- 1B2P Apartment
- 1B2P M4(3) Apartment
- 2B3P Apartment
- 2B4P Apartment
- 3B6P Apartment
- Balcony
- Bike Store
- Bin Store
- Corridor
- Entrance Lobby
- Lift
- Plant
- Private Terrace
- Riser
- Staircore
- Winter Garden

Proposed Accommodation Schedule

	Ground	1st	2nd	Total
1B2P M4(3)	1			1
1B2P			2	2
2B3P	1	2	1	4
2B4P	1	1		2
Total	3	3	3	9

1 Proposed Residential Ground Floor G.A. Plan
1:100

Page 288

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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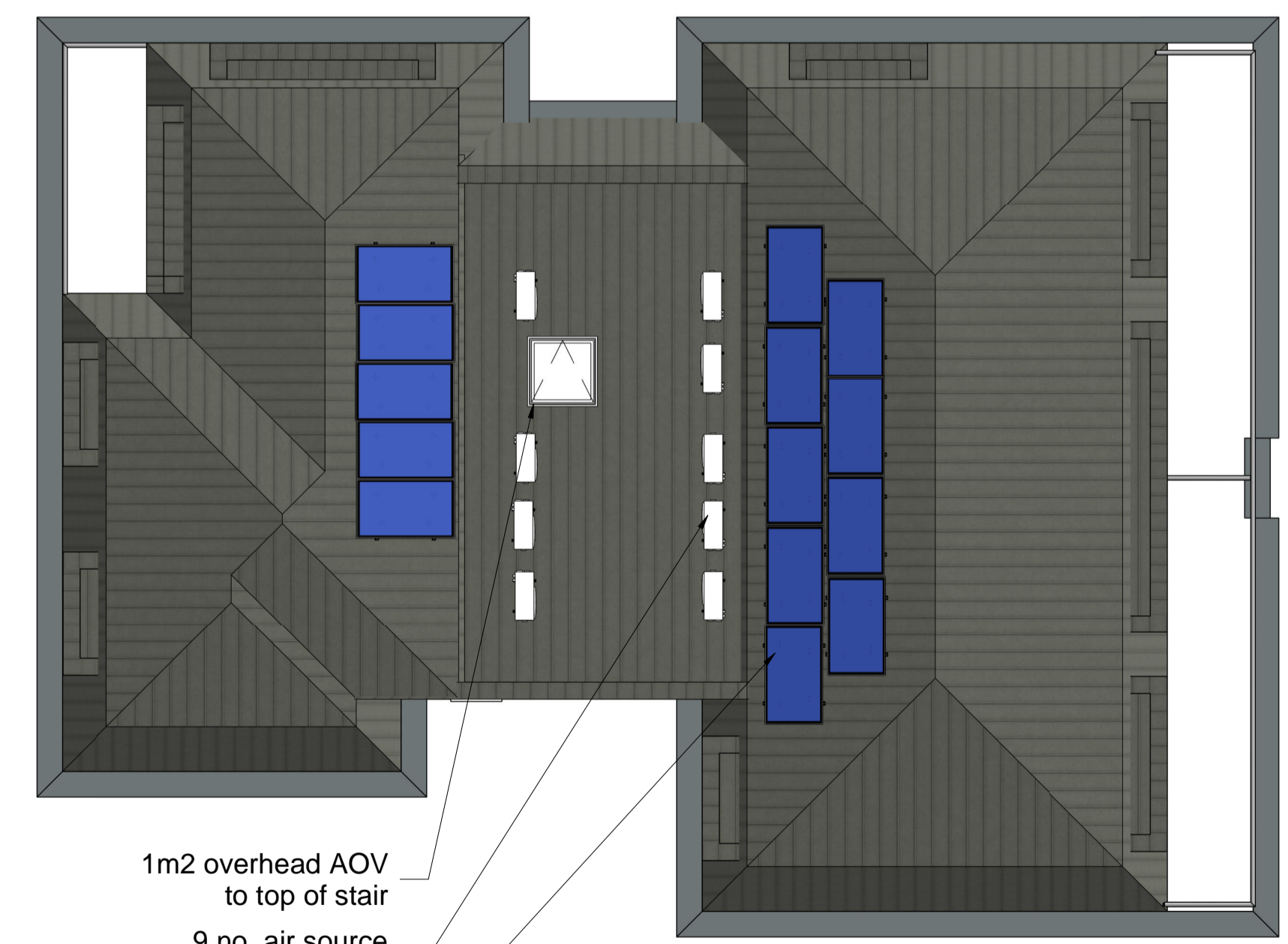
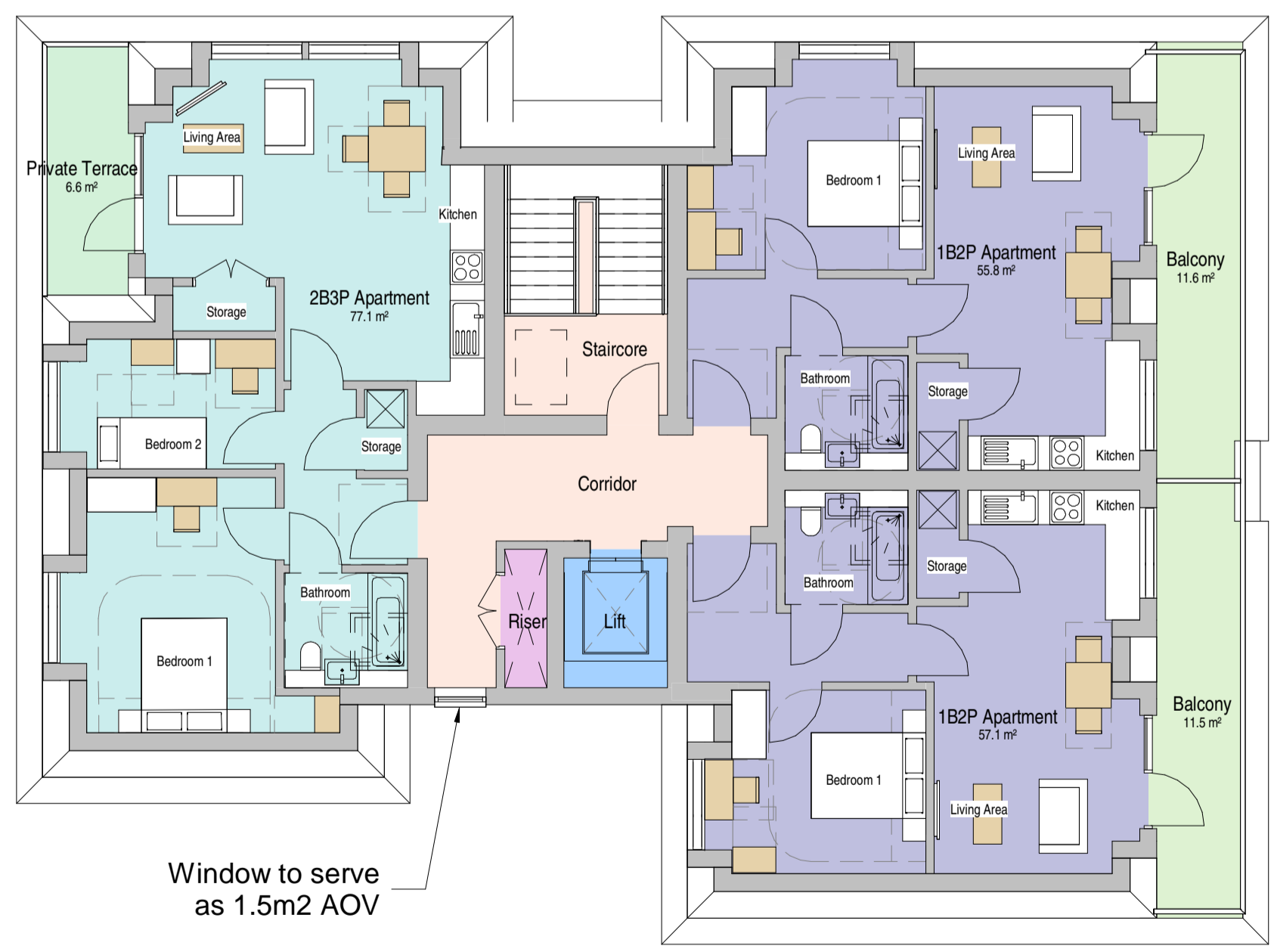
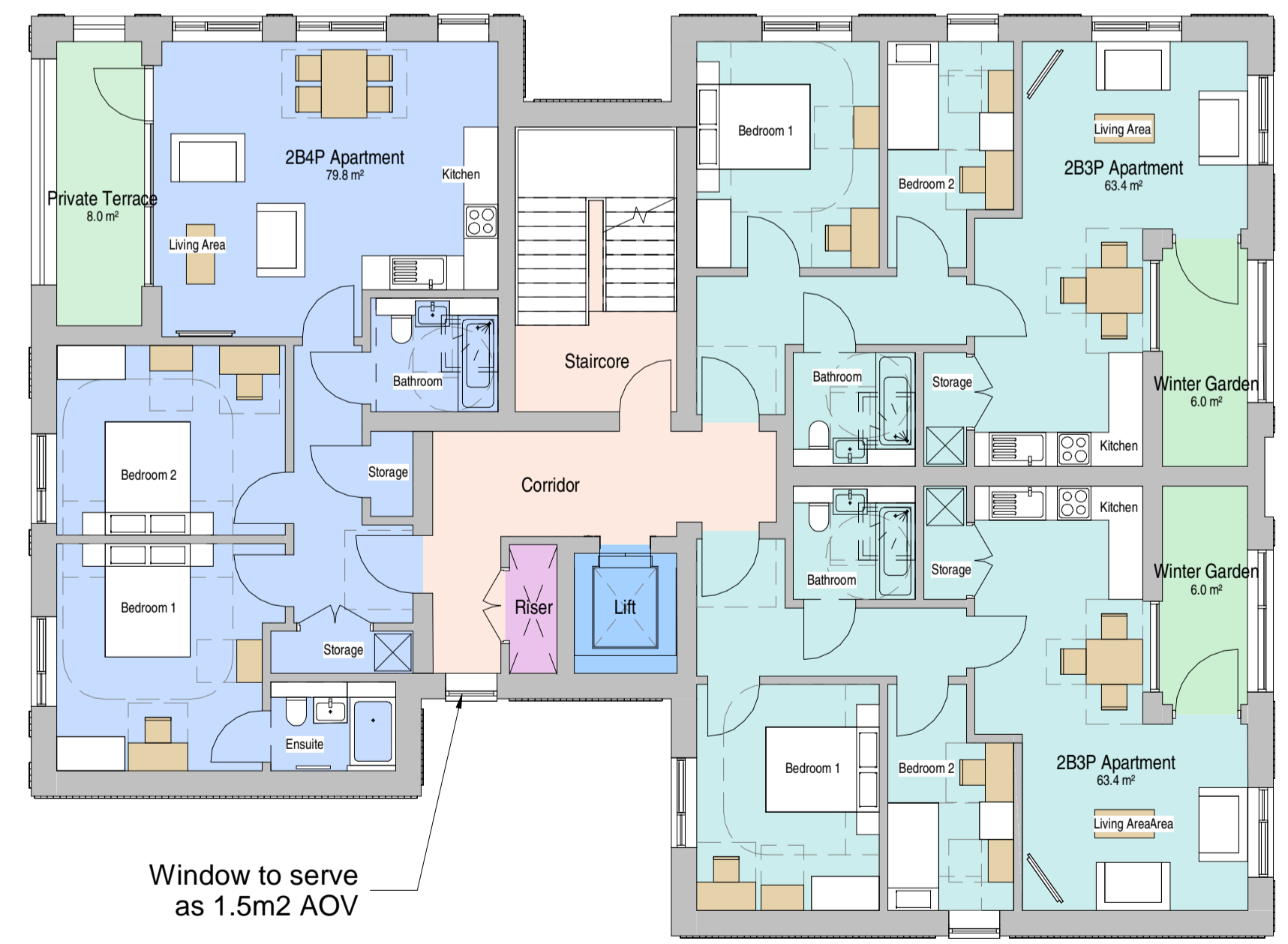

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Client **ATTIC**
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242 Morden Road, Morden, SW19 3BZ
Drawing Title **Proposed Residential Units Floor Plan G.A.**

Drawing Status **PLANNING** North

Drawing Details DMWR Job No. **3793**

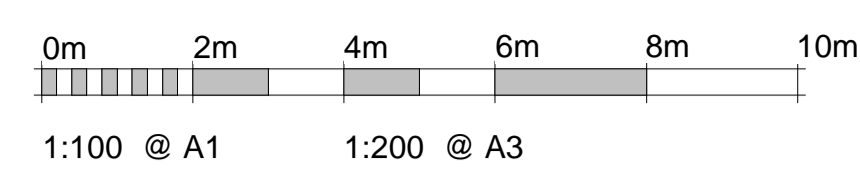
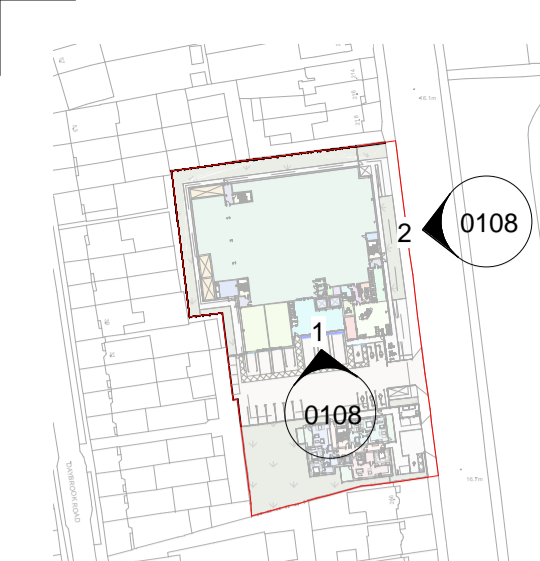
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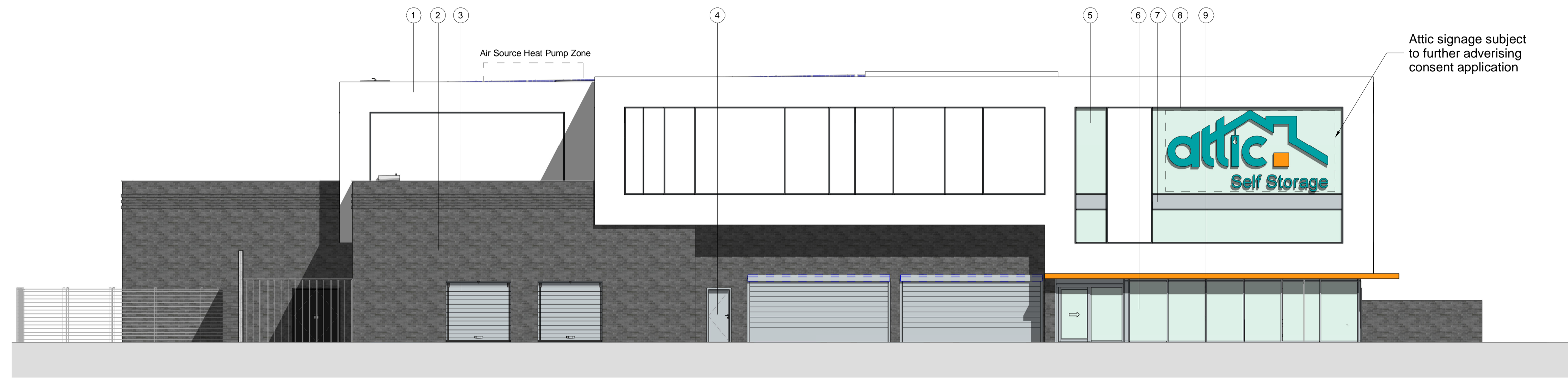
2 Proposed Residential 1st Floor G.A. Plan
1:100

3 Proposed Residential 2nd Floor G.A. Plan
1:100

4 Proposed Residential Roof Plan
1:100



Rev	Date	Version Description	Dim	Chk
/	11/02/22	First Planning Issue	CC	JS
A	09/09/22	Adjusted upper floor building line following consultation response	CC	JS



1 Proposed Attic South Elevation
1:100

- Attic Building Material Key**
- Aluminium PPC Cladding Panel RAL 7035 - Light Grey
 - Mixed Dark Brick (Stretcher Bond)
 - Roller shutter door RAL 7045 - Telegrey
 - Pedestrian access door RAL 7045 - Telegrey
 - Glazed Curtain Wall Window
 - Glazed Reception Window (G-Value 0.28)
 - Aluminium PPC Spandrel Panel RAL 7045 - Telegrey
 - Curtain Panel Frame RAL - 7021 Black Grey
 - Reception Canopy RAL - 2011 Deep Orange
 - Aluminium PPC Cladding Panel RAL 7045 - Telegrey
 - Smoke Vent Grill RAL 7035 - Light Grey

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Client
ATTIC
Project Name
Attic Morden
242 Morden Road, Morden, SW19 3BZ

Drawing Title
Proposed Attic Elevations South & East

Drawing Status
PLANNING

Drawing Details
DMWR Job No.
3793

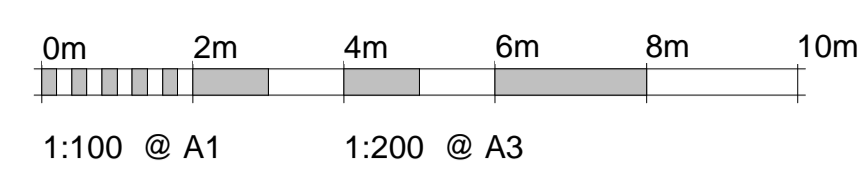
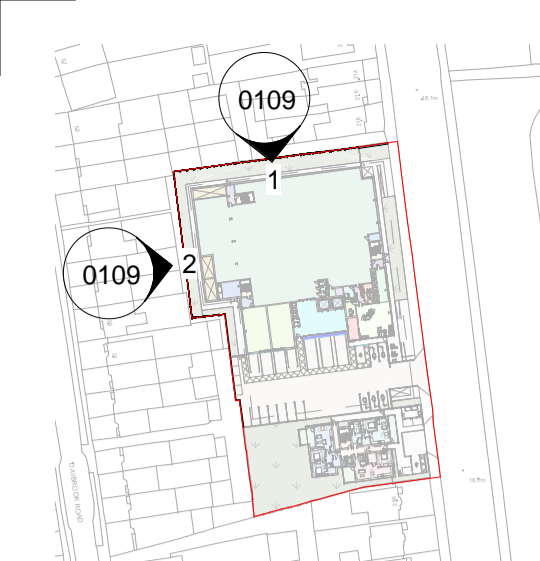
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CC	29/11/21	JS	As indicated

Drawing Number	Status	Revision
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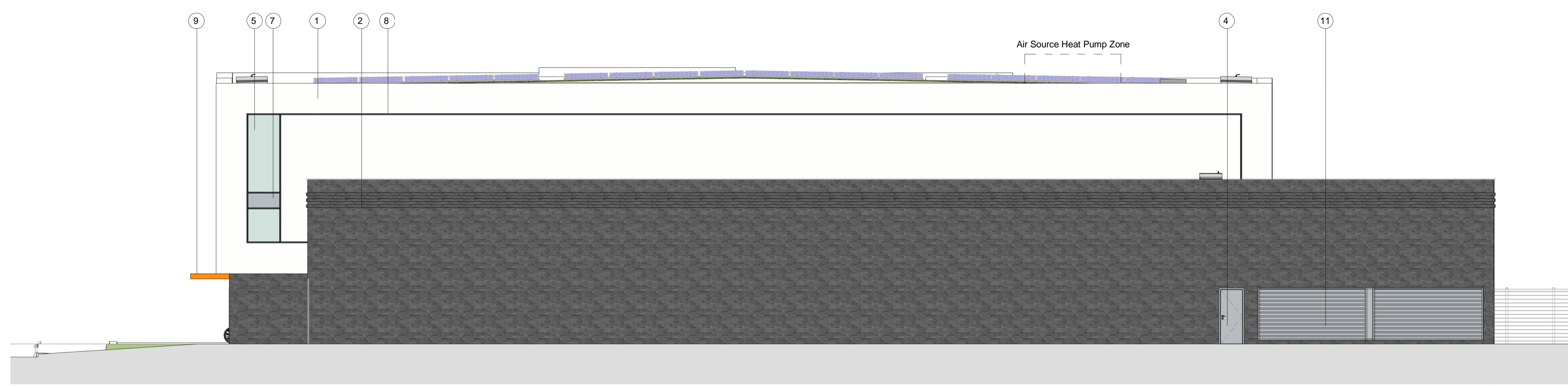
Page 289



2 Proposed Attic East Elevation
1:100



Rev	Date	Version Description	Dim	Chk
/	11/02/22	First Planning Issue	CC	JS
A	09/08/22	Adjusted upper floor building line following consultation response	CC	JS



1 Proposed Attic North Elevation
1 : 100

Page 290

- Attic Building Material Key**
- Aluminium PPC Cladding Panel RAL 7035 - Light Grey
 - Mixed Dark Brick (Stretcher Bond)
 - Roller shutter door RAL 7045 - Telegrey
 - Pedestrian access door RAL 7045 - Telegrey
 - Glazed Curtain Wall Window
 - Glazed Reception Window (G-Value 0.28)
 - Aluminium PPC Spandrel Panel RAL 7045 - Telegrey
 - Curtain Panel Frame RAL - 7021 Black Grey
 - Reception Canopy RAL - 2011 Deep Orange
 - Aluminium PPC Cladding Panel RAL 7045 - Telegrey
 - Smoke Vent Grill RAL 7035 - Light Grey

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Attic Morden
242 Morden Road, Morden, SW19 3BZ

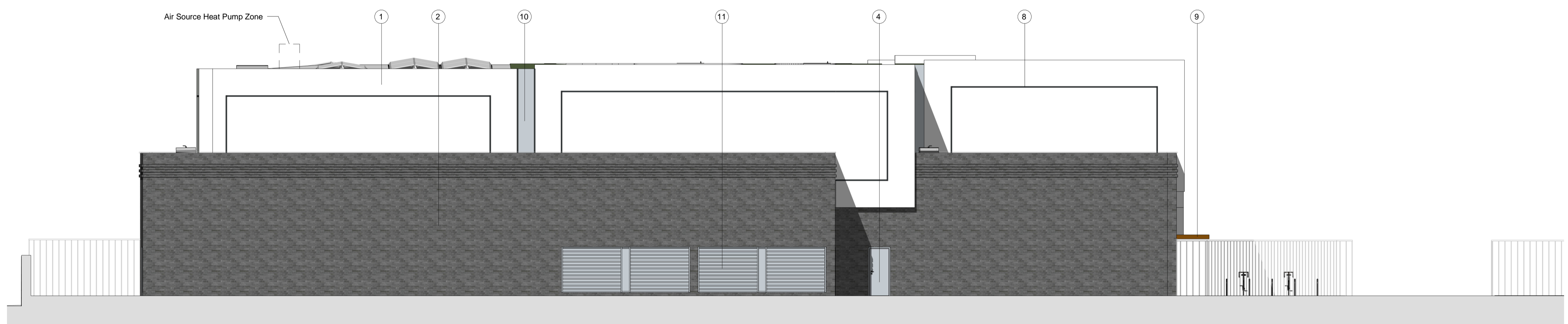
Drawing Title
Proposed Attic Elevations North & West

Drawing Status
PLANNING

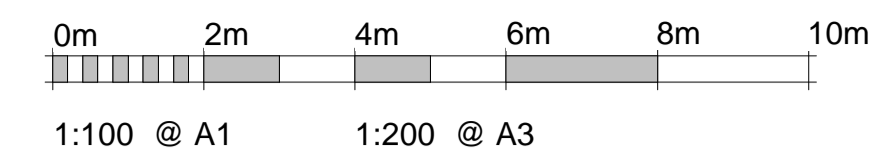
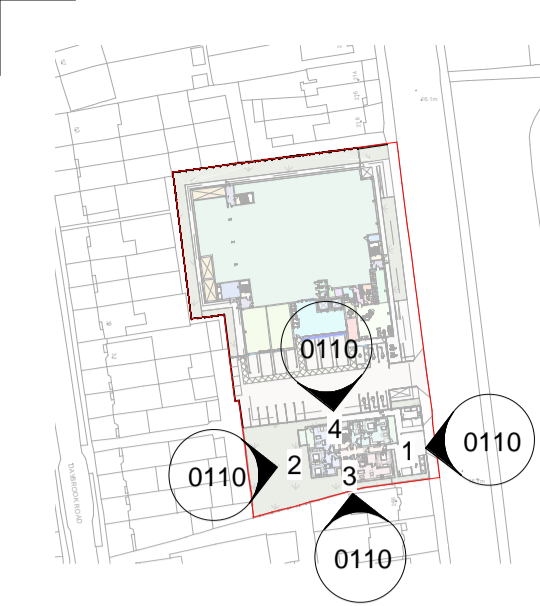
Drawing Details
DMWR Job No.
3793

Drawn By	Drawn Date	Checked By	Scale @ A1
CC	29/11/21	JS	As indicated

Drawing Number	Status	Revision
3793-DMWR-A-PL-0109	P	A



2 Proposed Attic West Elevation
1 : 100



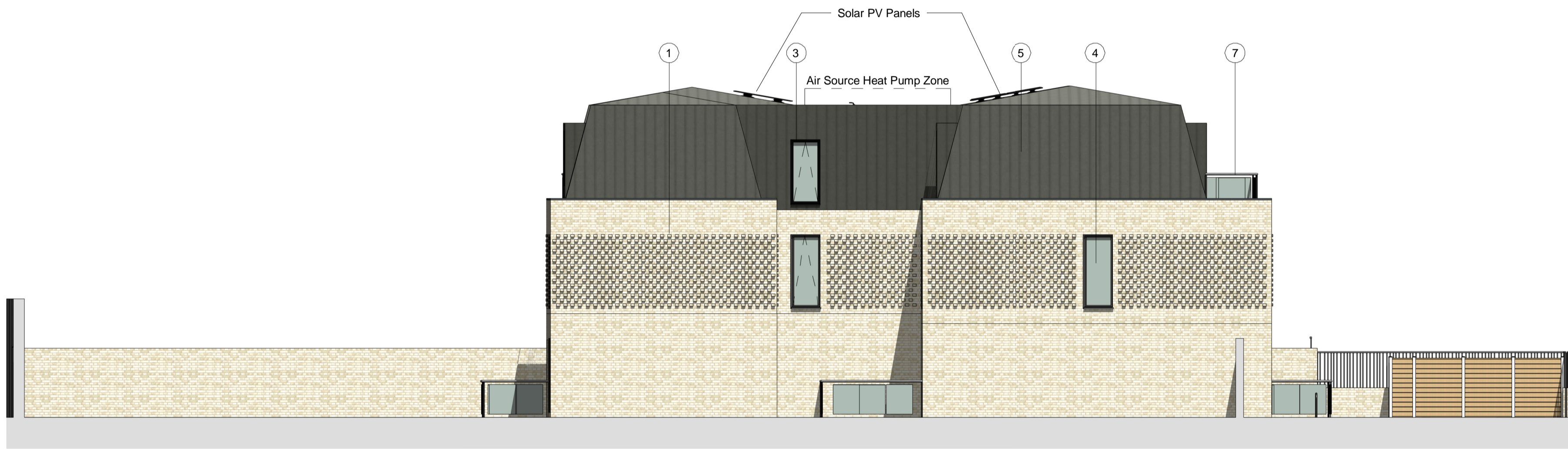
Rev	Date	Version Description	Drn	Chk
/	11/02/22	First Planning Issue	CC	JS



1 Proposed Residential East Elevation
1 : 100



2 Proposed Residential West Elevation
1 : 100



3 Proposed Residential South Elevation
1 : 100



4 Proposed Residential North Elevation
1 : 100

Material Key

1. Mixed Buff Brick (English Cross Bond)
2. Aluminium PPC Spandrel Panel RAL 7045 - Telegrey
3. Aluminium Window Frame RAL 7045 - Telegrey
4. Glazed Window
5. Standing Seam Zinc Roofing
6. Entrance Door RAL 7045 - Telegrey
7. Metal Railing RAL 7045 - Telegrey
8. Shared Garden Access Door RAL 7045 - Telegrey
9. Fire Escape Door RAL 7045 - Telegrey

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In addition to the hazards/risks normally associated with the types of work detailed on this drawing, refer to Designers Risk Assessment, note the following :

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Client
ATTIC

Project Name
Attic Morden
242 Morden Road, Morden, SW19 3BZ

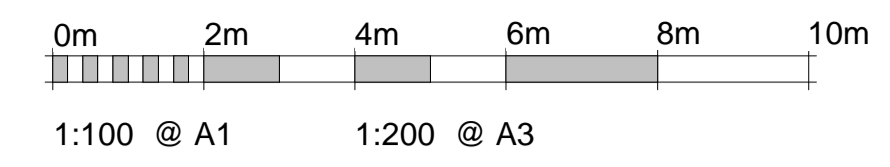
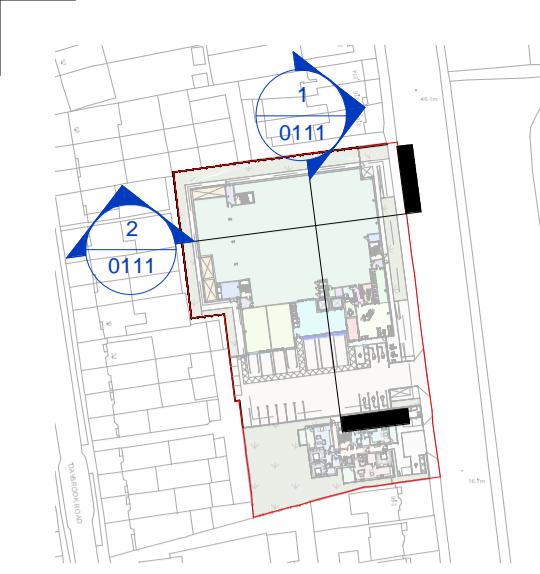
Drawing Title
Proposed Residential Elevations

Drawing Status
PLANNING

Drawing Details
DMWR Job No.
3793

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Drawing Number 3793-DMWR-A-PL-0110	Status P	Revision /
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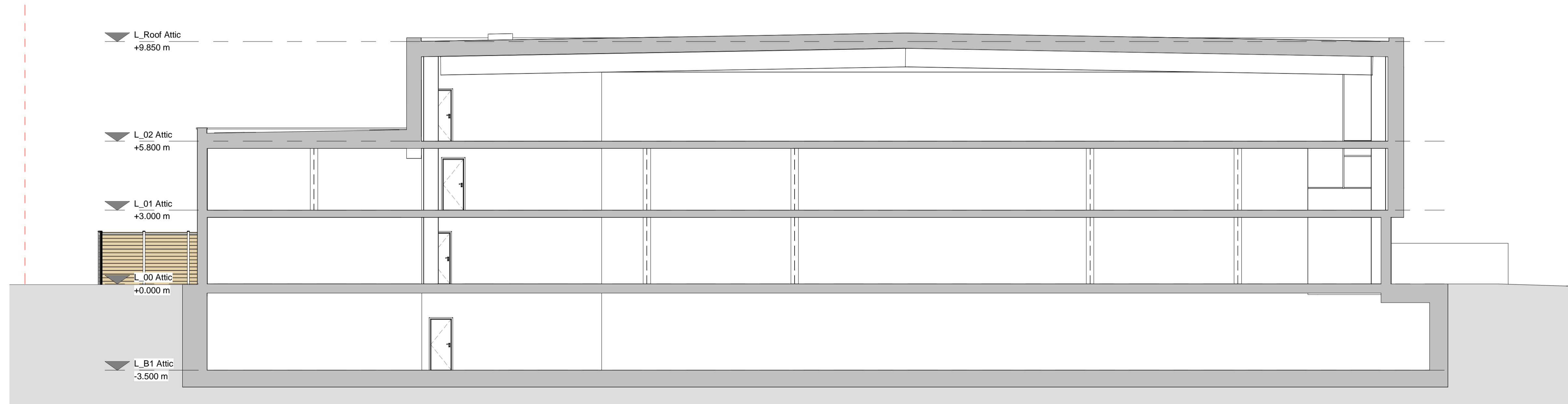


Rev	Date	Version Description	Drn	Chk
/	11/02/22	First Planning Issue	CC	JS
A	28/07/22	Revised following consultation responses	CC	JS



1 Proposed Attic Section AA
1:100

Page 292



2 Proposed Attic Section BB
1:100

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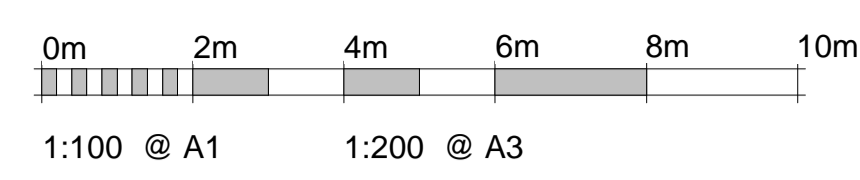
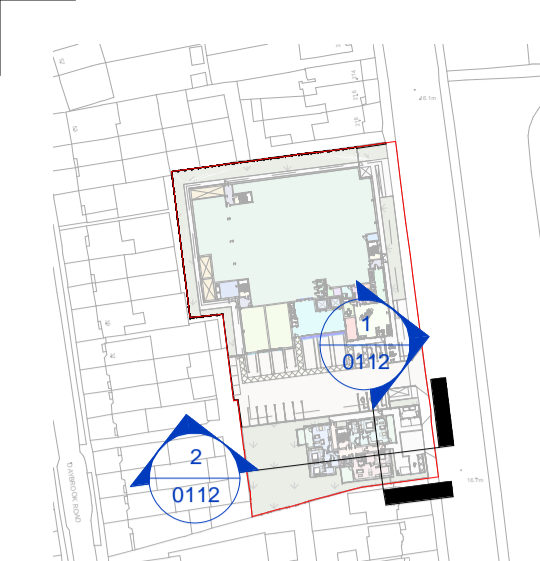
Client
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Project Name
Attic Morden
242 Morden Road, Morden, SW19 3BZ
Drawing Title
Proposed Attic Self Storage Sections AA & BB

Drawing Status
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Drawing Details
DMWR Job No.
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Drawn By CC	Drawn Date 11/29/21	Checked By JS	Scale @ A1 As indicated
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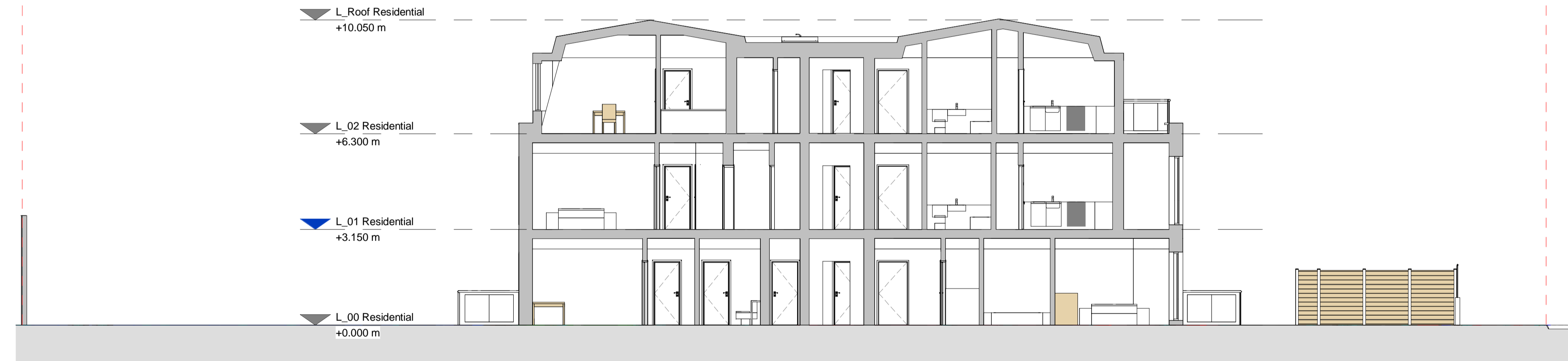
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Rev	Date	Version Description	Drn	Chk
/	11/02/22	First Planning Issue	CC	JS



1 Proposed Residential Section CC
1 : 100



2 Proposed Residential Section DD
1 : 100

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, refer to Designers Risk Assessment, note the following :

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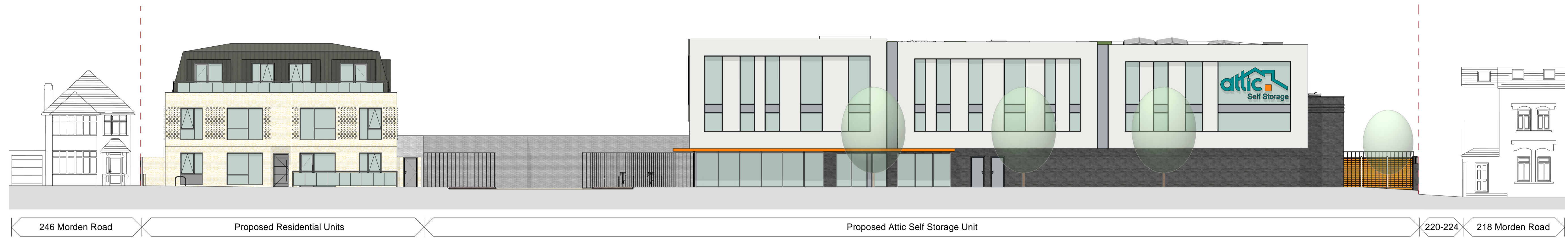
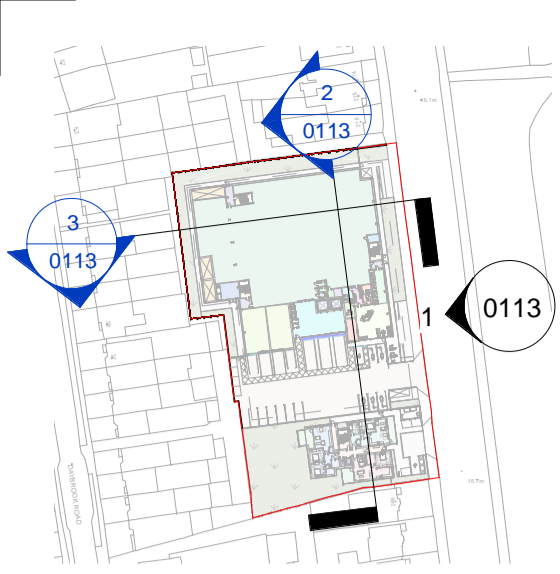
Client
ATTIC
Project Name
Attic Morden
242 Morden Road, Morden, SW19 3BZ
Drawing Title
Proposed Residential Units Sections CC & DD

Drawing Status
PLANNING
North 

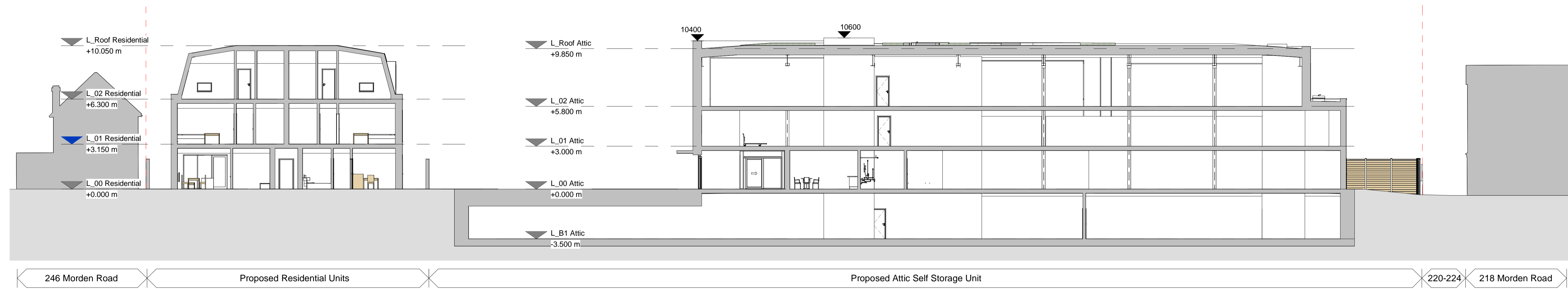
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Drawn By CC	Drawn Date 29/11/21	Checked By JS	Scale @ A1 As indicated
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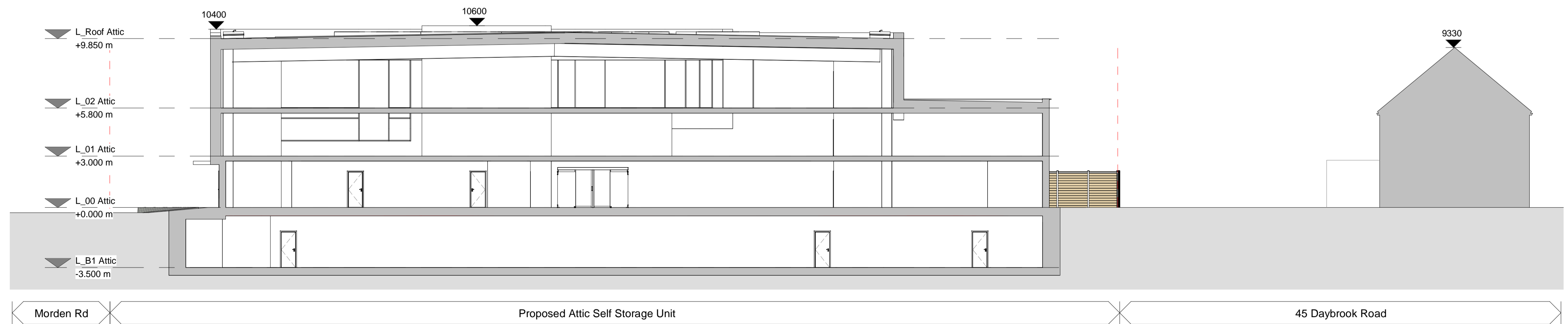
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1 Proposed East Street Elevation
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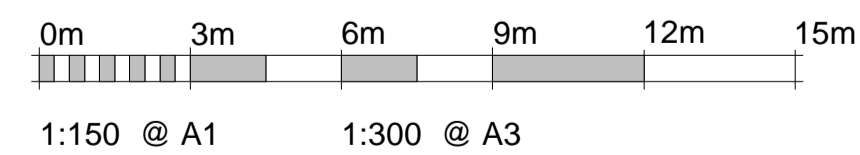


2 Proposed Site Section EE
1 : 150



3 Proposed Site Section FF
1 : 150

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Rev	Date	Version Description	Dm	Chk
F	11/02/22	First Planning Issue	CC	JS
A	31/05/22	Corrected location of property on Daybrook road	CC	JS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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e. mail@dmwr-architects.co.uk
www.dmw.co.uk

Client
ATTIC

Project Name
Attic Morden
242 Morden Road, Morden, SW19 3BZ

Drawing Title
Proposed Site Sections & Elevation

Drawing Details

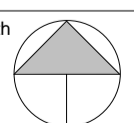
Drawing Status
PLANNING

Drawn By
CC

Drawn Date
04/01/22

Checked By
JS

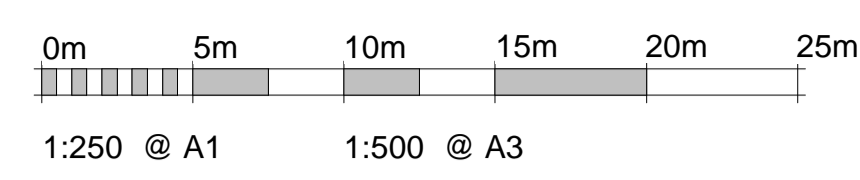
Drawing Number
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DMWR Job No.
3793

Scale @ A1
As indicated

Status Revision
P A



Rev	Date	Version Description	Dim	Chk
/	11/02/22	First Planning Issue	CC	JS

Boundary Key

- Existing brick wall (3.6m)
- - - New brick wall to match existing (3.6m)
- New Brick Wall (2.1m)
- Buff Brick Wall (0.9m) & Jacksons Barbican Imperial Railing in RAL - 7045 Telegrey (0.9m)
- Close board timber fence (2.1m)
- Metal Jacksons Barbican Imperial Fence in RAL - 7045 Telegrey (2.5m)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Client
ATTIC
Project Name
Attic Morden
242 Morden Road, Morden, SW19 3BZ
Drawing Title
Proposed Boundary Treatment

Drawing Status
PLANNING

Drawing Details
DMWR Job No.
3793

Drawn By CC	Drawn Date 28/01/22	Checked By JS	Scale @ A1 As indicated
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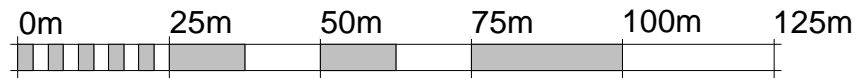
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1 Existing Site Location Plan
1 : 1250



2 Existing Site Location Plan Wide
1 : 2500

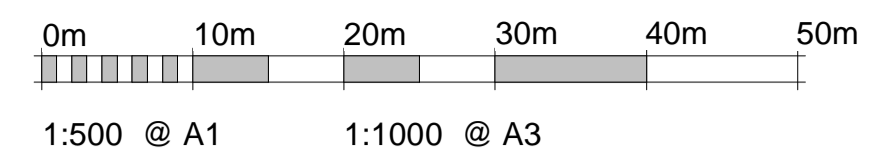


1:1250 @ A3 1:2500 @ A4

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Rev	Date	Version Description	Drn	Chk				Client	Drawing Details		North	
/	11/02/22	First Planning Issue	CC	JS	<p>DMWR Architects</p> <p>16-18 Hatton Garden First Floor LONDON EC1N 8AT</p> <p>t 020 7870 3779 e mail@dmwr-architects.co.uk www.dmwr.co.uk</p>	ATTIC Project Name Attic Morden 242 Morden Road, Morden, SW19 3BZ		Drawing Status PLANNING		 DMWR Job No. 3793		
						Drawing Title Existing Site Location Plans		Drawn By CC	Drawn Date 29/11/21		Checked By JS	Scale @ A3 As indicated
								Drawing Number 3793-DMWR-A-PL-0100		Status Revision P /		



Rev	Date	Version Description	Drn	Chk
/	11/02/22	First Planning Issue	CC	JS



1 Existing Block Plan
1 : 500

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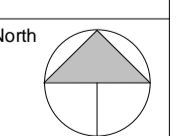



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ATTIC
Project Name
Attic Morden
242 Morden Road, Morden, SW19 3BZ

Drawing Title
Existing Block Plan

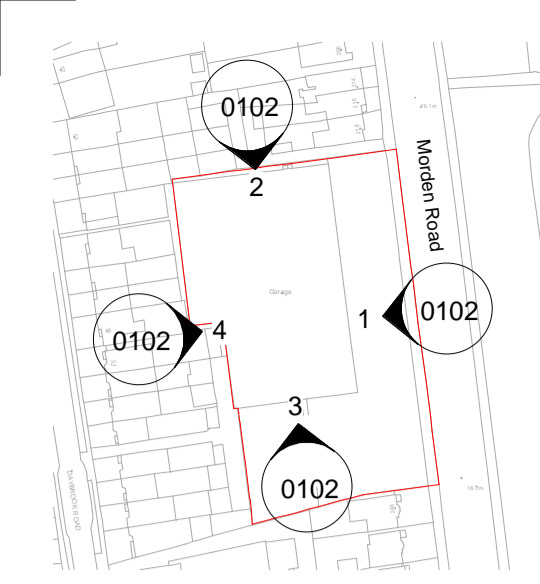
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Drawing Details
DMWR Job No.
3793

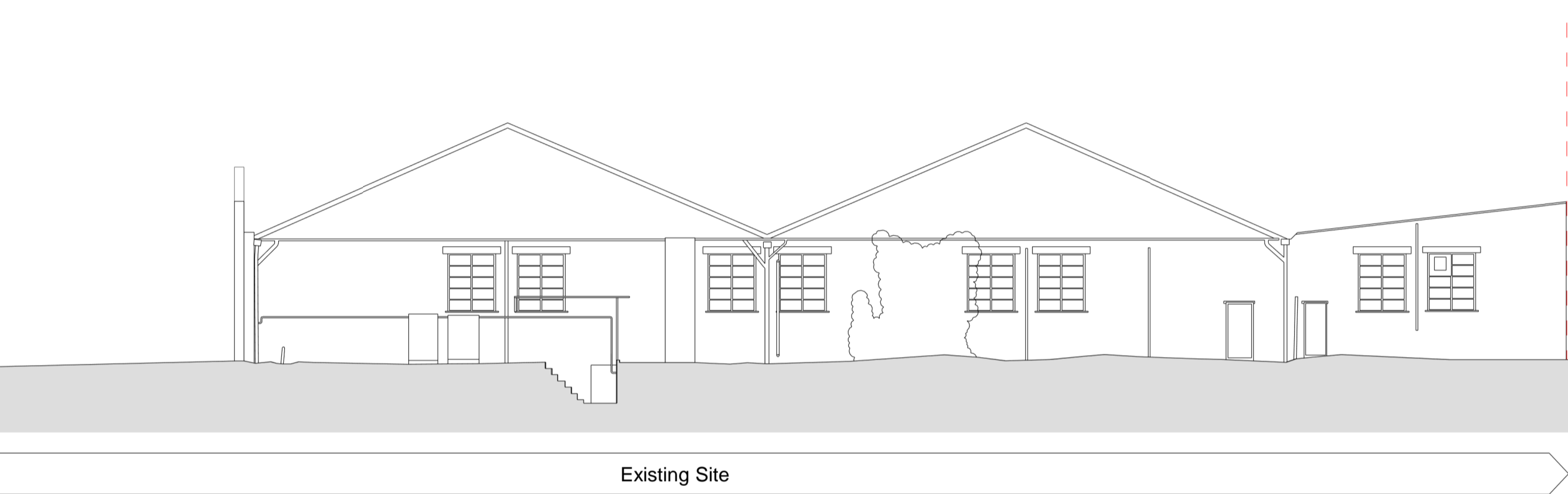
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CC	29/11/21	JS	1 : 500

Drawing Number	Status	Revision
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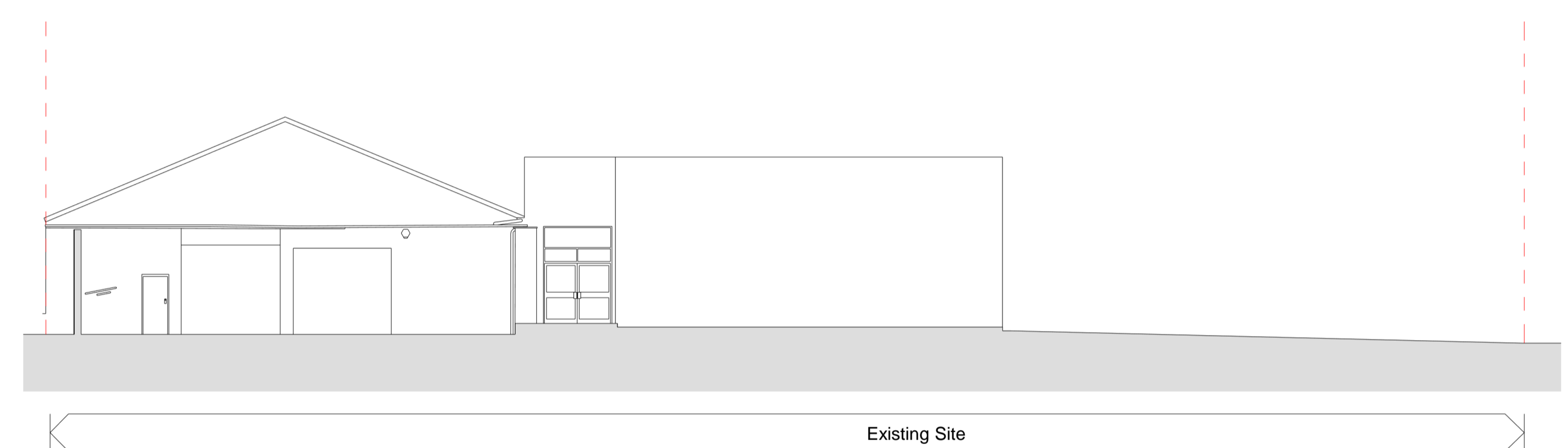


1 Existing East Elevation
1:150

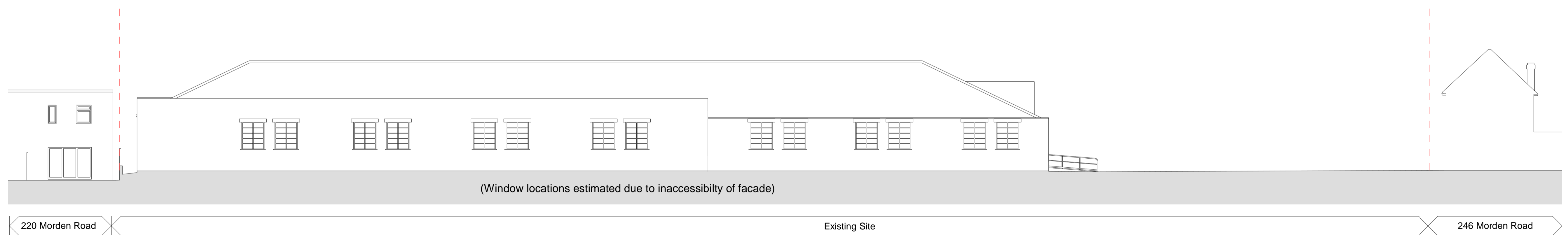
Page 298



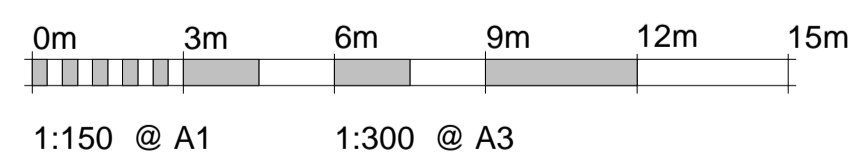
2 Existing North Elevation
1:150



3 Existing South Elevation
1:150



4 Existing West Elevation
1:150



Rev	Date	Version Description	Dm	Chk
F	11/02/22	First Planning Issue	CC	JS
A	28/07/22	Revised following consultation responses	CC	JS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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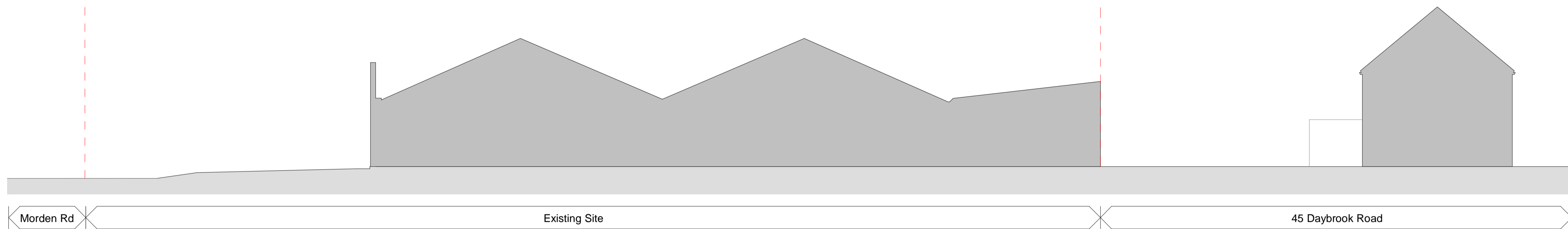
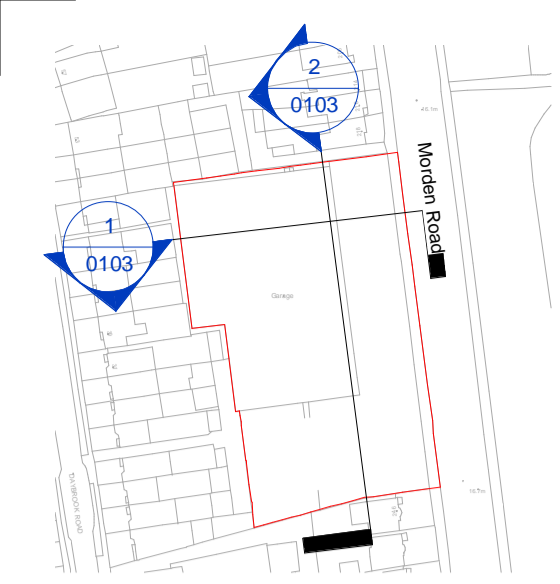
Client Logo



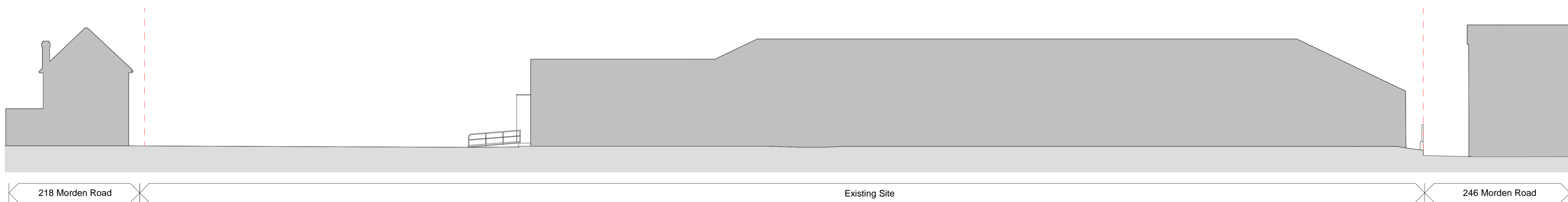
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Client
ATTIC
Project Name
Attic Morden
242 Morden Road, Morden, SW19 3BZ
Drawing Title
Existing Site Elevations

Drawing Details			North
Drawing Status PLANNING			 DMWR Job No. 3793
Drawn By CC	Drawn Date 29/11/21	Checked By JS	
Drawing Number 3793-DMWR-A-PL-0102			Status Revision P A

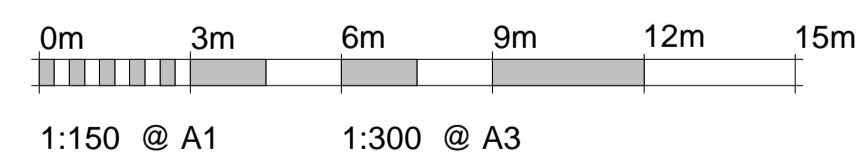


1 Existing Section AA
1 : 150



2 Existing Section BB
1 : 150

Page 299



Rev	Date	Version Description	Dm	Chk
F	11/03/22	First Planning Issue	CC	JS
A	31/05/22	Corrected location of property on Daybrook road	CC	JS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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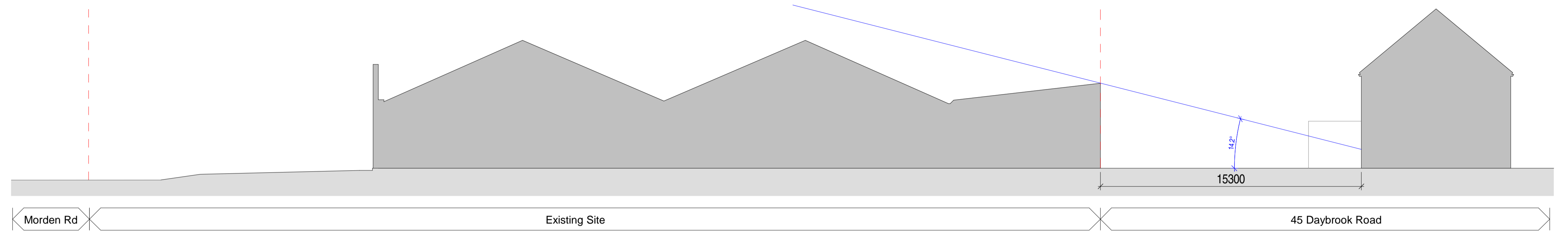
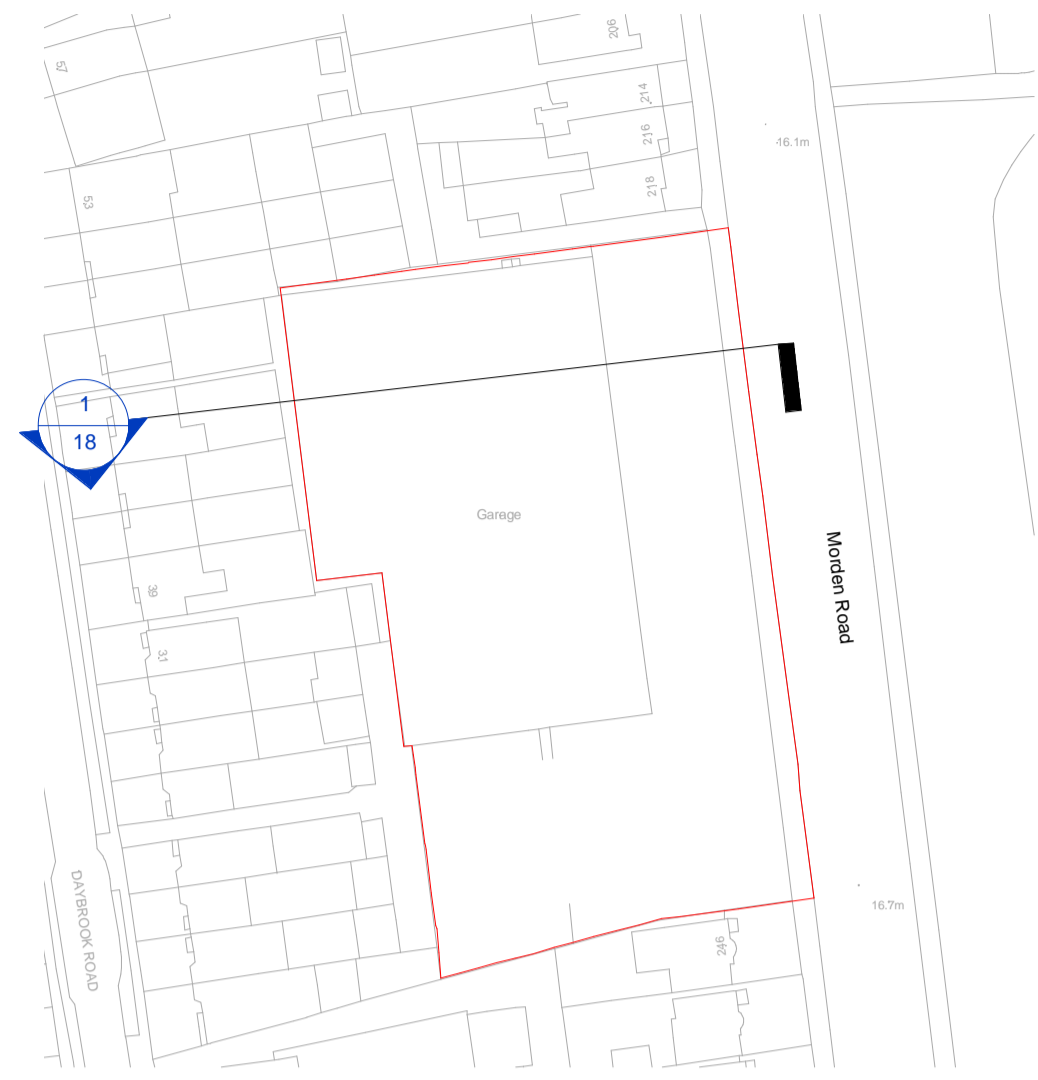


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e mail@dmwr-architects.co.uk
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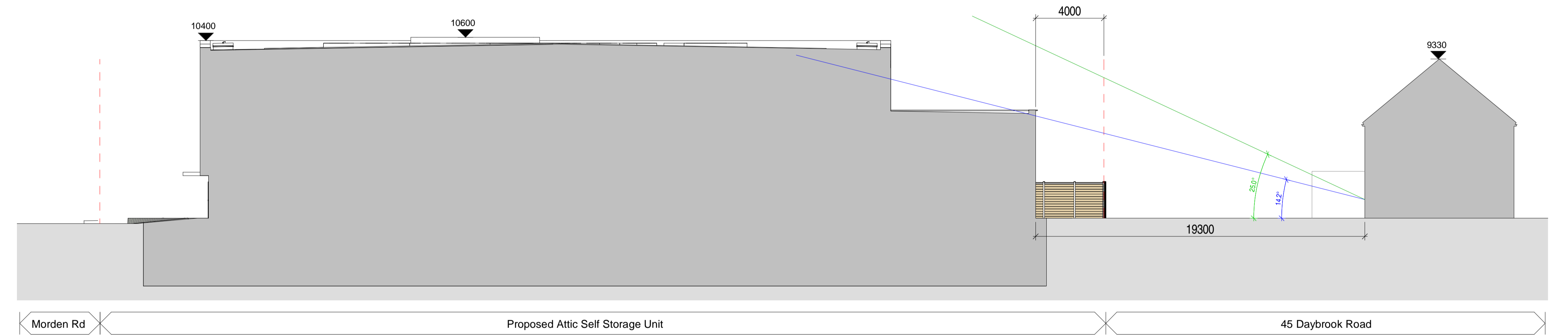
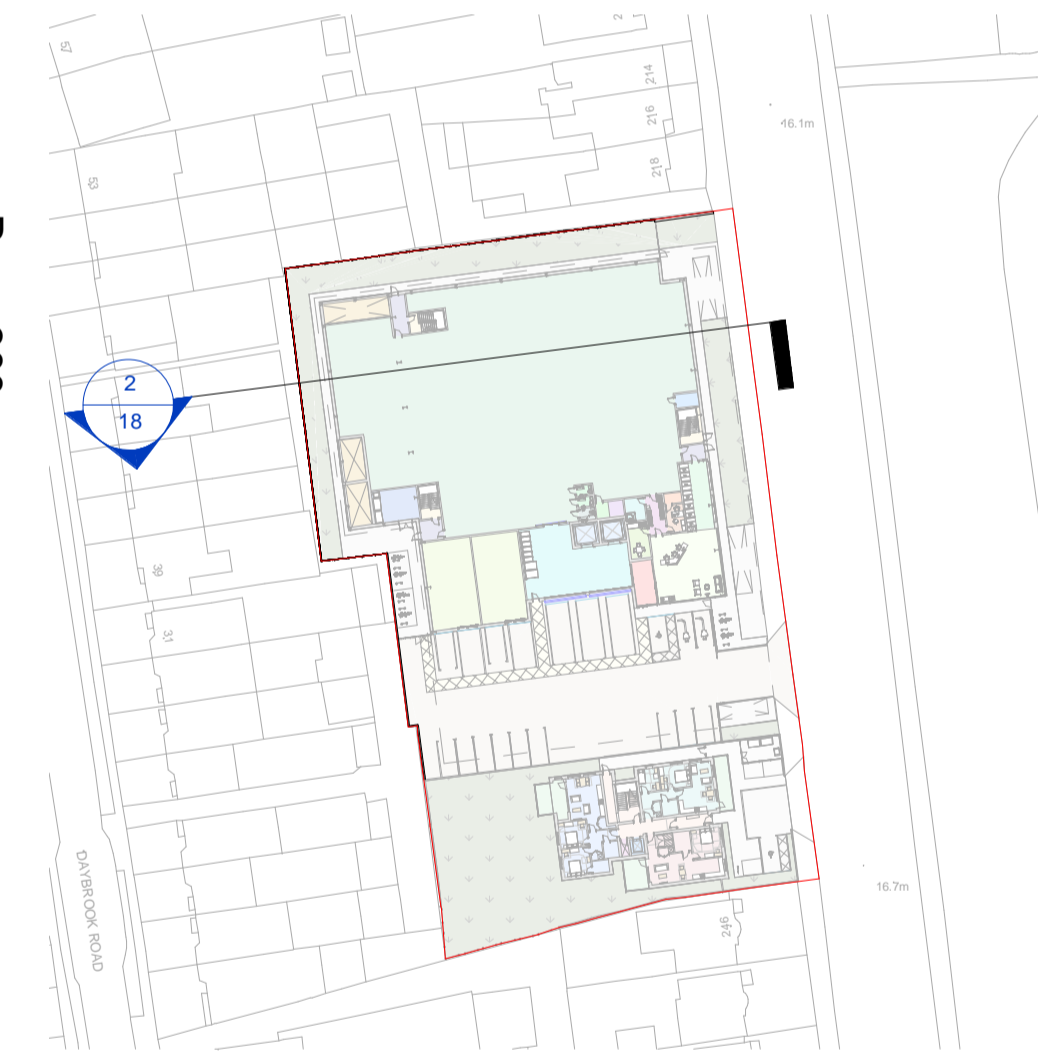
Client
ATTIC
Project Name
Attic Morden
242 Morden Road, Morden, SW19 3BZ

Drawing Title
Existing Site Sections

Drawing Details			North
Drawing Status PLANNING			 DMWR Job No. 3793
Drawn By CC	Drawn Date 29/11/21	Checked By JS	
Drawing Number 3793-DMWR-A-PL-0103			Status Revision P A

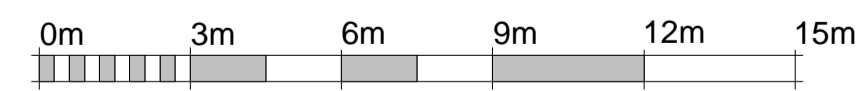


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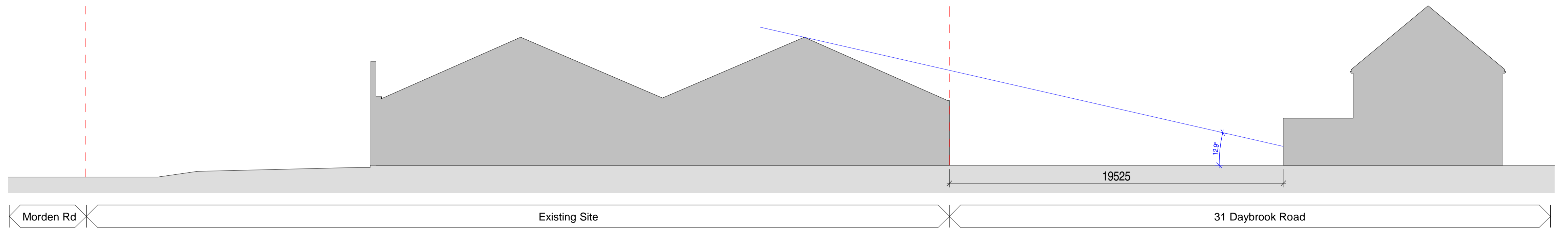
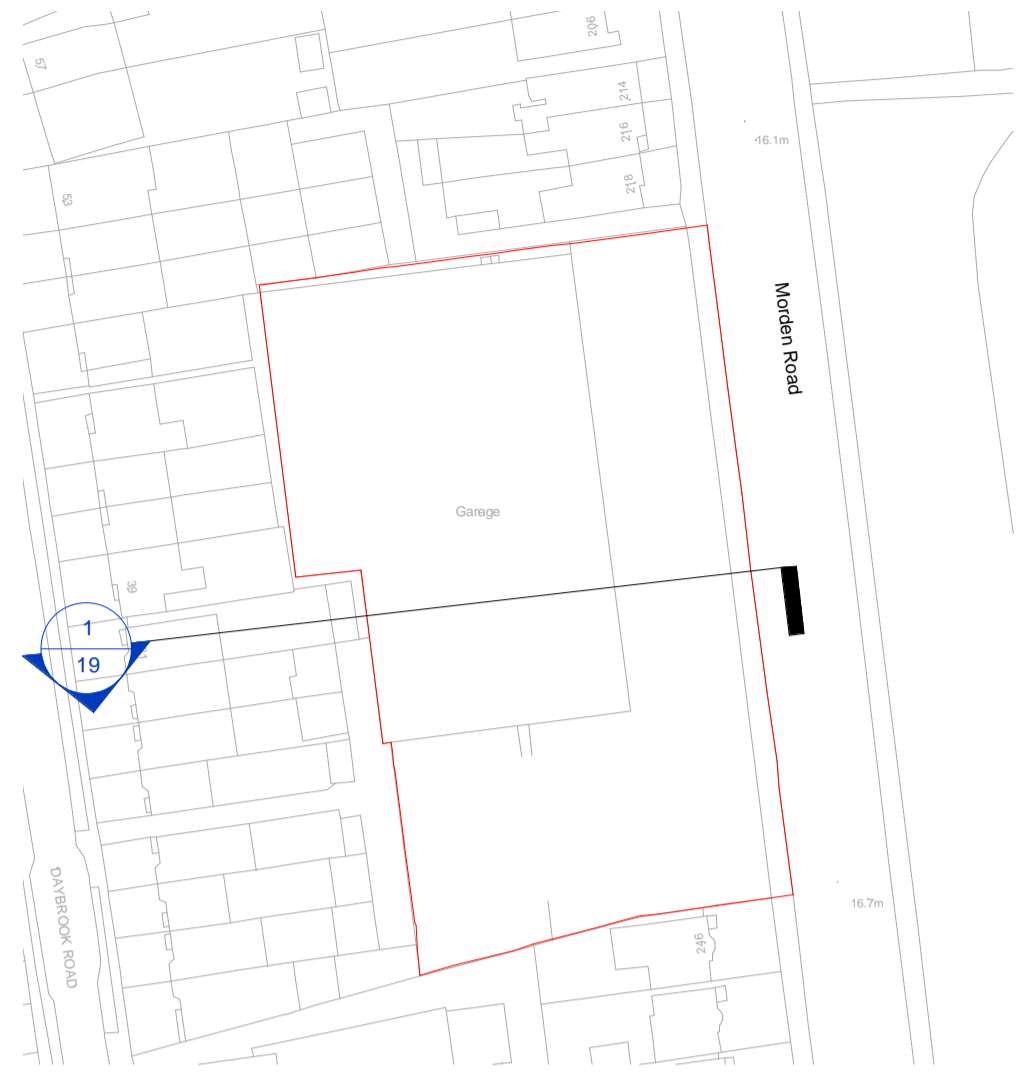
2 Proposed Site Section FF - Existing Comparison No. 45
1 : 150

Page 300



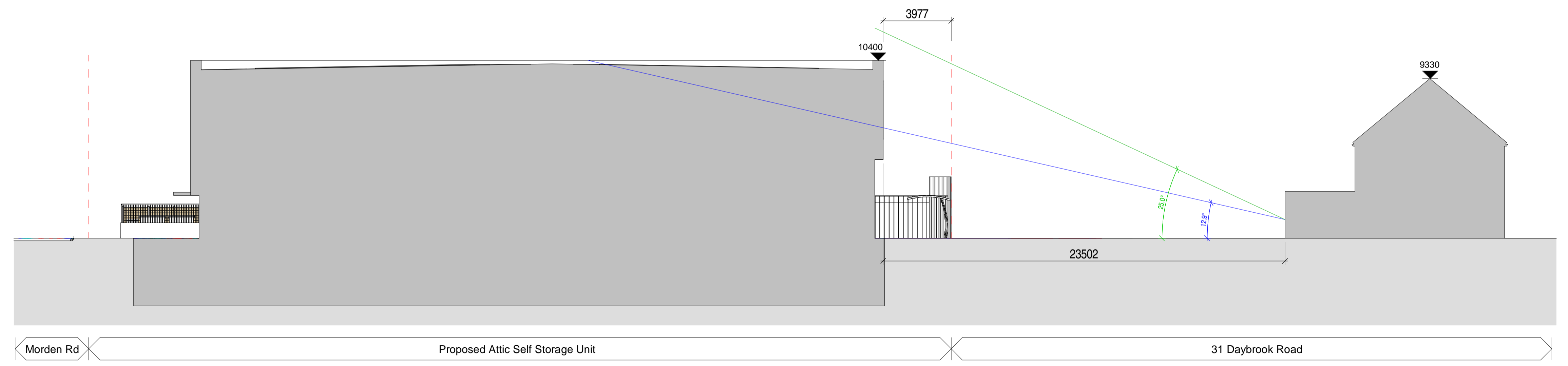
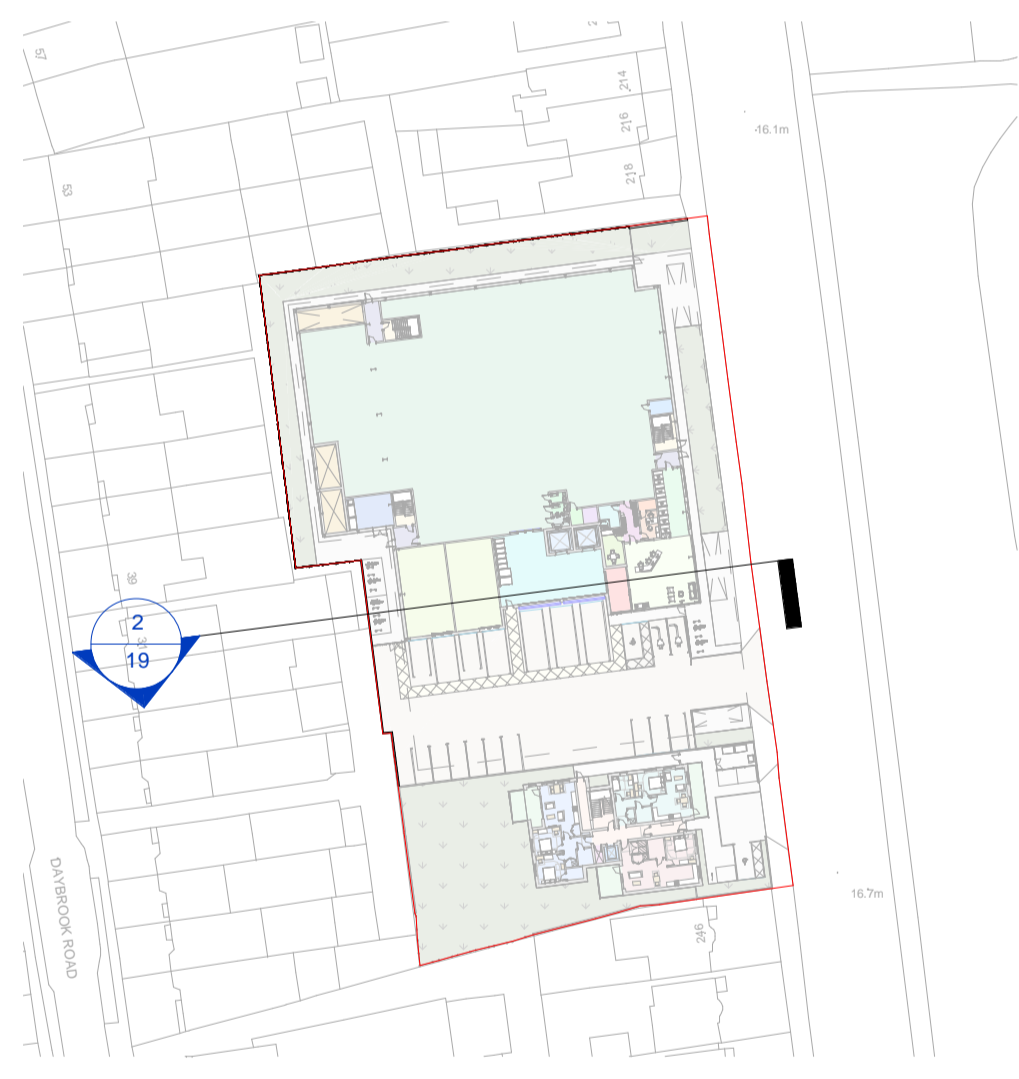
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Rev	Date	Version Description	Dm	Chk	<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>In addition to the hazards/risks normally associated with the types of work detailed on this drawing, refer to Designers Risk Assessments, note the following:</p> <p>It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement</p> <p>Contractors Must Verify All Dimensions On Site Before Starting Work</p> <p>This Drawing is Copyright</p>		<p>Contractor Logo</p>	<p>Client Logo</p> <p>DMWR Architects Limited 16-18 Hatton Garden First Floor London EC1N 8AT t 0207 870 3779 e mail@dmwr-architects.co.uk www.dmwr.co.uk</p>	<p>Client ATTIC</p> <p>Project Name Attic Morden 242 Morden Road, Morden, SW19 3BZ</p> <p>Drawing Title 45 Daybrook Road Height Comparison</p>	<p>Drawing Details</p> <p>Drawing Status PRELIMINARY</p> <p>Drawn By CC</p> <p>Drawn Date 12/07/22</p> <p>Checked By JS</p> <p>Drawing Number 3793-SK-18</p>	<p>North</p> <p>DMWR Job No. 3793</p> <p>Scale @ A1 As indicated</p> <p>Status Revision</p>
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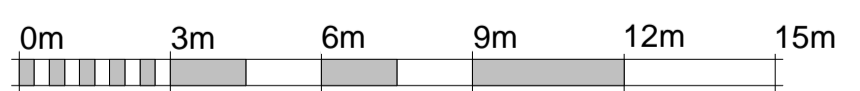


1 Existing Section CC
1 : 150

Page 301

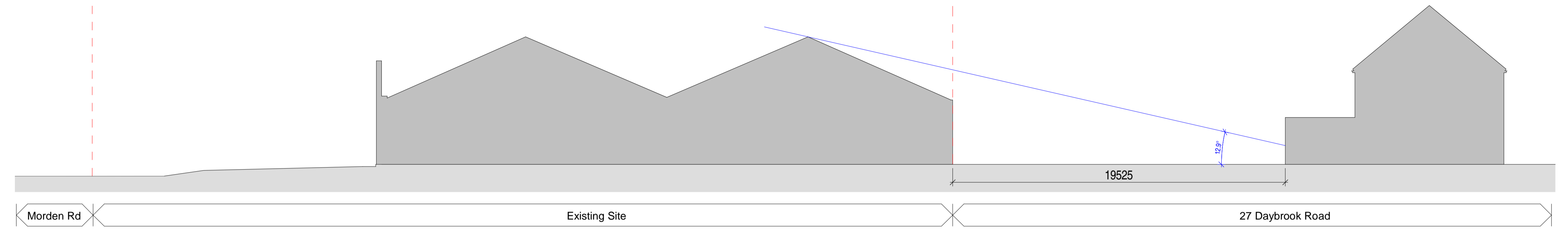
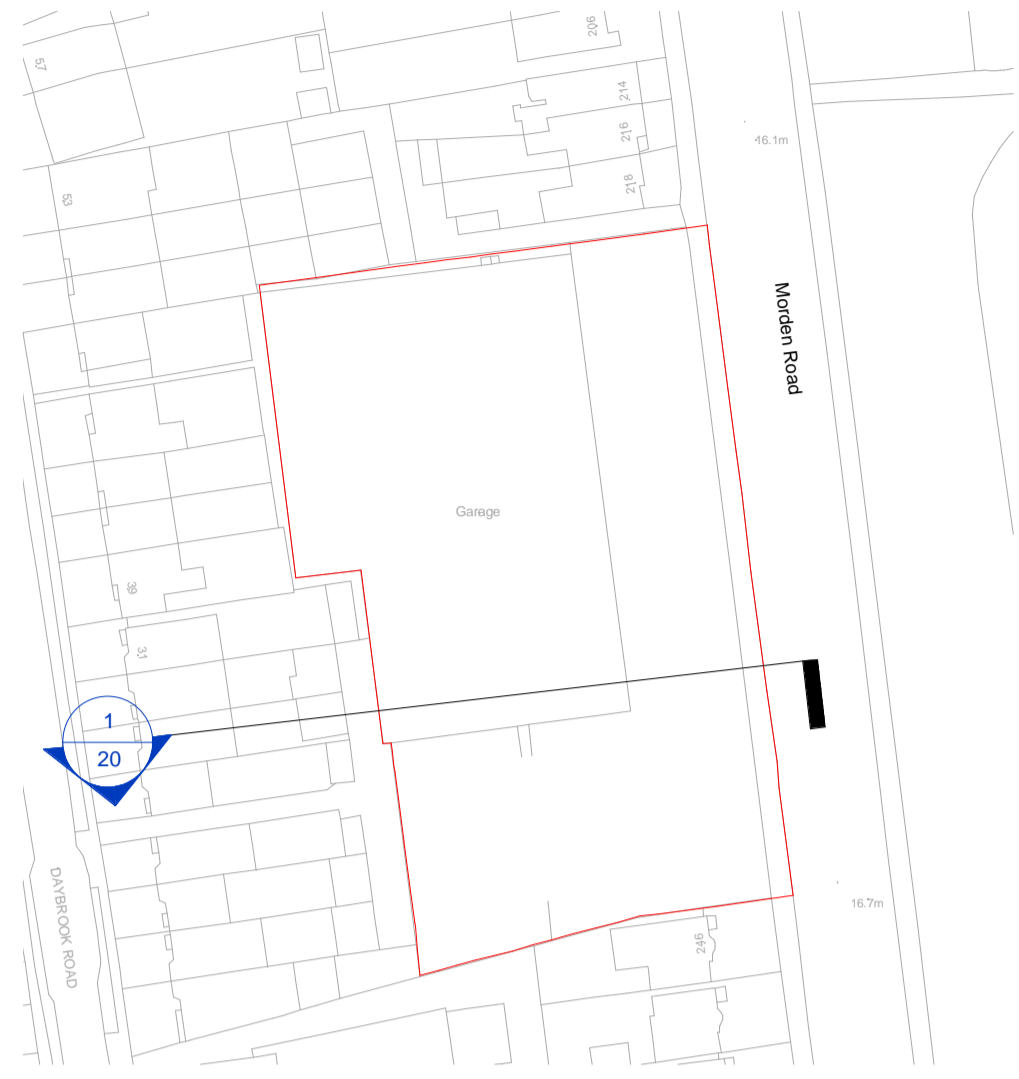


2 Proposed Site Section GG - Existing Comparison No. 31
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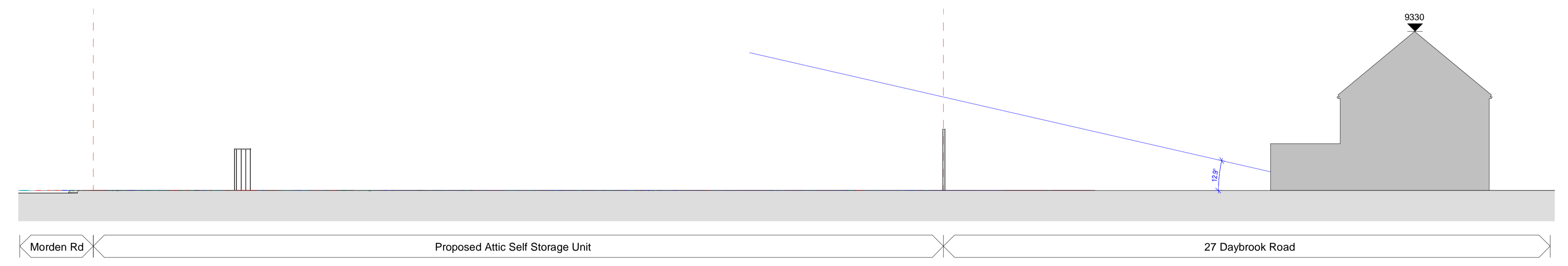
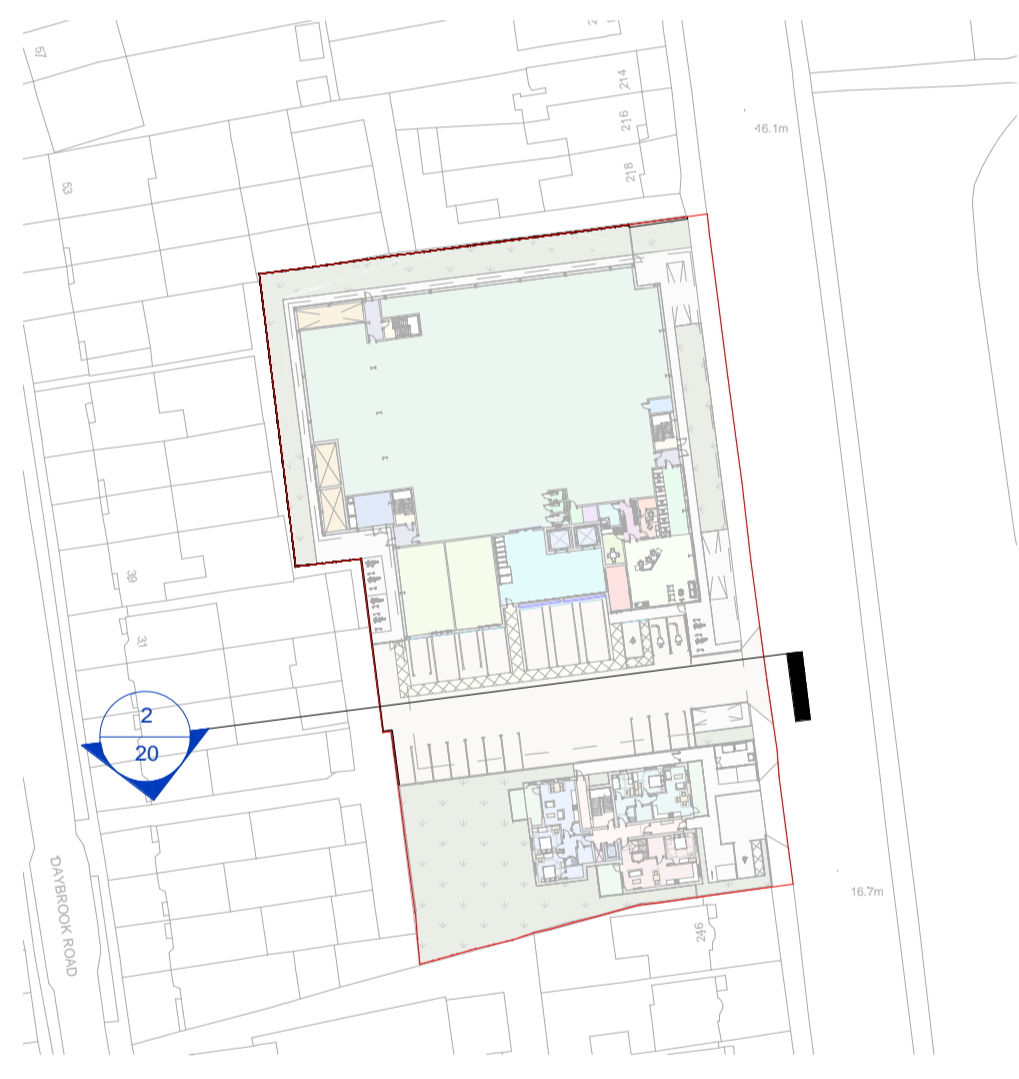


1:150 @ A1 1:300 @ A3

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Rev	Date	Version Description	Dm	Chk																			

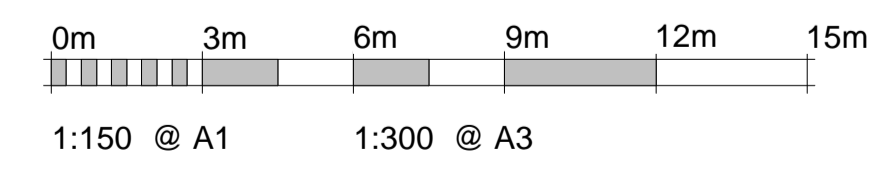




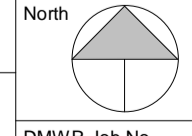
1 Existing Section DD
1 : 150

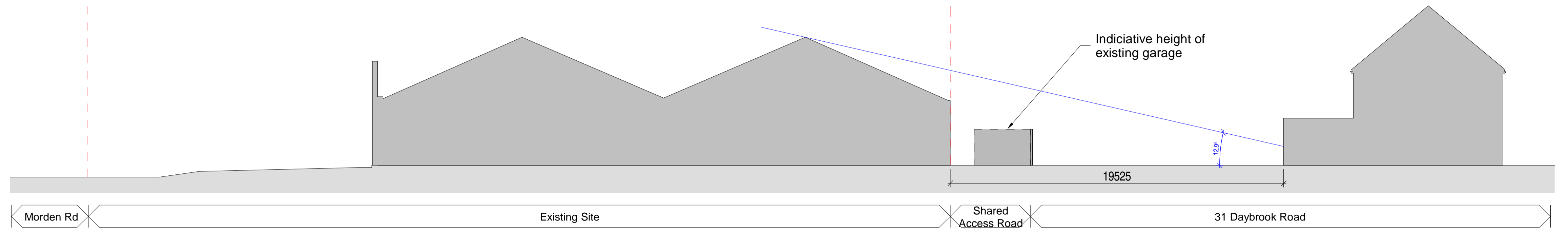
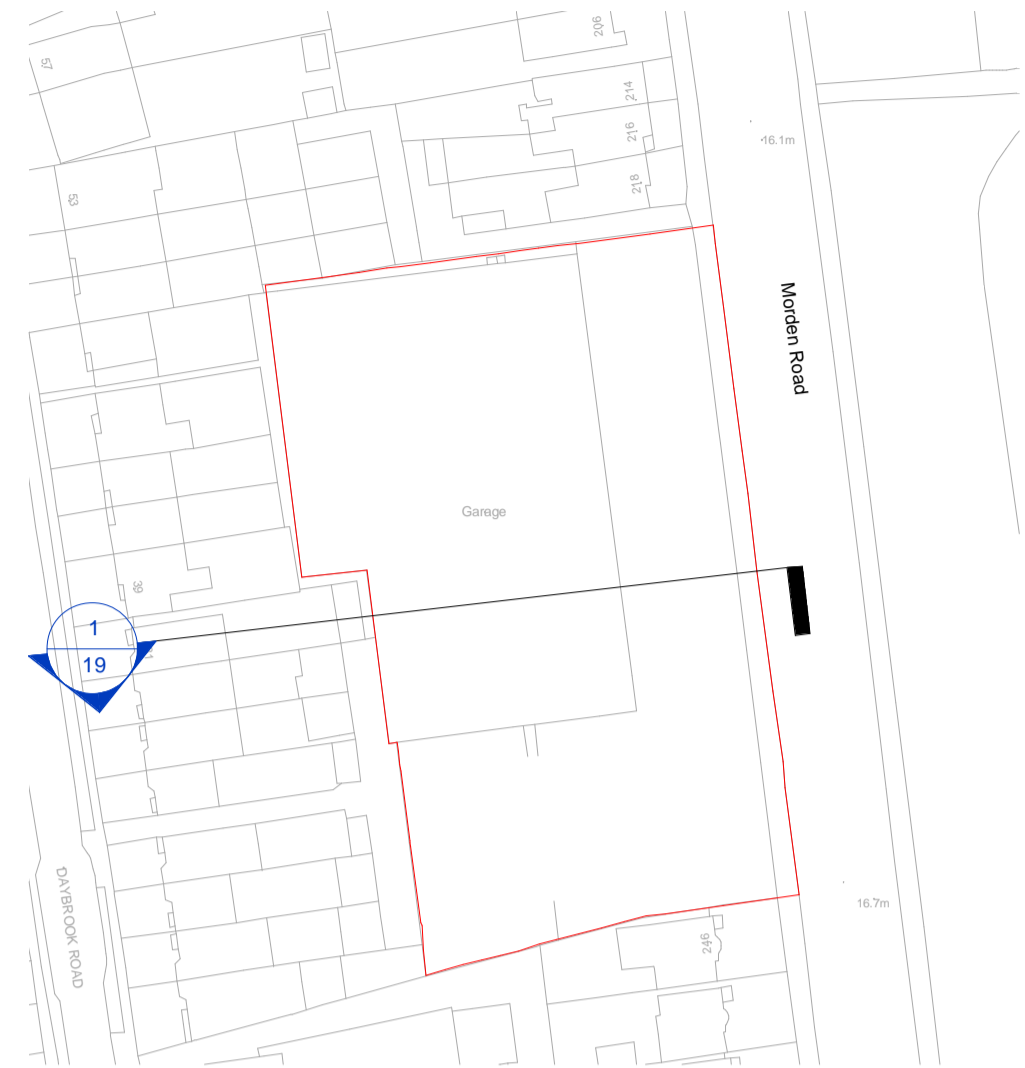


2 Proposed Site Section HH - Existing Comparison No. 27
1 : 150

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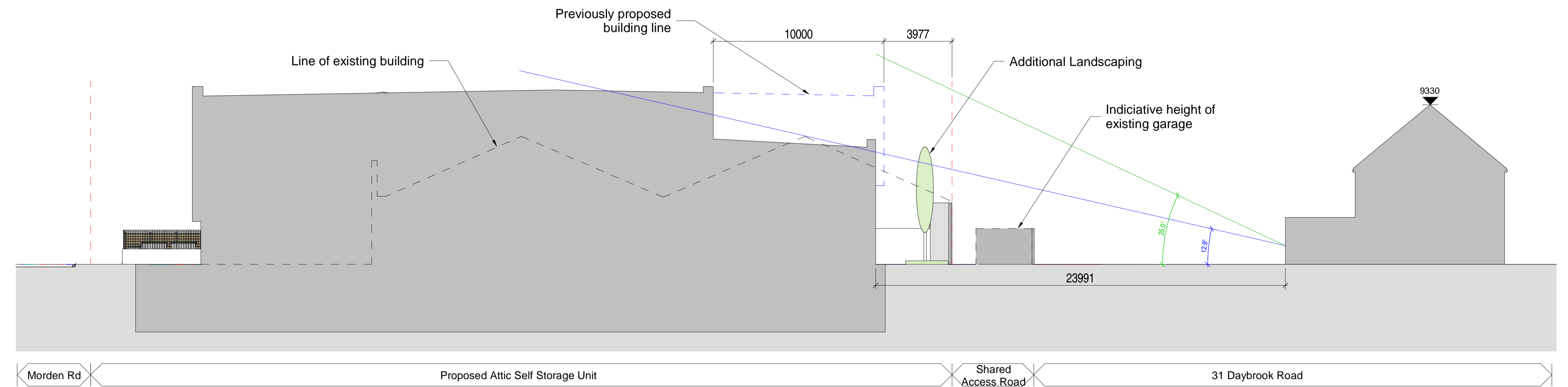
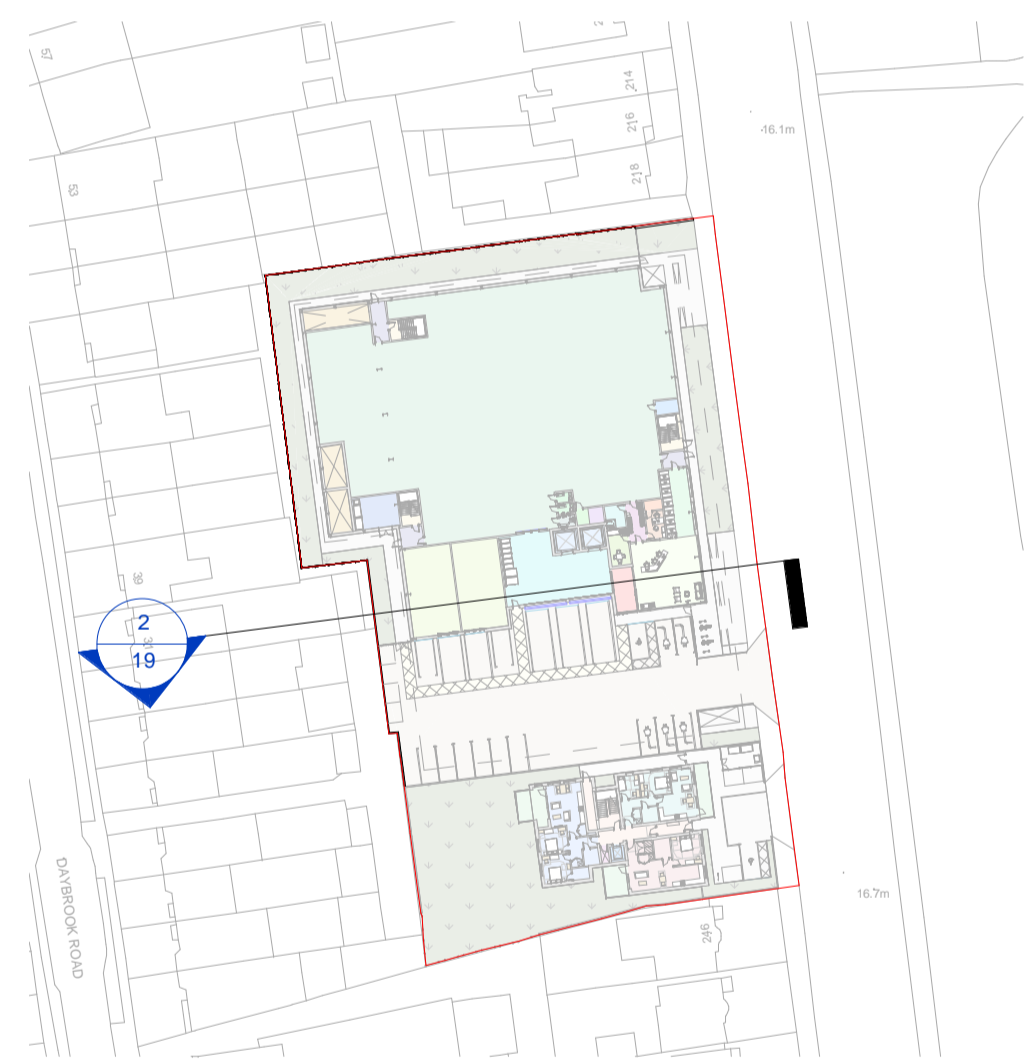


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Rev	Date	Version Description	Dm	Chk																			



1 Existing Section CC
1 : 150

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2 Proposed Site Section GG - Existing Comparison No. 31
1 : 150



1:150 @ A1 1:300 @ A3

Rev	Date	Version Description	Dm	Chk
F	29/07/22	Revised building line to planning officers comments	CC	JS
A	22/08/22	Revised 10m setback building line	CC	JS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Contractors Must Verify All Dimensions On Site Before Starting Work

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Contractor Logo

Client Logo

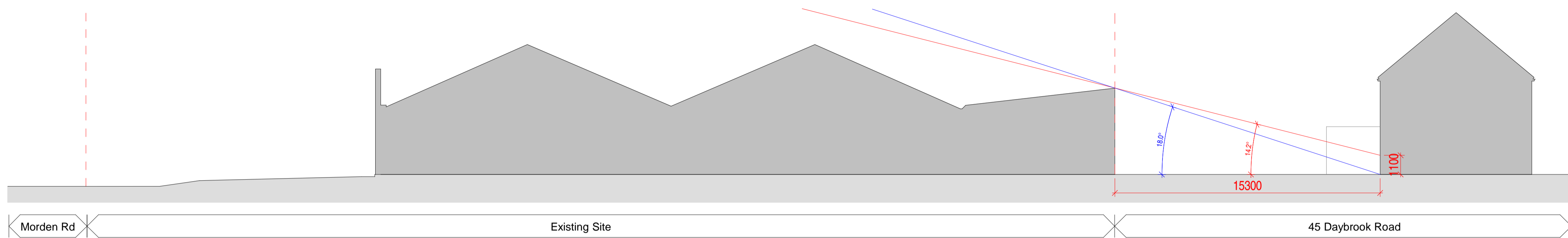
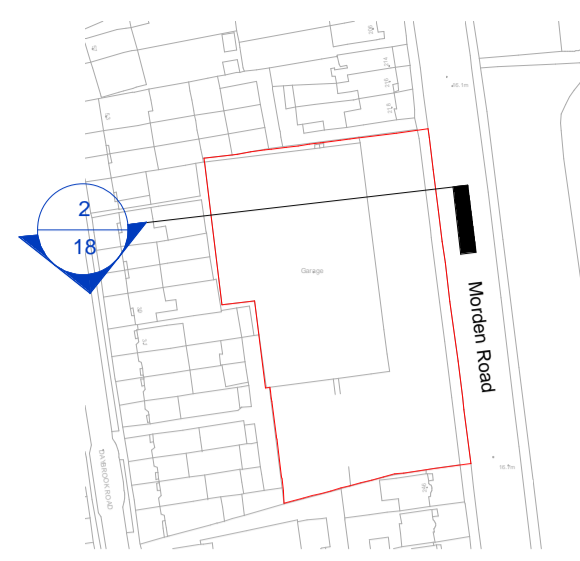


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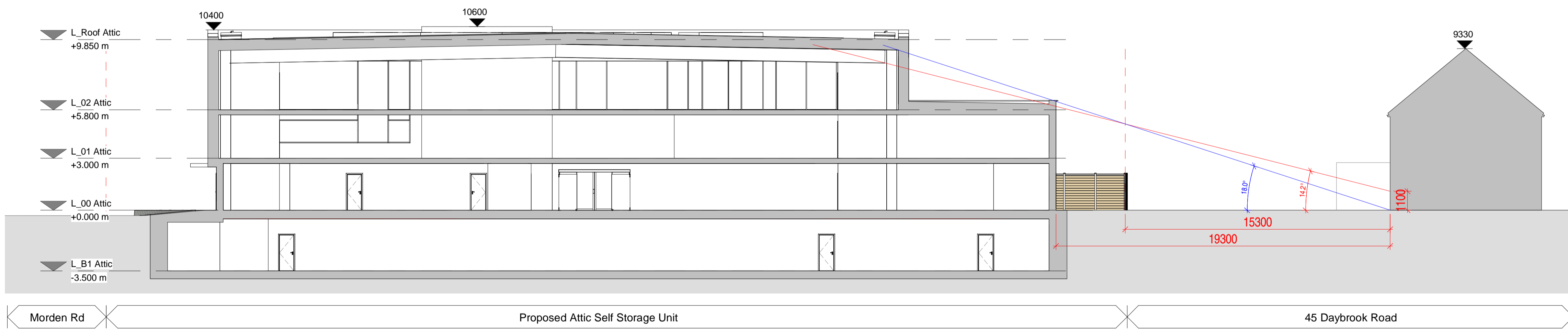
Client
ATTIC
Project Name
Attic Morden
242 Morden Road, Morden, SW19 3BZ

Drawing Title
31 Daybrook Road Height Comparison

Drawing Details		North	
Drawing Status		PRELIMINARY	
Drawn By	Drawn Date	Checked By	Scale @ A1
CC	25/07/22	JS	As indicated
Drawing Number	3793-SK-19		Status Revision
			A

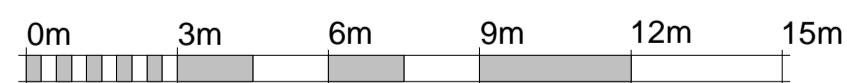


2 Existing Section AA
1:150



1 Proposed Site Section FF - Existing Comparison
1:150

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1:150 @ A1 1:300 @ A3

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