

## PLANNING APPLICATIONS COMMITTEE

17<sup>th</sup> January 2023

### Item No:

### UPRN

### APPLICATION NO.

### DATE VALID

22/P0812

22/02/2022

### **Address/Site:**

81 – 83 Wimbledon Hill Road, Wimbledon, SW19 7QS

### **(Ward)**

Hillside

### **Proposal:**

Erection of a five-storey residential block comprising 17 x self-contained flats (2 x 3 bed, 13 x 2 bed & 2 x 1 bed) plus 1 x detached dwellinghouse arranged over 2 floors (ground floor and basement).

### **Drawing Nos:**

SK002(B), SK-100(PL8), PL-001(PL1), PL-002A(PL13), PL-003(PL14), PL-004(PL13), PL-005(PL12), PL-006(PL12), PL-008(PL14), PL-009(PL10), PL-010(PL11), PL-011(PL10), PL-013A(PL10), PL-014(PL10), PL-016(PL10), PL-017(PL10), PL-019(PL9), PL-020(PL10), PL-021(PL12)

### **Contact Officer:**

David Gardener (0208 545 3115)

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## **RECOMMENDATION**

**GRANT Planning Permission Subject to Conditions and S106 Agreement**

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### **CHECKLIST INFORMATION**

- Heads of agreement: Permit free, Carbon offset financial contribution
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice: Yes
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 168
- External consultations: None

## **1. INTRODUCTION**

- 1.1 The application has been brought before the Planning Applications Committee due to the nature and number of objections received.

## **2. SITE AND SURROUNDINGS**

- 2.1 The application site is currently occupied by a three storey (including basement) detached early 20<sup>th</sup> Century building, which is currently sub-divided into 5 self-contained flats. The site is located on the north side of Wimbledon Hill Road, and is not located in a conservation area, although the front boundary adjoins the Merton (Wimbledon Hill Road) Conservation Area.
- 2.2 The site currently provides off-street parking to the front and side of the existing building, including 3 garages, although it is not clear whether these are being currently used for parking.
- 2.3 The surrounding area is predominantly residential, comprising a mixture of purpose built blocks of flats and houses. The application site is bounded by Bluegates, a four-storey block of flats to the west, Harrowdene Court, a five-storey block of flats to the north, and Leeward Gardens, a development of 2 – 3 storey dwellings to the east. It should be noted that Nos. 26 – 30 Leeward Gardens are orientated so that the rear elevations of these dwellings face the side boundary of the application site.
- 2.4 The site has excellent public transport accessibility (PTAL 6a) and is also located in a controlled parking zone (zone W2).
- 2.5 The application site comprises a number of trees, with three trees, an Ash located at the front of the site, a Horse Chestnut located along the side boundary, and a Sycamore located to the rear of the site, subject to Tree Preservation Orders. Trees subject to TPO's are also located in the garden of No. 26 Leeward Gardens, close to the side boundary with the application site.

## **3. CURRENT PROPOSAL**

- 3.1 Erection of a five-storey residential block plus basement comprising 17 flats (2 x 3 bed, 13 x 2 bed & 2 x 1 bed) and 1 x detached 3 bed dwelling arranged over 2 floors (ground floor and basement).
- 3.2 The proposed building would have a contemporary design, featuring a flat roof, and comprises red brickwork (including textured brickwork) and buff cement cladding facing materials, metal windows, and glass balustrades. The proposed house would feature a green roof.
- 3.3 All of the flats would have access to a private terrace, balcony or garden. A communal garden would also be located to the rear of the building.

Unit No.	Number of Bedrooms/Bed spaces	Unit Size (Sqm)	Minimum Space Size Required (Sqm)
1 (Duplex)	3 bed / 6 person	167.8	102

2 (Duplex)	3 bed / 6 person	166.1	102
3	2 bed / 4 person	83.0	70
4	2 bed / 4 person	81.8	70
5	2 bed / 4 person	81.5	70
6	2 bed / 4 person	80.4	70
7	2 bed / 4 person	84.6	70
8	2 bed / 4 person	78.2	70
9	2 bed / 4 person	81.5	70
10	2 bed / 4 person	84.6	70
11	2 bed / 4 person	84.6	70
12	2 bed / 4 person	78.2	70
13	2 bed / 4 person	81.5	70
14	2 bed / 4 person	84.6	70
15	2 bed / 4 person	121.1	70
16	1 bed / 2 person	55.8	50
17	1 bed / 2 person	58.9	50
Detached house	3 bed / 6 person	278.9	102

3.4 The proposed development would provide 4 car parking spaces, comprising 1 disabled space, 2 spaces dedicated for communal car club membership and 1 space allocated for the detached house. Secure cycle storage and bin storage is located at ground level.

3.5 Amended Plans:

The following amendments have been made to the application following its submission:

- The height of the building has been reduced by approx. 95cm, the width has been reduced by approx. 60cm with the west facing flank wall pulled further away from the west side boundary and the front of the building has been extended forwards by approx. 40cm.

- Reduction in number of units from 21 to 18, with the group of three terrace dwellinghouses replaced by a single dwellinghouse with private garden. The number of flats within the main block has been reduced from 18 to 17.
- The number of off-street car parking spaces remains the same however the parking arrangement has been amended with a reduction from 2 to 1 disabled spaces and the addition of a car parking space allocated to the detached house.
- Amendments to soft and hard landscaping including the retention of Ash Tree (Labelled T1 on Arboricultural Implications Assessment).

3.6 Please note that this application has been submitted following the refusal of a previous application (LBM Ref: 21/P0119). The key changes are as follows:

- Reduction in height by 2.05m
- The building will be sited approx. 1m further from the west boundary (the boundary the site shares with Bluegates)
- The building has been set back a further approx. 1.05m from the front boundary
- Basement parking/car lift removed.

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

The following planning history is relevant:

4.1 MER847/65(D) - Erection of a range of five lock-up garages. Granted - 10/03/1966

4.2 89/P1216 - Erection of two pre-fabricated garages. Granted - 17/11/1989

4.3 00/P1873 - Erection of a single-storey timber chalet building in the back garden. Granted - 16/11/2000

4.4 21/P0119 - Demolition of buildings and erection of a five-storey residential block plus basement comprising 17 x self-contained flats (4 x 3 bed, 10 x 2 bed & 4 x 1 bed) plus detached dwellinghouse arranged over 2 floors (ground floor and basement). Basement to accommodate 9 car parking spaces. Refused - 22/12/2021, for the following reasons:

- 1) The proposed development could generate affordable housing provision, in the absence of a legal agreement securing on-site affordable housing and an early and late stage viability review within, the proposal would be contrary to Policy DM H3 (support for affordable housing) of Merton's Adopted Sites and Policies Plan (July 2014), Policy CS8 (Housing Choice) of Merton's Adopted Core Planning Strategy (July 2011), and Policies H4 (Delivering Affordable Housing) and H5 (Threshold approach to applications) of the London Plan (2021).
- 2) The proposed development by virtue of its height, massing, bulk and siting would be visually intrusive, overbearing and be an un-neighbourly form of development to the properties in Leeward Gardens and result in a loss of

daylight and sunlight and cause overlooking and overshadowing to the flats known as Bluegates. The proposal would therefore be contrary to Policy DM D2 (Design considerations in all developments) of Merton's Adopted Sites and Policies Plan (July 2014), Policy CS 14 (Design) of the LBM Core Strategy 2011 and Policy D3 (optimising site capacity through the designed approach) of the London Plan (2021).

- 3) The site lies within a Public Transport Accessibility Level (PTAL) area of 6A which is considered as having excellent access to public transport. The proposed development would provide a basement with on-site car parking in excess of the maximum parking standards set out in policy and would thereby fail to provide a car-free development, in conflict with Policies DM T1 (support for sustainable transport and active travel) and DM T3 (Car parking and servicing standards) of Merton's Adopted Sites and Policies Plan (July 2014), Policy CS20 (Parking, servicing and delivery) of Merton's Adopted Core Planning Strategy (July 2011), and Policies T6 (Car Parking) and T6.1 (Residential Parking) of the London Plan (2021).
- 4) In the absence of a legal agreement securing carbon offset contributions, the proposals would fail to achieve energy efficiency improvements such that they would make the fullest contribution towards minimising carbon dioxide emissions to the detriment of mitigating against the potential impact on climate change. The proposals would therefore fail to comply with Policy CS 15 (Climate change) of Merton's Adopted Core Planning strategy (July 2011), and Policies SI2 (Minimising greenhouse gas emissions) and SI4 (Managing heat risk) of the London Plan (2021).
- 5) The proposed development would generate additional pressure on parking in the area, and in the absence of a legal agreement securing a car free agreement, the proposal would be contrary to Policies DM T1 (support for sustainable transport and active travel) and DM T3 (Car parking and servicing standards) of Merton's Adopted Sites and Policies Plan (July 2014), Policy CS20 (Parking, servicing and delivery) of Merton's Adopted Core Planning Strategy (July 2011) and Policies T6 (Car Parking) and T6.1 (Residential Parking) of the London Plan (2021).

## **5. POLICY CONTEXT**

- 5.1 Adopted Merton Sites and Policies Plan and Policies Maps (July 2014): DM D1 (Urban design and the public realm), DM D2 (Design considerations in all developments), DM D3 (Alterations and extensions to existing buildings), DM EP2 (Reducing and mitigating noise), DM F1 (Support for flood risk management), DM F2 (Sustainable urban drainage systems SuDS, wastewater and water infrastructure), DM H2 (Housing Mix), DM H3 (Support for affordable housing), DM O2 (Nature Conservation, Trees, hedges and landscape features), DM T1 (Support for sustainable transport and active travel), DM T2 (Transport impacts of development), DM T3 (Car parking and servicing standards)
- 5.2 Adopted Core Strategy (July 2011):

CS.8 (Housing Choice), CS.9 (Housing Provision), CS.14 (Design), CS.15 (Climate Change), CS.18 (Active Transport), CS.19 (Public Transport), CS.20 (Parking, Servicing and Delivery)

- 5.3 The relevant policies in the London Plan (March 2021) are:  
GG6 (Increasing efficiency and resilience), D2 (Infrastructure requirements for sustainable densities), D3 (Optimising site capacity through the design-led approach), D4 (Delivering good design), D5 (Inclusive design), D8 (Public realm), D10 (Basement development), D11 (Safety, security and resilience to emergency), D12 (Fire safety), G5 (Urban greening), D6 (Housing quality and standards), H1 (Increasing housing supply), H4 (Delivering affordable housing), H5 (Threshold approach to applications), H6 (Affordable housing tenure), H7 (Monitoring of affordable housing), H10 (Housing size Mix), 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 13 (Sustainable drainage), T4 (Assessing and mitigating transport impacts), T5 (Cycling), T6 (Car parking), T7 (Deliveries, servicing and construction)
- 5.4 Mayor of London Housing Supplementary Planning Guidance (March 2016)
- 5.5 Merton Council Small Sites Toolkit SPD 2021
- 5.5 Department for Communities and Local Government 'Technical housing standards – nationally described space standard'
- 5.6 Affordable Housing and Viability Supplementary Planning Guidance 2017
- 5.7 National Planning Policy Framework 2021

## **6. CONSULTATION**

- 6.1 The application was originally publicised by means of a site and press notice and individual letters to occupiers of neighbouring properties. In response, 29 letters of objection were received including objection letters from the Wimbledon Society. The letters of objection were on the following grounds:
- No provision of affordable housing
  - Excessive height, bulk, massing and footprint
  - Visually intrusive / overbearing
  - Application has not addressed concerns raised in previous application
  - Increase in parking pressure / traffic impact / parking provision is not policy compliant as development should be car free
  - Poor quality design / out of character with area / impact on adjoining conservation area / poor location of main entrance
  - Disruption caused by building works / subsidence / land stability
  - Inaccurate Ecological Appraisal is incorrect in stating that there is no evidence of badgers, which are a protected species / loss of garden space and trees / impact on fauna
  - Little difference between current and previous applications
  - Flood risk

- Loss of privacy and overlooking
- Daylight/sunlight loss / daylight/sunlight report is misleading / rights of light
- Little change between current and previous application regarding carbon offset contribution
- Inaccuracies in submitted documents / incomplete information
- Building extends further towards Harrowdene Court
- Loss of existing building
- Safety concerns during construction

6.2 Following the submission of the amended plans to the proposal, a further re-consultation was undertaken by the Council with neighbouring occupiers. In response a further 14 letters of objection were received on the following grounds:

- Lack of privacy for future occupants
- Little space for delivery vehicles
- Lack of visitor parking and this will create additional parking pressure on surrounding streets / too many parking spaces
- Tree loss / Loss of Ash tree which is protected by a TPO
- Excessive size, height, bulk and massing of proposed development / overdevelopment of site / overcrowding
- Noise and disturbance
- Little material change compared to previously submitted application
- Flood risk
- Excessive height, depth, size, bulk and massing
- Loss of daylight/sunlight and privacy / overshadowing / Daylight/sunlight loss / existing daylight levels have been lowered compared to previous application without justification
- Subsidence and structural stability of neighbouring buildings
- Visually intrusive and overbearing / unneighbourly for of development
- Impact on adjoining conservation area
- Lack of affordable / social housing
- Insufficient refuse provision
- Poor quality accommodation / lack of garden space / impact on fauna
- Loss of property value
- Security concerns
- Reduction in number of houses is a red herring as structure is similar sized
- No pre-planning consultation

6.3 The Wimbledon Society

There are a number of concerns raised including the loss of trees, loss of garden space and impact that this would have on biodiversity, unsatisfactory standard of accommodation, lack of refuse/recycling facilities, lack of affordable housing and potential impact on ground water.

6.4 Future Merton - Transport Planning

6.5 No objections.

6.6 Future Merton – Highways

- 6.7 No objections subject to conditions. The developer must contact highways to ensure all relevant highway licences are in place prior to any works starting.
- 6.8 Future Merton – Flood Risk Officer
- 6.9 The application is supported by a BIA and Drainage/SuDS strategy. It is likely that groundwater (perched) will be found on excavation and hence dewatering will be required. Furthermore, we would seek additional mitigation (above those stated in the BIA) in terms of passive drainage measures around the structure given the relative gradient of Wimbledon Hill Rd to allow the freeflow of perched groundwater around the structure.
- 6.10 The site is not shown to be at high risk of surface water flooding as shown on the surface water flood maps and it is not located in flood zone associated with river flooding.
- 6.11 In terms of SuDS and surface water drainage, the scheme proposes permeable surfaces in the paved areas, in combination with the bioretention of surface water run-off via the soft landscaped garden areas and raised raingarden planters. This is required to attenuate the surface water flows for all storms up to the 1 in 100 year + 40% climate change storm. The storage requirement/attenuation is between 26-40m<sup>3</sup>.
- 6.12 Conditions are recommended if the Committee is minded to approve the application.
- 6.13 Council's Tree Officer
- 6.14 The trees to be removed including the Ash (T1 in Arboricultural Implications Assessment) and Hornbeam (T10) are category 'B'. The Ash tree is a healthy tree that is free of Ash Dieback Disease. This disease is decimating Ash trees, and any healthy trees should be retained. That said, I am not convinced that the proposed replacement tree will fair any better in this location. The Ash tree has attained a height that fits in with the other canopies, whereas the proposed may become suppressed and misshapen as it settles into its new location. The proposed development offers little in terms of greening to the frontage, with no proposal to replace the Hornbeam (T10) or the Indian Bean tree - another 'B' category tree (T3). The photographs are taken from the road and therefore the argument is the tree is obscured from view by those trees. Whereas a person gets a different experience walking up/down the public footpath and the tree provides an appreciable benefit. I am inclined to retain this tree.
- 6.15 I note that green roofs are proposed and consider that we get a little better than sedum roofs. At the very least this should be the next step up and be a semi- extensive roof or an intensive roof to provide more wildlife benefits and to create a roof space that is visible to the public and therefore provides a level of amenity.



6.16 Council's Structural Engineer

6.17 No objections subject to conditions.

6.18 Designing Out Crime Officer

6.19 Has raised some security concerns, and as such has requested some conditions to deliver a safer development.

6.20 Future Merton – Climate Change Officer

6.21 No objections subject to appropriate conditions and S106 to secure carbon offset contribution.

## **7. PLANNING CONSIDERATIONS**

### **7.1 Principle of Development**

7.1.1 The proposal would result in a net increase of 13 self-contained residential units, which would help contribute to the council's housing target of providing 500 – 600 residential units in Wimbledon for the period 2011 – 2026 set out in policy CS 9 of the Core Planning Strategy 2011.

7.1.2 Policy H1 of the London Plan 2021 has set Merton a ten-year housing target of 9,180 new homes. By providing a net increase in 13 new units the proposals would make a contribution to meeting that target and providing much needed new housing.

7.1.3 Policy H2 of the London Plan 2021 outlines that Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to:

- 1) significantly increase the contribution of small sites to meeting London's housing needs
- 2) diversify the sources, locations, type and mix of housing supply
- 3) support small and medium-sized housebuilders
- 4) support those wishing to bring forward custom, self-build and community led housing
- 5) achieve the minimum targets for small sites

7.1.4 Historically small sites have been crucial to housing delivery in Merton and they continue to offer opportunities to grow Merton's housing stock. Over the last 15 years, small sites have provided over 60% of built homes borough-wide and account for over 95% of approved applications. The Council have recently adopted a Small Sites Toolkit SPD 2021 which outlines guidance on developing small sites.

7.1.5 The proposal to provide new residential units to this small site (0.2 ha in size) is considered to respond positively to London Plan and Core Strategy

planning policies to increase housing supply and optimise small sites and is supported by Officers.

## **7.2 Visual amenity**

- 7.2.1 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be required to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings, whilst using appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting.
- 7.2.2 The proposed development is considered to be a high quality design that responds well to both the topography of Wimbledon Hill Road and the architectural styles of surrounding buildings. The massing, scale and height of the proposal are considered acceptable with the main building and house responding well to the gradient of the hill. Please note that the proposed building was reduced in height following a refusal of the previous application (LBM Ref: 21/P0119) and reduced further again following submission of the application on the advice of planning officers, which means that the maximum height of the building has now been reduced by 2.05m from the previous application. This means there is a material stepping down of building heights between Bluegates, the proposed block (the proposed block would be approx. 1.1m lower than the closest part of Bluegates), and Leeward Gardens.
- 7.2.3 In terms of the proposals impact on the wider setting, it should be noted that the surrounding area comprises a number of flatted blocks of similar heights, with Harrowdene Court to the rear also being five storeys and Hill Court (No.104 Wimbledon Hill Road) on the opposite side of Wimbledon Hill Road being six storeys in height. The shape and form of the building is not considered to be out of character with the area, with both Bluegates to the west and Harrowdene Court, as well as a number of other buildings nearby featuring flat roofs. The proposed building would also be sited more towards the west of the application site, so that there is a minimum 20m gap, and therefore breathing space, between the building and the two-storey houses on Leeward Gardens. The proposed house is low-rise with only a single storey above ground level, which means it would have very little impact when viewed from the street.
- 7.2.4 The proposed buildings are contemporary design, comprising predominantly red brick (including textured red brick soldier course), with the main building also featuring fibre cement cladding on parts of the side elevations, balconies floors, and top floor elevation to complement this. The balustrades to the balconies would be glass. This is considered acceptable and would relate well to surrounding buildings, which are also predominantly red brick.
- 7.2.5 The Wimbledon Hill Road Conservation Area boundary lies to the front of the site and captures the road, rather than the surrounding built form in this immediate area, apart from number 100 which is a two storey Grade II Listed Building known as the White House. The proposed design and scale of the flatted building and single dwelling house would be of an appropriate built form

which would be largely in keeping with the surrounding flatted development and takes into account the topography of the hill. The front building line would be similar to the existing and overall officers are satisfied that it would not cause harm to the setting of the Conservation Area. The proposal would remain of a large separation distance to the Grade II Listed Building opposite such that there would be no harm caused to its setting.

7.2.6 Overall, it is considered that the proposal would result in a high quality development and as such complies with all the relevant design planning policies.

### **7.3 Residential Amenity**

7.3.1 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be required to ensure provision of appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy, to both proposed and adjoining buildings and gardens. Development should also protect new and existing development from visual intrusion.

7.3.2 The application site is bounded by Bluegates, a 4-storey block of flats to the west, Harrowdene Court, a 5-storey block of flats to the north (rear), and Leeward Gardens, a development of 2 – 3 storey dwellings to the east. It should be noted that Nos. 26 – 30 Leeward Gardens are orientated so that the rear boundary of these dwellings bounds the side boundary of the application site. Given the gradient of the road, which slopes downwards from west to east, the ground level at the application site is lower than at Bluegates but higher than at Leeward Gardens.

7.3.3 The previous application (LBM Ref: 21/P0119) was refused in part because by virtue of its height, massing, bulk and siting it would be visually intrusive, overbearing and be an un-neighbourly form of development when viewed in properties in Leeward Gardens, resulting in a loss of daylight and sunlight and causing overlooking and overshadowing to the flats known as Bluegates. In response to this refusal the block of flats was reduced in height and reduced further again following submission of the application on the advice of planning officers, which means that the maximum height of the building has now been reduced by 2.05m from the previous application. The shoulder of the building has also been reduced by approx. 2m. The block of flats would also be sited approx. 1m further away from the side boundary with Bluegates. The block would be located a minimum of approx. 4m from the side boundary with Bluegates, 7.2m from the nearest part of this building, and approx. 9.68m from the side wall featuring windows at Bluegates.

#### **7.3.4 Nos. 26 – 31 Leeward Gardens**

It is considered that the application has addressed concerns from the previous application with a significant reduction in both the roof and shoulder height of the block of flats materially reducing the impact of the building when viewed from Leeward Gardens. The redevelopment potential of the application site is severely constrained by properties on Leeward Gardens given these properties

feature shallow gardens with their rear elevations orientated to directly face the side boundary of the application site. To overcome this constraint the proposed block of flats is sited towards the western side of the application site, which creates an approx. 20.25m gap to the rear elevation of Nos. 26 – 30 Leeward gardens, which given the further reduction in height of the block of flats is considered acceptable. Please note that the top floor of the block of flats is also set back from the side of the building to reduce its impact further. In terms of privacy, the east facing side windows at first and second floor levels are angled and indented. The applicant has also submitted a daylight/sunlight report, which confirms, that Nos. 26 – 31 Leeward Gardens would not suffer an unacceptable level of daylight/sunlight loss or overshadowing as a result of the development.

7.3.5 The application proposes a single detached house, which would sit between the block of flats and the boundary with Leeward Gardens. It is considered that the proposed house would not be visually intrusive or overbearing when viewed from Leeward Gardens given the house would feature a flat roof of 3m in height when measured from the front, which is not considered excessive, whilst the bulk of the house would sit a minimum of approx. 2m from the boundary with Leeward Gardens.

7.3.6 Bluegates

It is considered that the significant reduction in height of the block of flats coupled with the block being moved further from the side boundary has addressed concerns regarding daylight/sunlight, overshadowing and outlook for occupiers of Bluegates.

7.3.7 The applicant has submitted a daylight and sunlight report which assesses the impact of the proposed development on its surroundings with regards to daylight and sunlight availability to habitable rooms. In this instance the Vertical Sky Component (VSC) and Annual/Winter Probable Sunlight Hours (APSH / WPSH) Tests have been applied. The VSC is a measure of the amount of diffuse daylight reaching a window. The BRE advises that where daylight and sunlight is reduced by less than 20% the impact would be negligible, where the reduction is between 20 – 35% the impact is considered to be minor, 35 – 50% the impact is considered to be moderate, and more than 50% the impact is considered to be major. The APSH / WPSH Test is a measure of the amount of potential direct sunlight that is available to a given surface. BRE Guidance states that windows should continue to receive in excess of 80% of their pre-development value, or 25% of available hours over a year / 5% of hours in winter to be considered well lit. The results of the VSC test demonstrate that the proposed development would have a negligible impact on daylight on all but 4 windows. This is considered acceptable as the reduction in daylight to these 4 windows is only minor with a 21 – 29% reduction. With regards to sunlight, all of the proposed windows pass the APSH / WPSH Test.

7.3.8 It is considered that when assessing the impacts on both outlook and daylight/sunlight a strong material consideration relates to the location of affected windows on neighbouring buildings and the rooms which the windows serve. It is considered that windows, which are located on side elevations should not be afforded the same level of protection as windows in the front and

rear elevations as this will severely prejudice the development potential of adjoining sites. Windows on side elevations are normally secondary windows to habitable rooms, bedroom windows, or windows to non-habitable rooms. In this instance the majority of the impacted windows are located on the side elevation of Bluegates, and these windows appear to serve kitchens and a second bedroom and not the living area or main bedrooms. The remaining windows, which are forward facing are recessed approx. 12m behind the front elevation of Bluegates and sit hard up against the flank wall of this block, which means the flank wall of Bluegates has significantly more impact on these windows than the proposed development, which sits a minimum of approx. 7.2m away.

7.3.9 The proposed building would also extend approx. 7.2m beyond the rear wall of Bluegates. This is also considered acceptable given the sizeable gap between both buildings, and the fact that the majority of the land to the rear of Bluegates is hard surfaced for car parking. It should be noted that part of the projection at the rear is from the rear balconies, which would further lessen the visual impact.

7.3.10 In terms of privacy, the west facing side windows of the flats located at the rear of the building would not directly face any windows located on the side elevation of Bluegates. The bedrooms to the flats located at the front of the building would face windows located on the side elevation of Bluegates. Although these windows would not be obscure glazed, it is considered that on balance the impact would be acceptable. There is a minimum distance of approx. 9.68m to the side windows at Bluegates whilst these windows appear to serve a kitchen and second bedroom. It is considered the impact on privacy for both existing and future occupiers would be acceptable given bedrooms are generally used for sleeping at night and are not heavily used during the day.

#### 7.3.11 Harrowdene Court

Located to the rear of the site is Harrowdene Court, a 5-storey block of flats, which fronts Belvedere Drive. Please note that the previous application was not refused due to its impact on Harrowdene Court. Nevertheless, the current proposal given its reduction in height would further reduce the impact on this block of flats. The proposed development would still be located a minimum of approx. 12.6m from the rear boundary, and approx. 21m from the closest rear windows at Harrowdene Court, which is considered a sufficient distance to prevent an unacceptable level of privacy loss and visual intrusion. Harrowdene Court is also orientated so that it would not directly face the proposed development, which means from the bulk of rear windows, the proposed building would only be visible from an oblique angle. The submitted daylight/sunlight report has also confirmed that the proposed development would also not have an unacceptable impact on daylight/sunlight levels to rear windows of Harrowdene Court.

7.3.12 Overall, it is considered that the proposal would not have a detrimental impact on the levels of amenity currently enjoyed by occupiers of surrounding properties and would accord with policies DM D2 and DM D3 Adopted Merton Sites and Policies Plan and Policies Maps (July 2014).

## **7.4 Standard of Accommodation**

- 7.4.1 The Department for Communities and Local Government 'Technical housing standards – nationally described space standard' and Policy D6 of the London Plan 2021, provides the most up to date and appropriate minimum space standards for Merton. In addition, adopted policy CS.14 of the Core Strategy and DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) encourages well designed housing in the borough by ensuring that all residential development complies with the most appropriate minimum space standards and provides functional internal spaces that are fit for purpose. New residential development should safeguard the amenities of occupiers by providing appropriate levels of sunlight & daylight and privacy for occupiers of adjacent properties and for future occupiers of proposed dwellings. The living conditions of existing and future residents should not be diminished by increased noise or disturbance.
- 7.4.2 The proposed residential units all exceed national and regional standards in terms of gross internal floor size and bedroom sizes. All the units are dual or triple aspect and all have adequate levels of light and outlook. The proposed flats and house all have private balconies, terraces and/or gardens, that comply with the minimum space standards set out in policy DM D2 of the Adopted Merton Sites and Policies Plan and Policies Maps (July 2014), which requires for flatted dwellings, a minimum of 5sqm of private outdoor space should be provided for 1-2 person flatted dwellings with an extra 1sqm provided for each additional occupant.

## **7.5 Housing Mix**

- 7.5.1 Policy DM H2 of the Adopted Merton Sites and Policies Plan and Policies Maps (July 2014) states that residential proposals will be considered favourably where they contribute to meeting the needs of different households such as families with children, single person households and older people by providing a mix of swelling sizes, taking account of the borough level indicative proportions concerning housing mix. Therefore in assessing development proposals the council will take account of Merton's Housing Strategy (2011-2015) borough level indicative proportions which are set out as follows:

<b>Number of bedrooms</b>	<b>Percentage of units</b>
One	33%
Two	32%
Three +	35%

- 7.5.2 It is considered that the proposal provides a acceptable mix of properties with 2 x 1 bedroom units (11%), 13 x 2 bedroom units (72%) and 3 x 3 bedroom units/house (17%). Although there is a large number of 2 bedroom units in relation to the policy aim, it is noted that these units are 4 person units and comfortably exceed minimum space standards. Therefore it is considered that there is not an overconcentration of small units in the development.

## 7.6 **Parking and Traffic**

- 7.6.1 The application site has very good level of accessibility to public transport with a PTAL rating of 6a with the site located a short distance from a number of bus routes and Wimbledon Railway Station. The application site is also located in a Controlled Parking Zone (Zone W2) and as such is located in an area of the borough subject to high parking stress.
- 7.6.2 The previous application was refused in part because the development included nine basement level car parking spaces, which exceeded the maximum parking standards of the London Plan (2021), requiring the development of sites with a PTAL of 6a to be car free (not including disabled parking). The current application instead proposes 4 car parking spaces (including the disabled space) at ground level, with 2 spaces allocated for car club use and 1 space allocated to the proposed detached house. Although this still exceeds the London Plan maximum space standards this is considered acceptable. The proposed level of parking equates to just 0.17 spaces per unit, whilst the existing building provides 8 car parking spaces so there would be a net reduction of 4 spaces despite there being a net increase of 13 residential units.
- 7.6.3 Given the site is within a Controlled Parking Zone and has good access to public transport, the development will be required to be 'permit free', so that it complies with Policy CS.20 of the Core Planning Strategy, which states that the Council will support permit free developments in areas within CPZ's benefiting from good access to public transport (PTAL 4-6).
- 7.6.4 London Plan Policy T6.1 requires that for 3 per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset, whilst demonstrating how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. The proposed development would include one disabled bay at the front of the site which is considered to comply with this policy.
- 7.6.5 London Plan Policy T6.1 requires that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. The submitted Transport Statement has confirmed that all proposed spaces would have electric charge points (i.e. be active), and as such the proposal would exceed the requirements of this policy. This will be secured by condition.
- 7.6.6 In terms of cycle parking, London Plan Policy T5 requires 1 long stay space per 1 bedroom (1 person) dwelling, 1.5 spaces per 1 bedroom (2 person) dwellings, and 2 spaces for all other dwellings, which means a total of 35 spaces should be provided. It also requires 2 short stay spaces for between 5 and 40 dwellings. It is considered that the proposal would comply with this policy given 37 long stay cycle spaces would be provided in a secure covered cycle store on the

western boundary of the site, and 2 short stay spaces would be provided close to the communal entrance on the west side of the main building.

- 7.6.7 The proposed development will generate some level of demand for servicing such as food deliveries, couriers, post, and refuse and recycling collections. To facilitate off-street delivery servicing it is proposed to provide a loading area within the site for post vans and goods vans to use. A swept path diagram illustrating ingress and egress manoeuvres of a typical post/food delivery sized van accessing the loading bay is annotated on the proposed ground floor plan.
- 7.6.8 Overall, it is considered that the proposal would comply with relevant planning policy relating to traffic and parking.

## **7.7 Trees and Biodiversity**

- 7.7.1 Policy DM O2 of the Adopted Merton Sites and Policies Plan and Policies Maps (July 2014) states that development will only be permitted if it will not damage or destroy any tree which is protected by a tree preservation order, is within a conservation area; or, has significant amenity value. Policy CS.13 in the Core Planning Strategy is similarly protective of trees with amenity value.
- 7.7.2 The application as originally submitted proposed the removal of 3 'B' category trees (1 x Ash, 1 x Indian Beam & 1 x Common Hornbeam) as well as some other less significant trees. The Ash tree, which is located at the front of the site is however considered to have significant amenity value, and on the advice of planning officers it is now proposed to retain this tree. Please note that this tree is now subject to a Tree Preservation Order. Given the other two trees are not protected by a Tree Preservation Order, there is no objection to their removal. The Horse Chestnut tree (Category U), which is subject to a TPO (labelled T9 on the tree survey) is to be removed. There is no objection to this given it is now heavily decayed. A condition will be attached securing replacement trees, with a requirement that some of these are planted close to the boundary with Harrowdene Court to provide some additional screening.
- 7.7.3 The applicant has submitted an Ecological Appraisal, which includes a Preliminary Ecological Assessment (PEA). This involved systematically walking over the site and classifying each parcel of land based on vegetation. Any habitats or features of interest and any sightings, signs or evidence of protected or notable fauna or any potential habitats suitable for such species were recorded including species such as badgers and roosting bats.
- 7.7.4 The PEA considered that there was no evidence of Bats and there was negligible roosting potential within the existing building. The assessment also found no evidence of badgers using the site. The Council has received objections stating that this incorrect and that there are badgers and bats present. It is accepted that there are limitations to this survey as it is only an initial site assessment and as such is only a 'snapshot' of any flora or fauna that is present at the time of the survey.



7.7.5 The PEA has however made a number of recommendations in terms of improving biodiversity on the site. This includes the installation of a minimum of six bird boxes and two bat boxes post development. The nest boxes should be suitable for a number of different species of bird (sparrow, tits, woodpecker/starling and wren), and can be placed on mature trees or the side of the new proposed building. The bat boxes should be positioned away from artificial light. It is recommended that new native shrubs and trees are planted as part of the landscaping within the proposed new development. Bird boxes (as well as integrated Swift Bricks), Bat boxes, and new native trees/shrubs will be secured by condition. A condition will also be attached requiring the green roof, which is located on the house to be a 'semi-intensive green roof', which increases biodiversity and enables some of the species of plants in the ecological assessment to be grown in an elevated position and be easier for bats to forage in.

## **7.8 Sustainability and Energy**

7.8.1 London Plan Policies SI 2 and SI 5 expects a minimum on-site reduction of CO<sub>2</sub> emissions at least 35 per cent beyond Building Regulations for major developments. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either: 1) through a cash in lieu contribution to the borough's carbon offset fund, or 2) off-site provided that an alternative proposal is identified and delivery is certain. Development proposals should also achieve mains water consumption of 105 litres or less per head per day.

7.8.2 The applicant has provided an updated energy statement which confirms that the development would achieve a 60% reduction in CO<sub>2</sub> emissions, which exceeds the policy requirement. The remaining carbon shortfall will be offset at a rate of £95/tCO<sub>2</sub>, with a total carbon offset contribution of £30,400 which will be secured via a S106 legal agreement. The applicant has also provided design stage water calculations which indicate that the proposed development will achieve internal water usage rates of less than 105 litres per person per day in line with Merton's minimum requirements. The Council's Climate Change Officer has raised no objection to the proposed energy strategy, subject to conditions and S106 Agreement to secure the carbon-off set contribution.

## **7.9 Drainage and Flood Risk**

7.9.1 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) requires proposals that incorporate basements and subterranean development to include a hydrology report which set out the impacts of the development on groundwater and surface water movements and how these will be addressed.

7.9.2 The site is not shown to be at high risk of surface water flooding as shown on the surface water flood maps and it is not located in flood zone associated with river flooding.

- 7.9.3 The application is supported by a Basement Impact Assessment (BIA) and Drainage/SuDS Strategy. The Council's Flood Engineer has assessed the proposal and considers it likely that groundwater (perched) will be found on excavation and hence dewatering will be required. Furthermore, the Council will seek additional mitigation (above those stated in the BIA) in terms of passive drainage measures around the structure given the relative gradient of Wimbledon Hill Rd to allow the free flow of perched groundwater around the structure. This will be secured by condition.
- 7.9.4 In terms of SuDS and surface water drainage, the scheme proposes permeable surfaces in the paved areas, in combination with the bioretention of surface water run-off via the soft landscaped garden areas and raised raingarden planters. This is required to attenuate the surface water flows for all storms up to the 1in 100 year + 40% climate change storm. The storage requirement/attenuation is between 26-40m<sup>3</sup>.
- 7.9.5 Further, the Council's Structural Engineer has assessed the proposal and outlines that the Basement Impact Assessment and supplementary information have demonstrated that the proposed development can be built safely without adversely affecting the surrounding natural and built environment.

## **7.10 Affordable Housing**

- 7.10.1 Policy H4 of the London Plan 2021 has a strategic target of 50 per cent of all new homes delivered across London to be genuinely affordable. Planning policy CS 8 (Housing Choice) of Merton's Core Planning Strategy states that development proposals of 10 units or more require an on-site affordable housing target of 40% (60% social rented and 40% intermediate). In seeking affordable housing provision, the Council will have regard to site characteristics, such as its site size, its suitability and its economic of provision such as financial viability issues and other planning contributions. Affordable housing should be provided on site. Affordable housing must only be provided off-site or as a cash in lieu contribution in exceptional circumstances.
- 7.10.2 The Mayor's SPG on affordable housing and viability (Homes for Londoners) 2017 states that:

"Applications that meet or exceed 35 per cent affordable housing provision, by habitable room, without public subsidy, provide affordable housing on-site, meet the specified tenure mix, and meet other planning requirements and obligations to the satisfaction of the LPA and the Mayor where relevant, are not required to submit viability information. Such schemes will be subject to an early viability review, but this is only triggered if an agreed level of progress is not made within two years of planning permission being granted (or a timeframe agreed by the LPA and set out within the S106 agreement)...

... Schemes which do not meet the 35 per cent affordable housing threshold, or require public subsidy to do so, will be required to submit detailed viability

information (in the form set out in Part three) which will be scrutinised by the Local Planning Authority (LPA).”

7.10.3 The proposed development would comprise 18 self-contained residential units. The development will not provide any affordable housing and as such is not policy compliant. The applicant has provided a financial viability assessment, which states that the proposed development would generate an indicative deficit of £5.033m and as such would not be viable if any affordable housing was provided. The Council has commissioned two separate independent viability assessments in this instance, which both conclude that the development would be in deficit (one assessment calculated a deficit of £2.922m, whilst the other assessment calculated a deficit of £1.667m) and as such cannot provide any affordable housing. An early and late stage review mechanism would be applied in this instance to capture any uplift in value.

### **7.11 Air Quality**

7.11.1 The whole of Merton is an Air Quality Management Area (AQMA). Officers note that only limited car parking has been provided, which is positive in terms of air quality. Further, officers have recommended a condition ensuring that all car parking spaces for the new dwellings would have electric charging facilities. Subject to suitable conditions to control the construction process (e.g. construction logistics plan and construction method statement) it is considered that the proposed development would be acceptable in terms of its impact on air quality.

### **7.12 Fire Strategy**

7.12.1 The applicant has submitted a fire statement which sets out the overall approach to fire safety. This provides details of construction materials, means of warning and escape, fire safety features and means of access for fire service personnel.

## **8. ENVIRONMENTAL IMPACT ASSESSMENT**

8.1 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms of EIA submission.

## **9. LOCAL FINANCIAL CONSIDERATIONS**

9.1 The proposal would result in a net gain in gross floor space and as such will be liable to pay a Community Infrastructure Levy (CIL).

## **10. SECTION 106 LEGAL AGREEMENT**

### **10.1 Permit Free**

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

## 10.2 Carbon Offset Contribution

10.2.1 Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, policy SI 2 of the London Plan 2021, requires that any shortfall should be provided through a cash in lieu contribution to the borough's carbon offset fund. In this instance, there is a carbon shortfall of 10.7tCO<sub>2</sub>/ year, which will be offset at a rate of £95/tCO<sub>2</sub>, which equates to a total carbon offset contribution of £30,400.

## 10.3 Early and Late Stage Review (Affordable Housing)

10.3.1 In line with the Mayor's Housing SPG and the advice from the Council's viability consultants, early and late stage reviews are required to be included within the S106 Agreement in order to capture any uplift in value.

## 10.4 Car Club Membership

10.4.1 Free car club membership will be funded by the developer for a period of 3 years and secured by a S106. Policy DM T3 states that car club schemes facilitate lower levels of on-site parking provision thereby allowing developers to achieve a higher level of development on-site.

10.5 Further information in respect of the above, including details of supplementary research carried out in justification of the S106 requirements, can be viewed here:

<http://www.merton.gov.uk/environment/planning/s106-agreements.htm>

## 11. CONCLUSION

11.1 It is considered that the proposed development is a high quality contemporary design that responds well to both the topography of the site and architectural styles of surrounding buildings. It is also considered that the proposal would be acceptable in terms of its impact on residential amenity and standard of accommodation. In terms of parking and traffic impact it is considered that the application site has excellent access to public transport and is in a controlled parking zone, which means the residential units shall be 'permit free' in line with policy requirements. The proposal would provide an increase density on a small site, striking a balance between site optimisation and surrounding constraints to the site, which is supported. It has been adequately demonstrated in this application that the provision of affordable housing is not viable. Overall, it is considered that the proposal would comply with all relevant planning policies and as such planning permission should be granted.

## RECOMMENDATION

**GRANT PLANNING PERMISSION subject to the completion of a S106 agreement covering the following heads of terms:**

- 1) Car park Permit Free
- 2) Carbon offset Financial Contribution (£30,400)
- 3) Incorporate early and late stage review for affordable housing
- 4) Free Car club membership for each residential unit for a period of 3 years
- 5) Paying the Council's legal and professional costs in drafting, completing and monitoring the legal agreement.

**And subject to the following conditions:**

1. A.1 (Commencement of Development)
2. A.7 (Approved plans)
3. B.1 (External Materials to be Approved)
4. B.4 (Details of Site/Surface Treatment)
5. B.5 (Details of Walls/Fences)
6. C.6 (Refuse & Recycling (Details to be Submitted))
7. C.8 (No Use of Flat Roof)
8. C.9 (Balcony/Terrace (Screening))
9. D.11 (Construction Times)
10. F.1 (Landscaping/Planting Scheme, which shall include details of native shrub and tree planting)
11. F.2 (Landscaping (Implementation)) – This shall include details of planting of native shrubs and trees
12. F.5 (Tree Protection)
13. F.8 (Site Supervision)
14. F.9 (Hardstandings)
15. H.4 (Provision of Vehicle Parking)
16. Electric Charge Points to be implemented prior to occupation and retained permanently thereafter.
17. H.7 (Cycle Parking to be Implemented)

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

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

19. Development shall not commence until a working method statement has been submitted to and approved in writing by the Local Planning Authority to accommodate:
- (i) Parking of vehicles of site workers and visitors;
  - (ii) Loading and unloading of plant and materials;
  - (iii) Storage of construction plant and materials;
  - (iv) Wheel cleaning facilities
  - (v) Control of dust, smell and other effluvia;
  - (vi) Control of surface water run-off.

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

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

20. The proposed green roof shall be a 'semi-intensive green roof'. Prior to commencement of development details (including: species, planting density, substrate, a section drawing at scale 1:20 demonstrating the adequate depth availability for a viable a 'semi-intensive green roof'; and a maintenance plan) shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in accordance with the approved details and be permanently retained as such.

Reason: In order to conserve and enhance biodiversity and wildlife habitats in accordance with the provisions of policy CS.13 of Merton's Core Planning Strategy 2011.

21. Prior to the commencement of development, a detailed scheme for the provision of surface and foul water drainage shall be submitted to and approved in writing by the local planning authority for both phases of the development. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) to include a green roof, rainwater harvesting and will discharge at the agreed run-off rate of no more than 5l/s

(and a volume of attenuation no less than 32m<sup>3</sup>), in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards

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

22. 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 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.

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

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

24. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

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

25. 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 CS.14 of Merton Core Strategy: Design, and Strategic Objectives 2 (b) and 5 (f); and Policy 7.3 Designing out Crime of the London Plan.

26. Prior to occupation a Secured by Design final certificate or its equivalent from the South West Designing Out Crime office 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 CS.14 of Merton Core Strategy: Design, and Strategic Objectives 2 (b) and 5 (f); and Policy 7.3 Designing out Crime of the London Plan.

27. Prior to commencement of works, a preliminary risk assessment, and investigation shall be undertaken to consider the potential for contaminated land. If necessary, a detailed remediation scheme to bring the site to a suitable state for the intended use by removing unacceptable risks to health and the built environment, shall be submitted to and approved by the Local Planning Authority prior to commencement of works. The approved remediation works shall be completed in accordance with the approved details, and a verification report, demonstrating the then effectiveness of the remediation, shall be submitted and approved by the Local Planning Authority.

Reason: To protect the health of future users of the site in accordance with policy 5.21 of the London Plan 2016 and policy DM EP4 of Merton's sites and policies plan 2014.

28. No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the residential development has achieved CO2 reductions in accordance with those outlined in the energy statement (dated 6<sup>th</sup> October 2022) and wholesome water consumption rates of no greater than 105 litres per person per day.

Reason: In order to ensure that actual operational energy performance and water usage is minimised in compliance Policies SI 2 and SI 5 of the London Plan 2021.

29. In order to demonstrate compliance with the 'be seen' post-construction monitoring requirement of Policy SI 2 of the London Plan, the legal Owner shall at all times and all in all respects comply with the energy monitoring requirements set out in points a, b and c below. In the case of non-compliance the legal Owner shall upon written notice from the Local Planning Authority immediately take all steps reasonably required to remedy non-compliance.



a) Within four weeks of planning permission being issued by the Local Planning Authority, the Owner is required to submit to the GLA accurate and verified estimates of the 'be seen' energy performance indicators, as outlined in Chapter 3 'Planning stage' of the GLA 'Be seen' energy monitoring guidance document, for the consented development. This should be submitted to the GLA's monitoring portal in accordance with the 'Be seen' energy monitoring guidance.

b) Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the building(s) being occupied (or handed over to a new legal owner, if applicable), the legal Owner is required to provide updated accurate and verified estimates of the 'be seen' energy performance indicators for each reportable unit of the development, as per the methodology outlined in Chapter 4 'As-built stage' of the GLA 'Be seen' energy monitoring guidance. All data and supporting evidence should be uploaded to the GLA's monitoring portal. The owner should also confirm that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in Chapter 5 'In-use stage' of the GLA 'Be seen' energy monitoring guidance document.

c) Upon completion of the first year of occupation following the end of the defects liability period (DLP) and for the following four years, the legal Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each reportable unit of the development as per the methodology outlined in Chapter 5 'In-use stage' of the GLA 'Be seen' energy monitoring guidance document. All data and supporting evidence should be uploaded to the GLA's monitoring portal. This condition will be satisfied after the legal Owner has reported on all relevant indicators included in Chapter 5 'In-use stage' of the GLA 'Be Seen' energy monitoring guidance document for at least five years.

Reason: In order to ensure that actual operational energy performance is minimised and demonstrate compliance with the 'be seen' post-construction monitoring requirement of Policy SI 2 of the London Plan 2021.

30. Installation of bird (including Swift Bricks) and bat boxes

31. Prior to commencement of development, the following details shall be submitted and approved by the Local Planning Authority:

a) Ground Movement Analysis (Vertical and Horizontal) including any heave or settlement analysis, and Damage Category Assessment with detailed calculations.

b) Detailed Construction Method Statement produced by the respective Contractors responsible for the CFA piling, excavation and construction of the permanent retaining wall. This shall be reviewed and agreed by the Structural Engineer designing the basement.

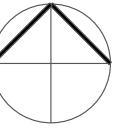
- c) Design calculations of the piles supporting the highway and adjoining properties to facilitate excavation.
- d) Detail design calculations of the permanent retaining wall retaining the highway has to be submitted. The calculations shall be carried out in accordance with Eurocodes. We recommend assuming full hydrostatic pressure to ground level and using a highway surcharge of 20 KN/m<sup>2</sup> for the design of the retaining wall supporting the highway.
- e) Drawings of the temporary piled retaining wall and the sections of the permanent basement retaining walls.
- f) Movement monitoring report produced by specialist surveyors appointed to install monitoring gauges to detect any movement of the highway/neighbouring properties from start to completion of the project works. The report should include the proposed locations of the horizontal and vertical movement monitoring, frequency of monitoring, trigger levels, and the actions required for different trigger alarms.

Reason: The details are considered to be material to the acceptability of the proposal and for safeguarding the amenity of neighbouring residential properties and to comply with policy DM D2 of the adopted Merton sites and Policies Plan 2014.

- 32. Prior to occupation, the proposed development shall fully comply with the details set out in the approved Fire Strategy. The approved details shall be permanently retained.

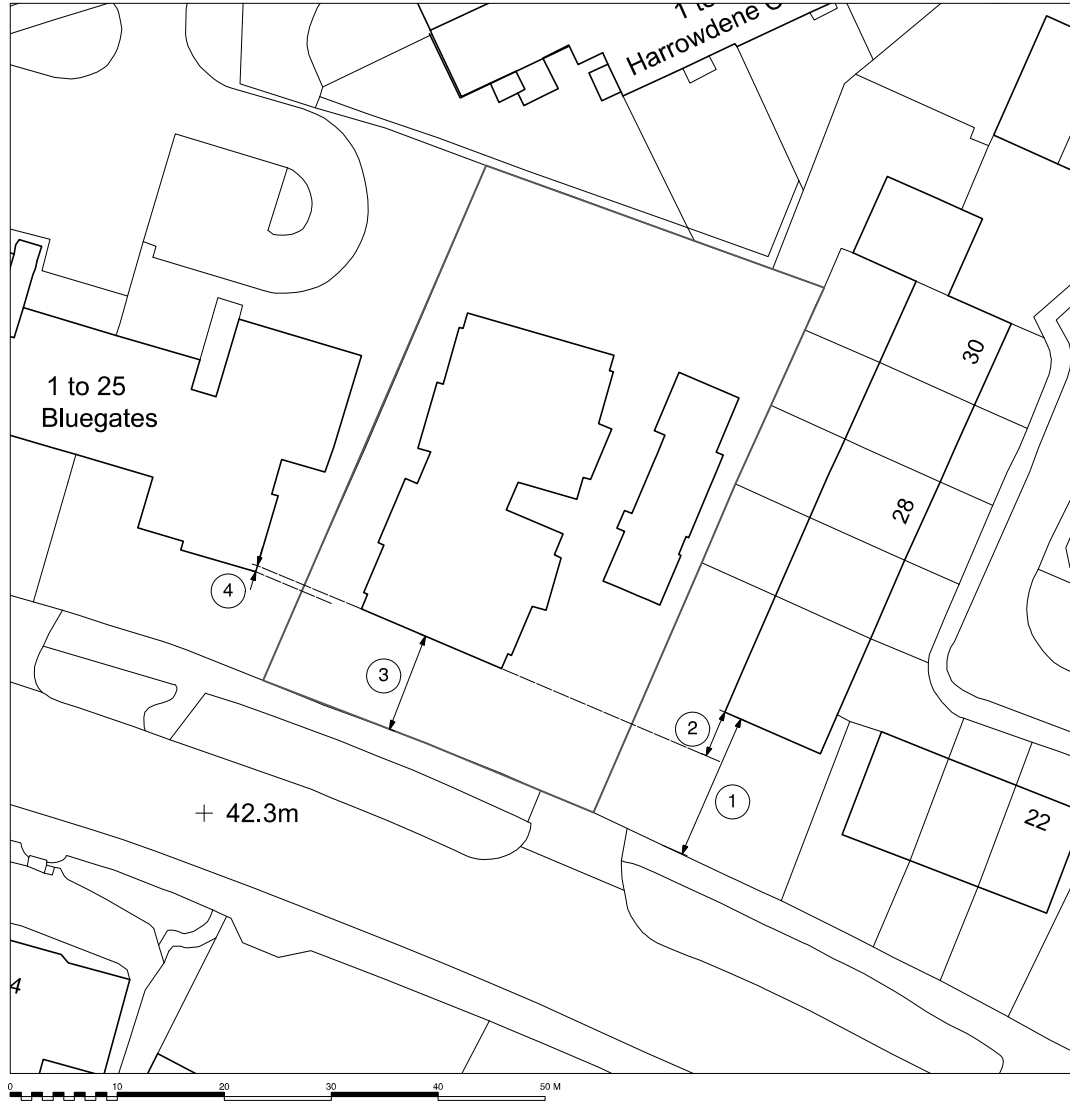
Reason: To safeguard future occupants and to comply with policies D5 and D12 of the London Plan 2021.

- 33. INFORMATIVE: Demolition of buildings should avoid the bird nesting and bat roosting season. This avoids disturbing birds and bats during a critical period and will assist in preventing possible contravention of the Wildlife and Countryside Act 1981, which seeks to protect nesting birds/bats and their nests/roosts. Buildings should also be inspected for bird nests and bat roosts prior to demolition. All species of bat in Britain and their roosts are afforded special protection under the Wildlife and Countryside act 1981. If bats are found, Natural England should be contacted for advice (tel: 020 7831 6922).
- 34. INFORMATIVE: The applicant should be aware that badgers are protected under the Protection of Badgers Act 1992. The applicant is advised to contact Natural England to see when a Badger Development Licence may be required. For more information, see the Natural England website: <https://www.gov.uk/government/organisations/natural-england>



LOCATION PLAN scale 1:1250 @ A3

<b>PLANNING</b>		DRAWING NOTES				PROJECT TITLE	DRAWING TITLE		Powell Tuck Associates		
		1. This drawing is copyright of Powell Tuck Associates (PTA) and must not be reproduced without prior written permission from PTA. All rights reserved. 2. Do not scale from this drawing. All Dimensions on this drawing are marked in millimetres unless otherwise stated. 3. This drawing should be read in conjunction with all project relevant specifications, schedules & drawings. Any discrepancies found should be referred immediately to PTA. 4. This drawing should be removed immediately from currency once superseded by a revised issue. 5. Contractors, sub-contractors and suppliers must verify all dimensions on site prior to commencing any works or fabrication/shop drawings.					LOCATION PLAN		Architecture 6 Stamford Brook Road, London, W6 0XH Design Phone +44 (0)20 8749 7700 Fax +44 (0)20 8749 8737		
DRAWING STATUS	A1	REV	DESCRIPTION	DATE	NAME	NOTE	DRAWN	CHECKED	JOB NO.	DRAWING NO.	REV.
		PL1	PLANNING issue	11/12/20	GV		GV	AL	2600	PL-001	PL1
							DATE	SCALE			
							11.12.20	1:100 @ A1 1:200 @ A3			



**DIMENSION KEY**

	BLOCK PLAN	SITE PLAN (CURRENT SUBMISSION)
1	13733mm	13578mm
2	5484mm	3986mm [previous 5460mm]
3	8096mm	9730mm [previous 8082mm]
4	457mm	-1047mm [previous +469mm]mm

PROJECT  
2600 81/83 WIMBLEDON HILL ROAD  
TITLE  
BLOCK PLAN / SITE PLAN DIMENSION COMPARISON

SCALE 1:500 @ A3    DRG No SK002    REV B    DATE 23.09.2022

**Powell Tuck Associates**  
Architecture 6 Stamford Brook Road, London, W6 0XH  
Design Phone +44 (0)20 8749 7700  
Fax +44 (0)20 8749 8737

Dashed line indicates outline of previous scheme



**House Basement GIA -**

Accommodation -  
 Unit 18 House - GIA 178.3m<sup>2</sup> - 3bed 6person  
 Accommodation - TOTAL - 178.3m<sup>2</sup> [1919ft<sup>2</sup>]

**TOTAL Basement GIA 178.3m<sup>2</sup> [1919ft<sup>2</sup>]**

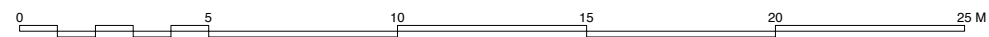
**Flats Lower Ground GIA's-**

Accommodation -  
 Unit 1 Duplex - GIA 97.6m<sup>2</sup> - 3bed 6person  
 Unit 2 Duplex - GIA 98.0m<sup>2</sup> - 3bed 6person  
 Unit 3 Flat - GIA 83.0m<sup>2</sup> - 2bed 4person  
 Unit 4 Flat - GIA 81.8m<sup>2</sup> - 2bed 4person  
 Accommodation - TOTAL - 360.4m<sup>2</sup> [3879ft<sup>2</sup>]

Communal - 36.2m<sup>2</sup>  
 Plant rooms - 28.4m<sup>2</sup>

**TOTAL Communal - 64.6m<sup>2</sup> [695ft<sup>2</sup>]**

**TOTAL First GIA 425.0m<sup>2</sup> [4575ft<sup>2</sup>]**



**PLANNING**

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- This drawing should be removed immediately from currency once superseded by a revised issue.
- Contractors, sub-contractors and suppliers must verify all dimensions on site prior to commencing any works or fabrication/shop drawings.

REV	DESCRIPTION	DATE	NAME	NOTE
PL6	PLANNING INFO issue	13/01/22	AL	1no LG duplex changed to flat. Flat numbers changed
PL7	PLANNING INFO issue	16/01/22	AL	Single house changed to 3no 2bed houses, communal area reduced, stair omitted facing Leaward Gardens
PL8	PLANNING INFO issue	19/01/22	AL	3no houses changed to 3bed houses
PL9	PLANNING issue	21/01/22	AL	
PL10	PLANNING issue	01/02/22	AL	
PL11	PLANNING issue	02/07/22	AL	DRAFT issue for CLIENT info/comment
PL12	PLANNING issue	20/07/22	AL	Reverted to single house, duplex's recreation rm in lieu of bedroom moved to ground, front lightwell omitted.
PL13	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

**PROJECT TITLE**

**81-83 WIMBLEDON HILL ROAD  
 LONDON  
 SW19 7QS**

**DRAWING TITLE**

**PROPOSED  
 LOWER GROUND PLAN**

DRAWN	AL/HM/GV/GE	CHECKED	AL
DATE	11.12.20	SCALE	1:200 @ A3

**Powell Tuck Associates**

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 Fax +44 (0)20 8749 8737

JOB NO.	DRAWING NO.	REV.
2600	PL-002A	PL13

DRAWING STATUS

**A1**



**Ground GIA's -**  
 Accommodation -  
 Unit 1 Duplex - 70.2m<sup>2</sup> - 3bed 6person  
 Unit 2 Duplex - 68.1m<sup>2</sup> - 3bed 6person  
 Unit 5 Flat - 81.5m<sup>2</sup> - 2bed 4person  
 Unit 6 Flat - 80.4m<sup>2</sup> - 2bed 4person  
 Unit 6 House - 100.6m<sup>2</sup>  
 Accommodation - TOTAL - 400.8m<sup>2</sup> [4314ft<sup>2</sup>]  
 Communal 53.6m<sup>2</sup>  
**TOTAL Ground GIA 454.4m<sup>2</sup> [4891ft<sup>2</sup>]**

**PLANNING**

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 5. Contractors, sub-contractors and suppliers must verify all dimensions on site prior to commencing any works or fabrication/shop drawings.

REV	DESCRIPTION	DATE	NAME	NOTE
PL7	PLANNING INFO issue	13/01/22	AL	1no LG duplex changed to flat. Flat numbers changed
PL8	PLANNING INFO issue	16/01/22	AL	Single house changed to 3no 2bed houses, communal area reduced, stair omitted facing Leaward Gardens
PL9	PLANNING INFO issue	19/01/22	AL	3no houses changed to 3bed houses
PL10	PLANNING issue	21/01/22	AL	
PL11	PLANNING issue	01/02/22	AL	
PL12	PLANNING issue	02/07/22	AL	DRAFT issue for CLIENT info/comment
PL13	PLANNING issue	20/07/22	AL	Reverted to single house, duplex's recreation rm in lieu of bedroom moved to ground, front lightwell omitted.
PL14	PLANNING issue	23/09/22	AL	Bike storage reconfigured, planter walls to RPA removed, steps moved out off retained Ash tree RPA, 1no car space added

PROJECT TITLE  
**81-83 WIMBLEDON HILL ROAD  
 LONDON  
 SW19 7QS**

DRAWING TITLE  
**PROPOSED  
 GROUND FLOOR PLAN**

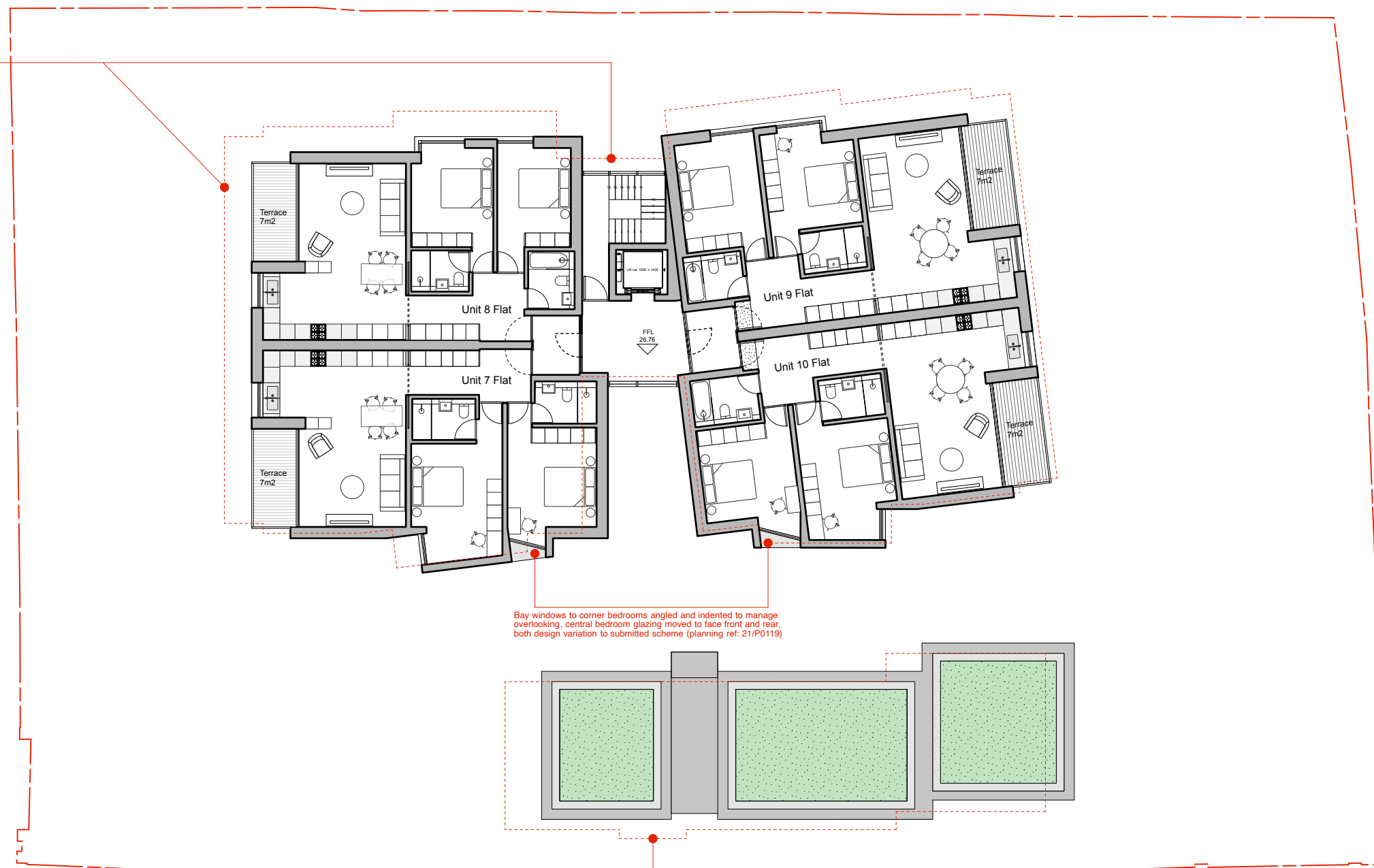
**Powell Tuck Associates**  
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 Design Phone +44 (0)20 8749 7700  
 Fax +44 (0)20 8749 8737

DRAWING STATUS **A1**

DRAWN AL/HM/GV/GE  
 CHECKED AL  
 DATE 11.12.20  
 SCALE 1:200 @ A3

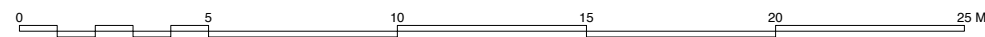
JOB NO. **2600**  
 DRAWING NO. **PL-003**  
 REV. **PL14**

Dashed line indicates outline of previous scheme



Bay windows to corner bedrooms angled and indented to manage overlooking, central bedroom glazing moved to face front and rear, both design variation to submitted scheme (planning ref: 21/PO119)

Dashed line indicates outline of previous scheme



**First GIA's -**

Accommodation -  
Unit 7 Flat - 84.5

m<sup>2</sup> - 2bed 4person  
Unit 8 Flat - 78.2m<sup>2</sup> - 2bed 4person  
Unit 9 Flat - 81.5m<sup>2</sup> - 2bed 4person  
Unit 10 Flat - 84.6m<sup>2</sup> - 2bed 4person  
Accommodation - TOTAL - 328.9m<sup>2</sup> [3540ft<sup>2</sup>]

Communal 38.8m<sup>2</sup>

**TOTAL First GIA 367.7m<sup>2</sup> [3958ft<sup>2</sup>]**

**PLANNING**

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REV	DESCRIPTION	DATE	NAME	NOTE
PL6	PLANNING INFO issue	13/01/22	AL	Flat numbers changed
PL7	PLANNING INFO issue	16/01/22	AL	Single house changed to 3no 2bed houses, communal area reduced, stair omitted facing Leaward Gardens
PL8	PLANNING INFO issue	19/01/22	AL	3no houses changed to 3bed houses
PL9	PLANNING issue	21/01/22	AL	
PL10	PLANNING issue	01/02/22	AL	
PL11	PLANNING issue	02/07/22	AL	DRAFT issue for CLIENT info/comment
PL12	PLANNING issue	20/07/22	AL	Reverted to single house
PL13	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

**PROJECT TITLE**

81-83 WIMBLEDON HILL ROAD  
LONDON  
SW19 7QS

**DRAWING TITLE**

**PROPOSED  
FIRST FLOOR PLAN**

DRAWN	AL/HM/GV/GE	CHECKED	AL
DATE	11.12.20	SCALE	1:200 @ A3

**Powell Tuck Associates**

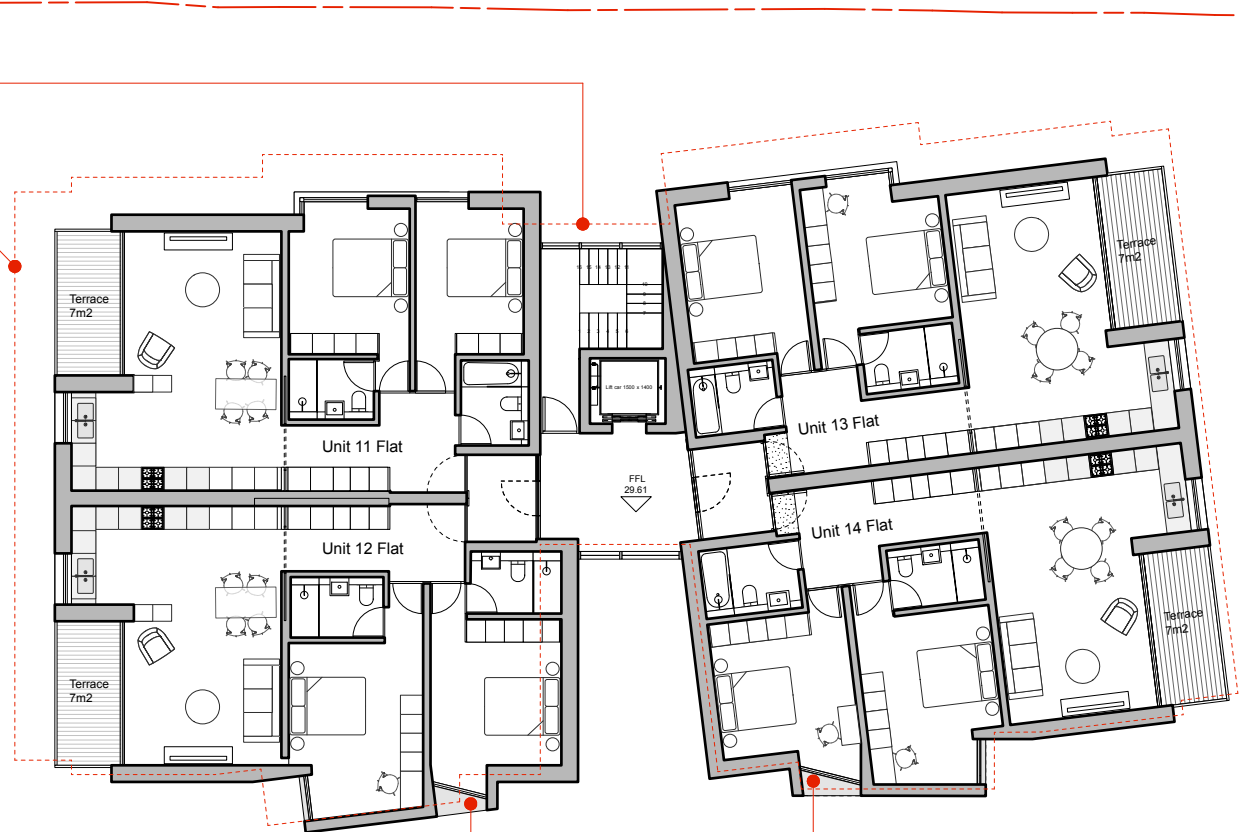
Architecture 6 Stamford Brook Road, London, W6 0XH  
Design Phone +44 (0)20 8749 7700  
Fax +44 (0)20 8749 8737

JOB NO.	DRAWING NO.	REV.
2600	PL-004	PL13

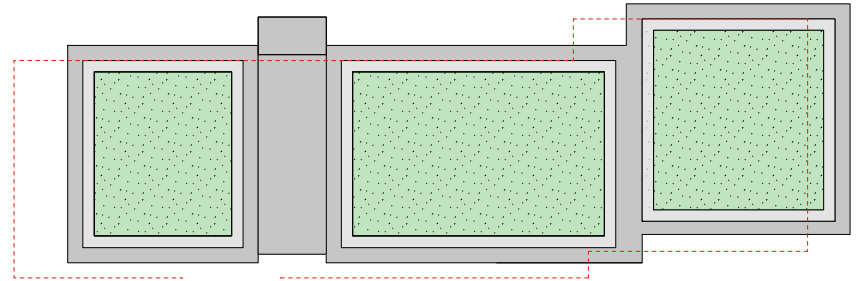
DRAWING STATUS

A1

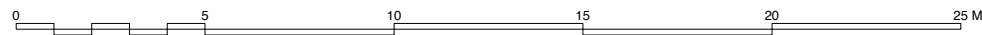
Dashed line indicates outline of previous scheme



Bay windows to corner bedrooms angled and indented to manage overlooking, central bedroom glazing moved to face front and rear, both design variation to submitted scheme (planning ref: 21/P0119)



Dashed line indicates outline of previous scheme



**Second GIA's -**

Accommodation -  
 Unit 11 Flat - 84.6m<sup>2</sup> - 2bed 4person  
 Unit 12 Flat - 78.2m<sup>2</sup> - 2bed 4person  
 Unit 13 Flat - 81.5m<sup>2</sup> - 2bed 4person  
 Unit 14 Flat - 84.6m<sup>2</sup> - 2bed 4person  
**Accommodation - TOTAL - 328.9m<sup>2</sup> [3540ft<sup>2</sup>]**

Communal 38.8m<sup>2</sup>

**TOTAL First GIA 367.7m<sup>2</sup> [3958ft<sup>2</sup>]**

**PLANNING**

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- Contractors, sub-contractors and suppliers must verify all dimensions on site prior to commencing any works or fabrication/shop drawings.

REV	DESCRIPTION	DATE	NAME	NOTE
PL5	PLANNING INFO issue	13/01/22	AL	Flat numbers changed
PL6	PLANNING INFO issue	16/01/22	AL	Single house changed to 3no 2bed houses, communal area reduced, stair omitted facing Leaward Gardens
PL7	PLANNING INFO issue	19/01/22	AL	3no houses changed to 3bed houses
PL8	PLANNING issue	21/01/22	AL	
PL9	PLANNING issue	01/02/22	AL	
PL10	PLANNING issue	02/07/22	AL	DRAFT issue for CLIENT info/comment
PL11	PLANNING issue	20/07/22	AL	Reverted to single house
PL12	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

**PROJECT TITLE**

**81-83 WIMBLEDON HILL ROAD  
LONDON  
SW19 7QS**

**DRAWING TITLE**

**PROPOSED  
SECOND FLOOR PLAN**

DRAWN	AL/HM/GV/GE	CHECKED	AL
DATE	11.12.20	SCALE	1:200 @ A3

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 Design Phone +44 (0)20 8749 7700  
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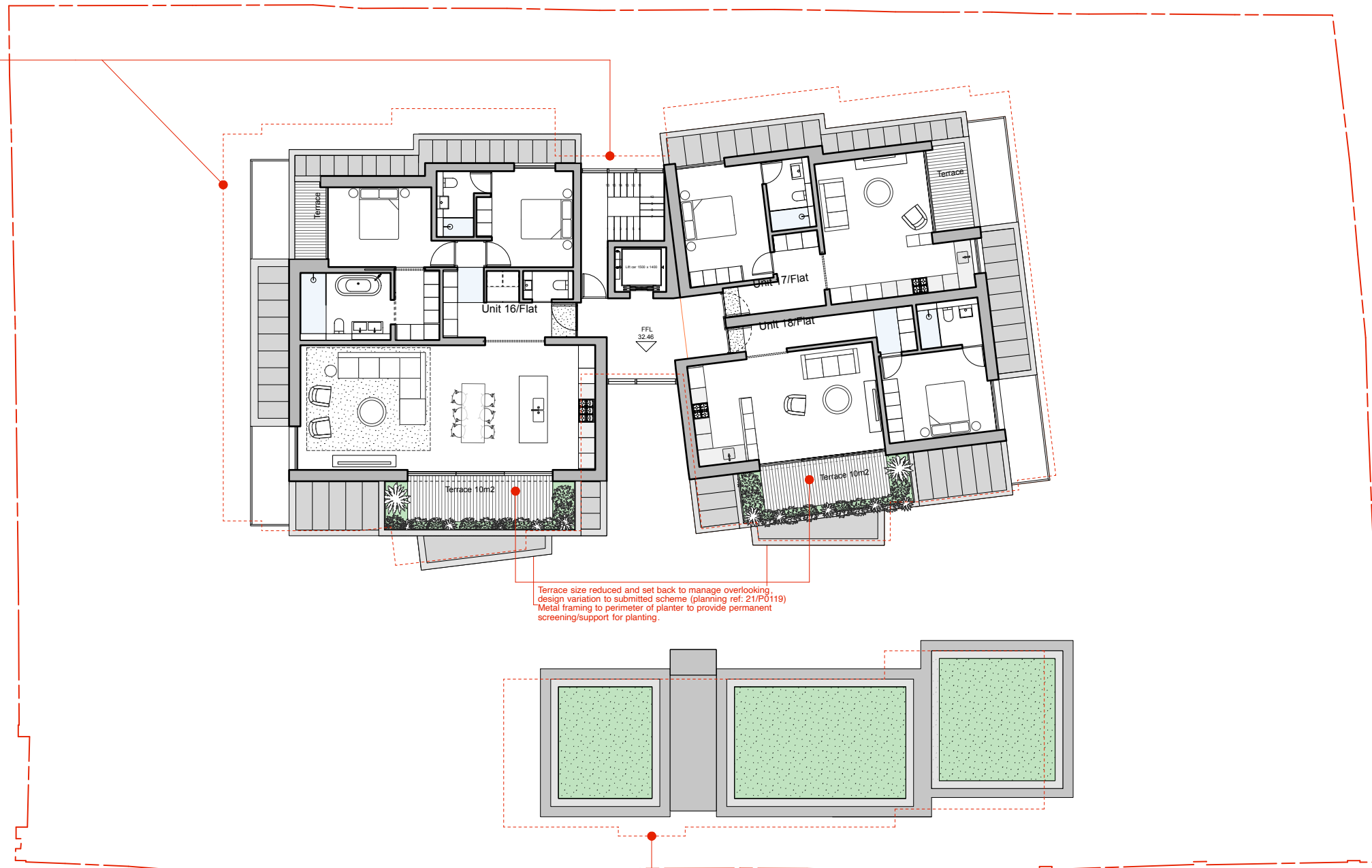
JOB NO.	DRAWING NO.	REV.
2600	PL-005	PL12

DRAWING STATUS

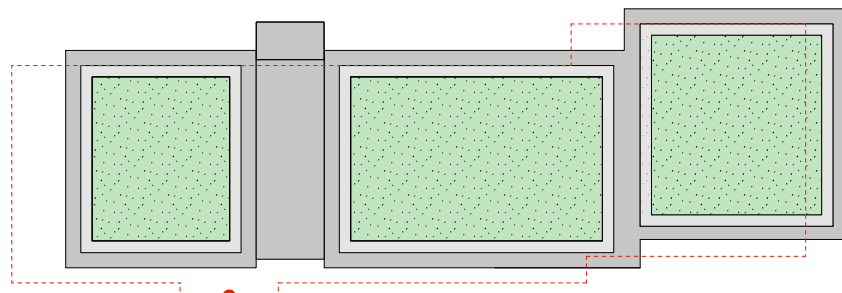
A1



Dashed line indicates outline of previous scheme



Terrace size reduced and set back to manage overlooking, design variation to submitted scheme (planning ref: 21/P0119)  
Metal framing to perimeter of planter to provide permanent screening/support for planting.



Dashed line indicates outline of previous scheme



**Third GIA's-**

Accommodation -  
 Unit 15 Flat - 121.1m<sup>2</sup> - 2bed 4person  
 Unit 16 Flat - 55.8m<sup>2</sup> - 1bed 2person  
 Unit 17 Flat - 58.9m<sup>2</sup> - 1bed 2person  
 Accommodation - TOTAL - 235.8m<sup>2</sup> [2538ft<sup>2</sup>]

Communal 32.2m<sup>2</sup>

**TOTAL Second GIA 268m<sup>2</sup> [2885ft<sup>2</sup>]**

**PLANNING**

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REV	DESCRIPTION	DATE	NAME	NOTE
PL5	PLANNING INFO issue	13/01/22	AL	Flat numbers changed
PL6	PLANNING INFO issue	16/01/22	AL	Single house changed to 3no 2bed houses, communal area reduced, stair omitted facing Leaward Gardens
PL7	PLANNING INFO issue	19/01/22	AL	3no houses changed to 3bed houses
PL8	PLANNING issue	21/01/22	AL	
PL9	PLANNING issue	01/02/22	AL	
PL10	PLANNING issue	02/07/22	AL	DRAFT issue for CLIENT info/comment
PL11	PLANNING issue	20/07/22	AL	Reverted to single house
PL12	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

**PROJECT TITLE**

**81-83 WIMBLEDON HILL ROAD  
LONDON  
SW19 7QS**

**DRAWING TITLE**

**PROPOSED  
THIRD FLOOR PLAN**

**Powell Tuck Associates**

Architecture 6 Stamford Brook Road, London, W6 0XH  
 Design Phone +44 (0)20 8749 7700  
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DRAWING STATUS

**A1**

DRAWN AL/HM/GV/GE

CHECKED AL

DATE 11.12.20

SCALE 1:200 @ A3

JOB NO.

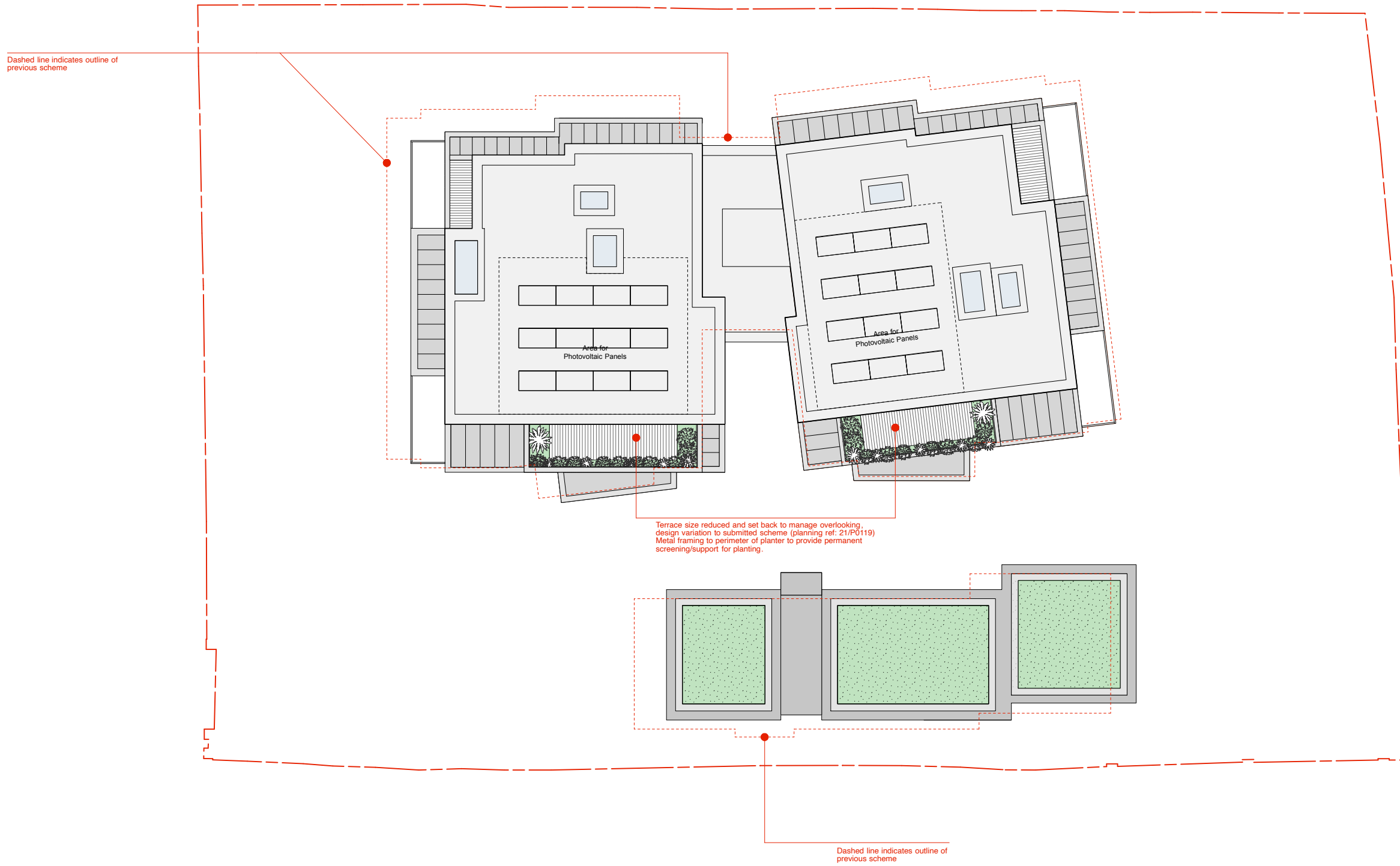
**2600**

DRAWING NO.

**PL-006**

REV.

**PL12**



### Accommodation schedule & GIAs -

#### Third -

Accommodation -  
 Unit 15 Flat - 121.1m<sup>2</sup> - 2bed 4person  
 Unit 16 Flat - 55.8m<sup>2</sup> - 1bed 2person  
 Unit 17 Flat - 58.9m<sup>2</sup> - 1bed 2person  
**Accommodation - TOTAL - 235.8m<sup>2</sup> [2538ft<sup>2</sup>]**

Communal 32.2m<sup>2</sup>

**TOTAL Second GIA 268m<sup>2</sup> [2885ft<sup>2</sup>]**

#### Second -

Accommodation -  
 Unit 11 Flat - 84.6m<sup>2</sup> - 2bed 4person  
 Unit 12 Flat - 78.2m<sup>2</sup> - 2bed 4person  
 Unit 13 Flat - 81.5m<sup>2</sup> - 2bed 4person  
 Unit 14 Flat - 84.6m<sup>2</sup> - 2bed 4person  
**Accommodation - TOTAL - 328.9m<sup>2</sup> [3540ft<sup>2</sup>]**

Communal 38.8m<sup>2</sup>

**TOTAL First GIA 367.7m<sup>2</sup> [3958ft<sup>2</sup>]**

#### First -

Accommodation -  
 Unit 7 Flat - 84.6m<sup>2</sup> - 2bed 4person  
 Unit 8 Flat - 78.2m<sup>2</sup> - 2bed 4person  
 Unit 9 Flat - 81.5m<sup>2</sup> - 2bed 4person  
 Unit 10 Flat - 84.6m<sup>2</sup> - 2bed 4person  
**Accommodation - TOTAL - 328.9m<sup>2</sup> [3540ft<sup>2</sup>]**

Communal 38.8m<sup>2</sup>

**TOTAL First GIA 367.7m<sup>2</sup> [3958ft<sup>2</sup>]**

#### Ground -

Accommodation -  
 Unit 1 Duplex - 70.2m<sup>2</sup> - 3bed 6person  
 Unit 2 Duplex - 68.1m<sup>2</sup> - 3bed 6person  
 Unit 5 Flat - 81.5m<sup>2</sup> - 2bed 4person  
 Unit 6 Flat - 80.4m<sup>2</sup> - 2bed 4person  
 Unit 6 House - 100.6m<sup>2</sup>  
**Accommodation - TOTAL - 400.8m<sup>2</sup> [4314ft<sup>2</sup>]**

Communal 53.6m<sup>2</sup>

**TOTAL Ground GIA 454.4m<sup>2</sup> [4891ft<sup>2</sup>]**

#### Flats Lower Ground -

Accommodation -  
 Unit 1 Duplex - GIA 97.6m<sup>2</sup> - 3bed 6person  
 Unit 2 Duplex - GIA 98.0m<sup>2</sup> - 3bed 6person  
 Unit 3 Flat - GIA 83.0m<sup>2</sup> - 2bed 4person  
 Unit 4 Flat - GIA 81.8m<sup>2</sup> - 2bed 4person  
**Accommodation - TOTAL - 360.4m<sup>2</sup> [3879ft<sup>2</sup>]**

Communal - 36.2m<sup>2</sup>

Plant rooms - 28.4m<sup>2</sup>

**TOTAL Communal - 64.6m<sup>2</sup> [695ft<sup>2</sup>]**

**TOTAL First GIA 425.0m<sup>2</sup> [4575ft<sup>2</sup>]**

#### House Basement -

Accommodation -  
 Unit 18 House - GIA 59.3m<sup>2</sup> - 3bed 6person  
**Accommodation - TOTAL - 178.3m<sup>2</sup> [1919ft<sup>2</sup>]**

**TOTAL Basement GIA 178.3m<sup>2</sup> [1919ft<sup>2</sup>]**

**TOTAL Scheme GIA 2061.1m<sup>2</sup> [22.185ft<sup>2</sup>]**

TOTAL Accommodation GIA 1833.9m<sup>2</sup> [19731ft<sup>2</sup>]  
 TOTAL Communal [core] GIA 228.0m<sup>2</sup> [858ft<sup>2</sup>]

PLANNING

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REV	DESCRIPTION	DATE	NAME	NOTE
PL7	PLANNING INFO issue	13/01/22	AL	Flat numbers changed
PL8	PLANNING INFO issue	16/01/22	AL	Single house changed to 3no 2bed houses, communal area reduced, stair omitted facing Leaward Gardens
PL9	PLANNING INFO issue	19/01/22	AL	3no houses changed to 3bed houses
PL10	PLANNING issue	21/01/22	AL	
PL11	PLANNING issue	01/02/22	AL	
PL12	PLANNING issue	02/07/22	AL	DRAFT issue for CLIENT info/comment
PL13	PLANNING issue	20/07/22	AL	Reverted to single house
PL14	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE  
**81-83 WIMBLEDON HILL ROAD  
 LONDON  
 SW19 7QS**

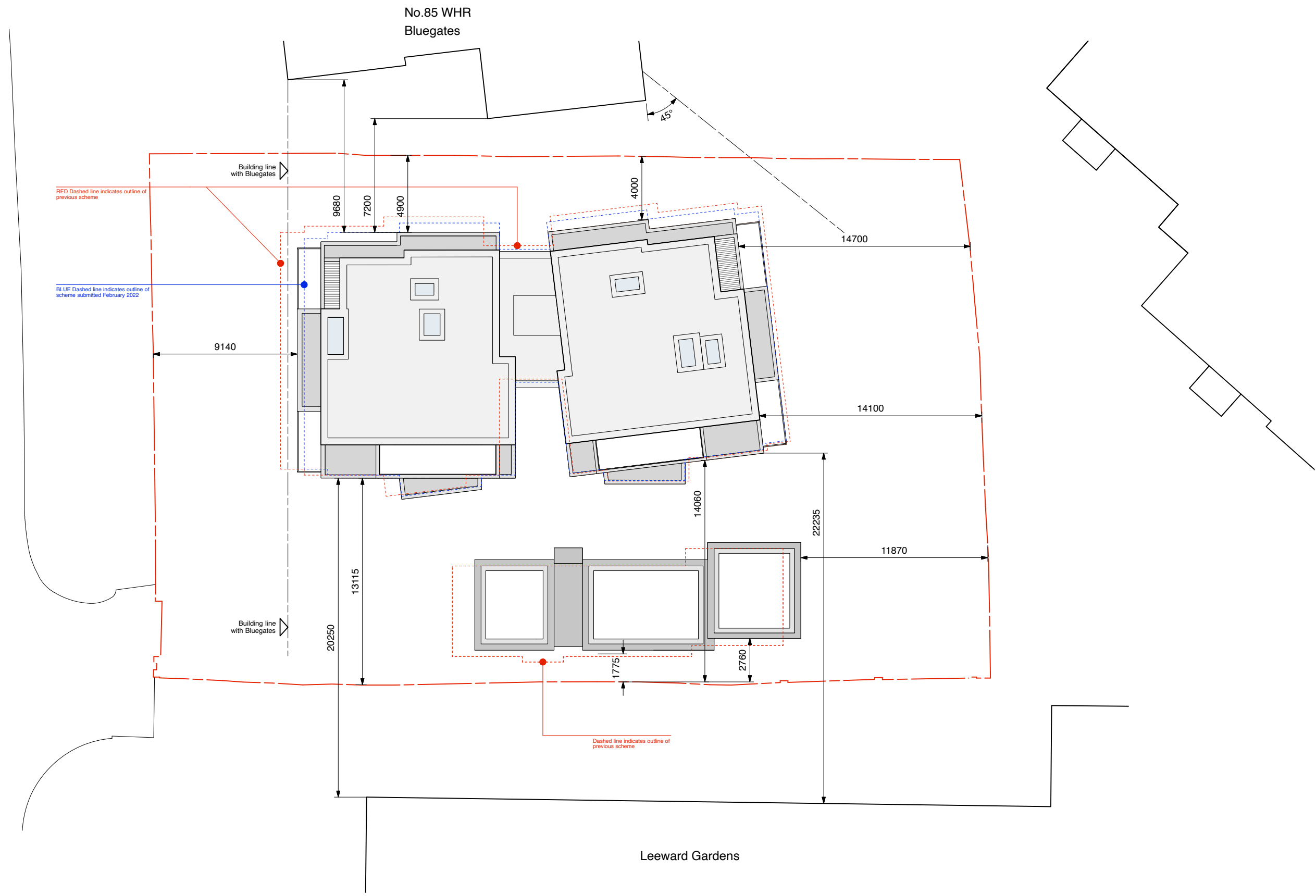
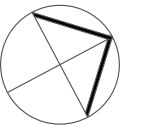
DRAWING TITLE  
**PROPOSED  
 ROOF PLAN**

DRAWN AL/HM/GV/GE  
 CHECKED AL  
 DATE 11.12.20  
 SCALE 1:200 @ A3

**Powell Tuck Associates**  
 Architecture 6 Stamford Brook Road, London, W6 0XH  
 Design Phone +44 (0)20 8749 7700  
 Fax +44 (0)20 8749 8737

JOB NO. 2600  
 DRAWING NO. PL-008  
 REV. PL14

DRAWING STATUS **A1**



**PLANNING**

DRAWING STATUS: A1

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5. Contractors, sub-contractors and suppliers must verify all dimensions on site prior to commencing any works or fabrication/shop drawings.

REV	DESCRIPTION	DATE	NAME	NOTE
PL5	PLANNING INFO issue	13/01/22	AL	Flat numbers changed
PL6	PLANNING INFO issue	16/01/22	AL	Single house changed to 3no 2bed houses, communal area reduced, stair omitted facing Leeward Gardens
PL7	PLANNING INFO issue	19/01/22	AL	3no houses changed to 3bed houses
PL8	PLANNING issue	21/01/22	AL	
PL9	PLANNING issue	01/02/22	AL	
PL10	PLANNING issue	02/07/22	AL	DRAFT issue for CLIENT info/comment
PL11	PLANNING issue	20/07/22	AL	Reverted to single house
PL12	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE

**81-83 WIMBLEDON HILL ROAD  
LONDON  
SW19 7QS**

DRAWING TITLE

**PROPOSED  
BLOCK PLAN**

DRAWN: HM / AL  
CHECKED: AL  
DATE: 05.05.21  
SCALE: 1:250 @ A3

**Powell Tuck Associates**  
Architecture Design  
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JOB NO. **2600**  
DRAWING NO. **PL-021**  
REV. **PL12**



PROPOSED CONTEXTURAL STREET ELEVATION (SOUTH)



PLANNING

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4. This drawing should be removed immediately from currency once superseded by a revised issue.
5. Contractors, sub-contractors and suppliers must verify all dimensions on site prior to commencing any works or fabrication/shop drawings.

REV	DESCRIPTION	DATE	NAME	NOTE
PL3	PLANNING issue	06/05/21	HM	
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leaward Gardens elevation and house height reduction
PL6	PLANNING issue	12/01/22	AL	Elevation updates - Basement parking omitted, main entrance moved to building front & overall building reductions
PL7	PLANNING issue	21/01/22	AL	
PL8	PLANNING issue	05/07/22	AL	DRAFT issue for CLIENT info/comment
PL9	PLANNING issue	20/07/22	AL	Overall height of flat blocks dropped, reverted to single house
PL10	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE

81-83 WIMBLEDON HILL ROAD  
LONDON  
SW19 7QS

DRAWING TITLE

PROPOSED  
CONTEXTURAL STREET ELEVATION

Powell Tuck Associates

Architecture 6 Stamford Brook Road, London, W6 0XH  
Design Phone +44 (0)20 8749 7700  
Fax +44 (0)20 8749 8737

DRAWING STATUS

A1

DRAWN GE/HM/AL

DATE 13.11.20

CHECKED AL

SCALE 1:200 @ A3

JOB NO.

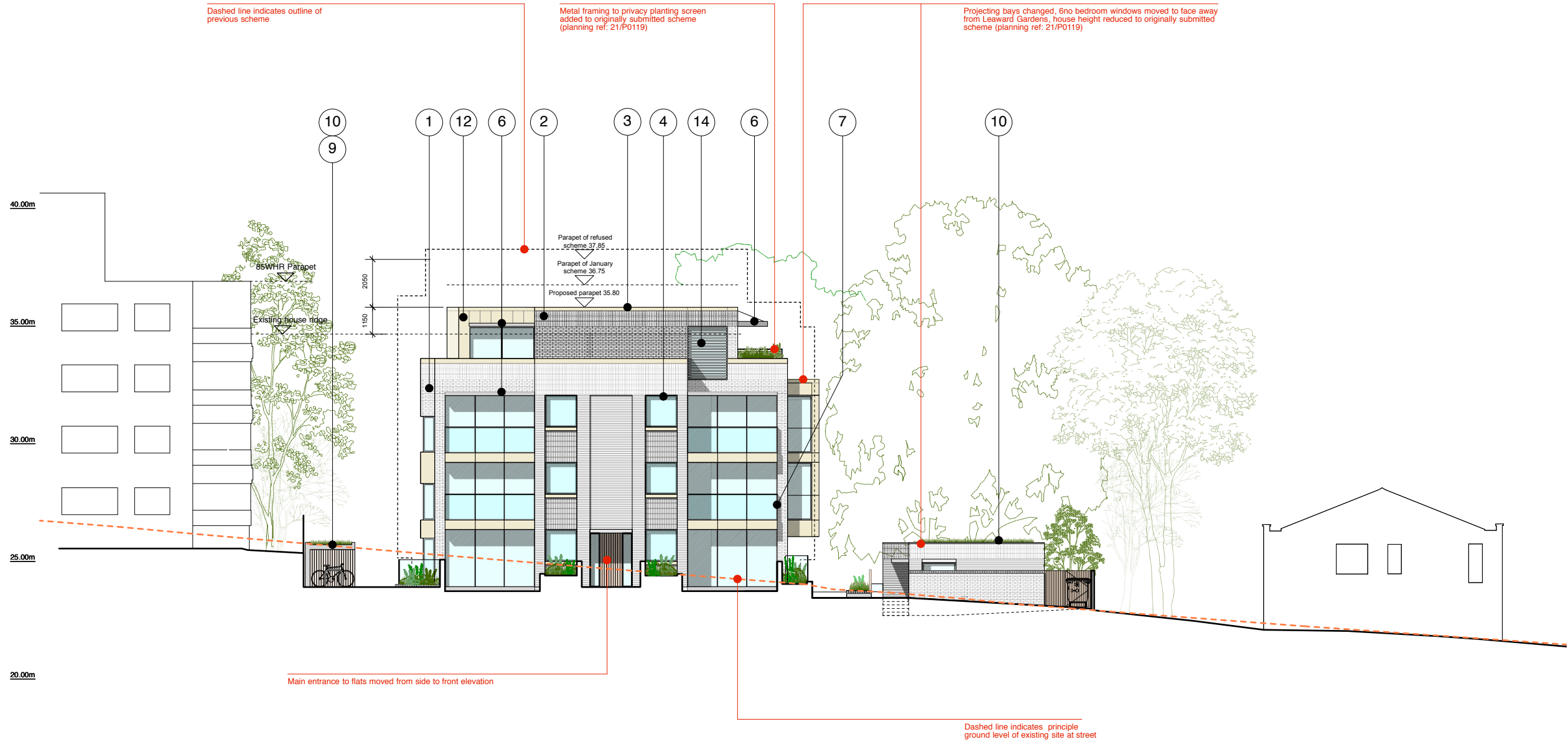
2600

DRAWING NO.

PL-009

REV.

PL10



PROPOSED SOUTH ELEVATION



- External Materials Key
1. Brickwork - (Red London Stock)
  2. Soldier Course - (Textured Red Brick)
  3. Copings & Cills - (Reconstituted Stone natural finish)
  4. Metal framed windows - (Dark grey frames/flushing panels)
  5. Glazed curtain walling with vertical shading fins - (Colour to match window frames)
  6. Bris Soliel - Metal screens with metal fixings (Colour as window frames)
  7. Glazed balustrade
  8. Timber Entrance Door
  9. Modified timber bin & bike store
  10. Green Roof
  11. Metal panel - (Colour to match window frames)
  12. Cladding Panel - Fibre Cement (Buff)
  13. Metal framed angled windows - (Dark grey frames/flushing panels)
  14. Metal louvred panel fixed to window - (Dark grey/finished to match window frames)

**PLANNING**

DRAWING STATUS: A1

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REV	DESCRIPTION	DATE	NAME	NOTE
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leaward Gardens elevation and house height reduction
PL6	PLANNING issue	21/10/21	HM	Updated to indicate additional bris soliel over Unit 12, 13 & 16 Terraces/balconies and louvred panel to unit 16 living room window
PL7	PLANNING issue	12/01/22	AL	Elevation updates - Basement parking omitted, main entrance moved to building front & overall building reductions
PL8	PLANNING issue	21/01/22	AL	
PL9	PLANNING issue	05/07/22	AL	DRAFT issue for CLIENT info/comment
PL10	PLANNING issue	20/07/22	AL	Overall height of flat blocks dropped, reverted to single house
PL11	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE

**81-83 WIMBLEDON HILL ROAD  
LONDON  
SW19 7QS**

DRAWING TITLE

**PROPOSED  
SOUTH ELEVATION**

DRAWN: GV/HM/AL  
CHECKED: AL  
DATE: 13.11.20  
SCALE: 1:200 @ A3

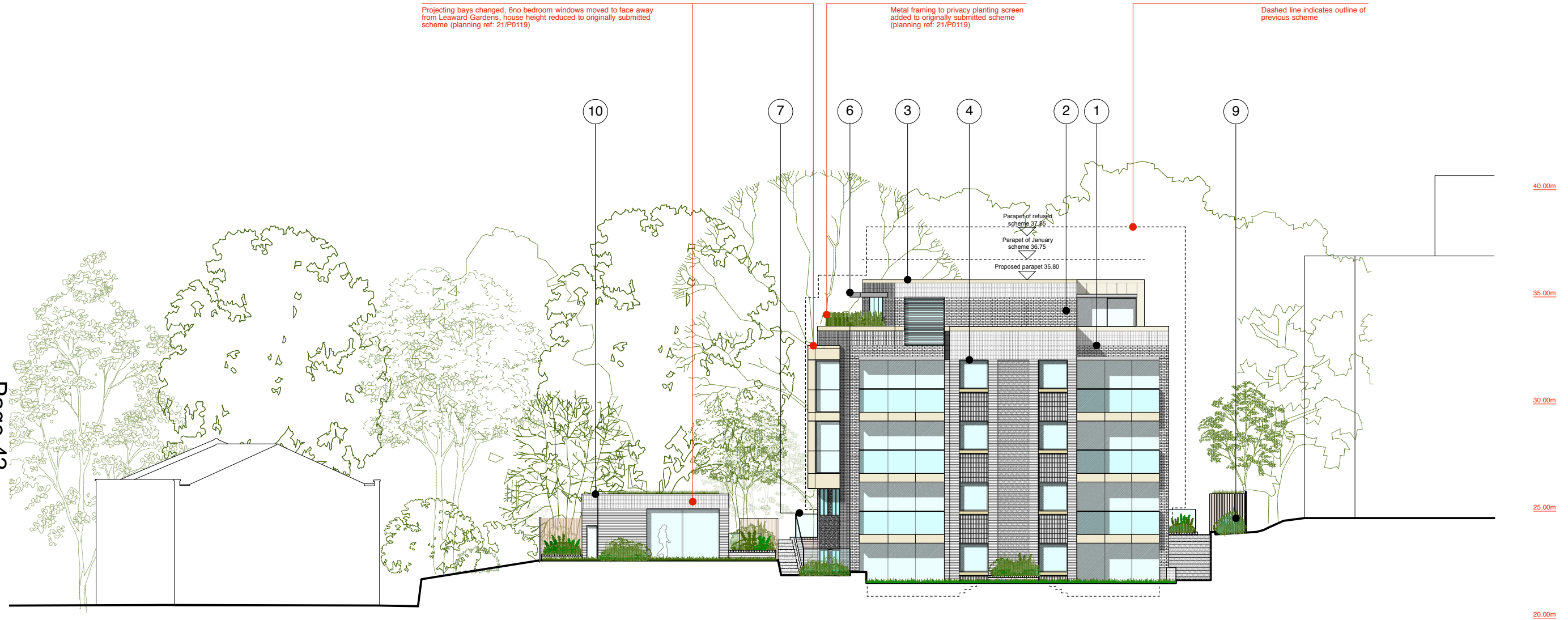
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Architecture Design  
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Phone +44 (0)20 8749 7700  
Fax +44 (0)20 8749 8737

JOB NO: 2600  
DRAWING NO: PL-010  
REV: PL11

Projecting bays changed, 6no bedroom windows moved to face away from Leaward Gardens, house height reduced to originally submitted scheme (planning ref: 21/P0119)

Metal framing to privacy planting screen added to originally submitted scheme (planning ref: 21/P0119)

Dashed line indicates outline of previous scheme



PROPOSED NORTH ELEVATION



External Materials Key

1. Brickwork - (Red London Stock)
2. Soldier Course - (Textured Red Brick)
3. Copings & Cills - (Reconstituted Stone natural finish)
4. Metal framed windows - (Dark grey frames/flashing panels)
5. Glazed curtain walling with vertical shading fins - (Colour to match window frames)
6. Bris Soliel - Metal screens with metal fixings (Colour as window frames)
7. Glazed balustrade
8. Timber Entrance Door
9. Modified timber bin & bike store
10. Green Roof
11. Metal panel - (Colour to match window frames)
12. Cladding Panel - Fibre Cement (Buff)
13. Metal framed angled windows - (Dark grey frames/flashing panels)
14. Metal louvred panel fixed to window - (Dark grey/finished to match window frames)

PLANNING

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REV	DESCRIPTION	DATE	NAME	NOTE
PL3	PLANNING issue	06/05/21	GV	
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leaward Gardens elevation and house height reduction
PL6	PLANNING issue	12/01/22	AL	Elevation updates - Basement parking omitted, flat blocks lowered, overall building reductions
PL7	PLANNING issue	21/01/22	AL	
PL8	PLANNING issue	07/07/22	AL	DRAFT issue for CLIENT info/comment
PL9	PLANNING issue	20/07/22	AL	Overall height of flat blocks dropped, revert to single house from three
PL10	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE

81-83 WIMBLEDON HILL ROAD  
LONDON  
SW19 7QS

DRAWING TITLE

PROPOSED  
NORTH ELEVATION

Powell Tuck Associates

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Design Phone +44 (0)20 8749 7700  
Fax +44 (0)20 8749 8737

DRAWING STATUS

A1

DRAWN GV/AL

DATE 13.11.20

CHECKED AL

SCALE 1:200 @ A3

JOB NO.

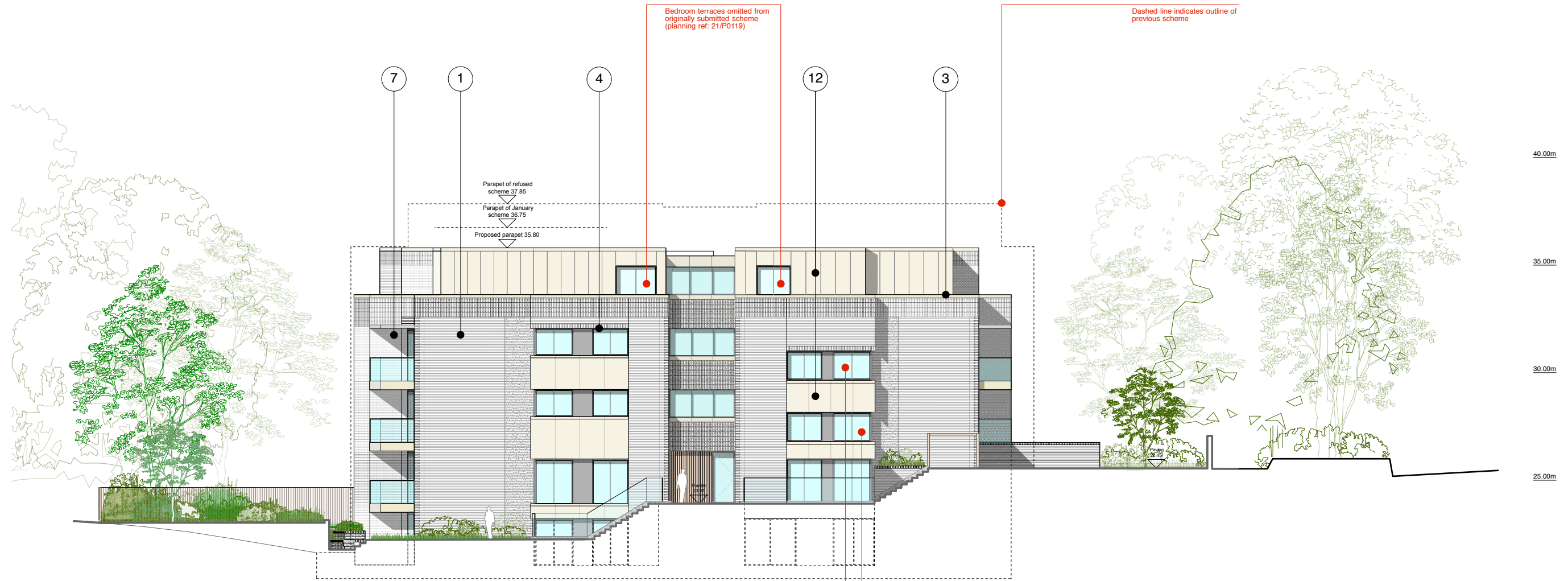
2600

DRAWING NO.

PL-011

REV.

PL10



PROPOSED WEST ELEVATION



External Materials Key

1. Brickwork - (Red London Stock)
2. Soldier Course - (Textured Red Brick)
3. Copings & Cills - (Reconstituted Stone natural finish)
4. Metal framed windows - (Dark grey frames/flashing panels)
5. Glazed curtain walling with vertical shading fins - (Colour to match window frames)
6. Bris Soleil - Metal screens with metal fixings (Colour as window frames)
7. Glazed balustrade
8. Timber Entrance Door
9. Modified timber bin & bike store
10. Green Roof
11. Metal panel - (Colour to match window frames)
12. Cladding Panel - Fibre Cement (Buff)
13. Metal framed angled windows - (Dark grey frames/flashing panels)
14. Metal loured panel fixed to window - (Dark grey/finished to match window frames)

PLANNING

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REV	DESCRIPTION	DATE	NAME	NOTE
PL3	PLANNING issue	06/05/21	HM	
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Obscured glass to dining windows to flats 9 & 13, refer to plans for flat location, terraces to rear penthouse bedrooms omitted
PL6	PLANNING issue	12/01/22	AL	Elevation updates - Basement parking omitted, flat blocks lowered, overall building reductions
PL7	PLANNING issue	21/01/22	AL	
PL8	PLANNING issue	08/07/22	AL	DRAFT issue for CLIENT info/comment
PL9	PLANNING issue	20/07/22	AL	Overall height of flat blocks dropped
PL10	PLANNING issue	23/09/22	AL	Adjustment of path levels altered and step locations o allow retention of existing ash tree to front.

PROJECT TITLE  
**81-83 WIMBLEDON HILL ROAD  
 LONDON  
 SW19 7QS**

DRAWING TITLE  
**PROPOSED  
 EAST ELEVATION**

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 Design Phone +44 (0)20 8749 7700  
 Fax +44 (0)20 8749 8737

DRAWING STATUS

A1

DRAWN GV/AL  
 DATE 13.11.20

CHECKED AL  
 SCALE 1:200 @ A3

JOB NO. **2600**  
 DRAWING NO. **PL-013A**  
 REV. **PL10**



PROPOSED SOUTH ELEVATION INCLUDING LEAWARD GARDENS BOUNDARY



External Materials Key

1. Brickwork - (Red London Stock)
2. Soldier Course - (Textured Red Brick)
3. Copings & Cills - (Reconstituted Stone natural finish)
4. Metal framed windows - (Dark grey frames/flushing panels)
5. Glazed curtain walling with vertical shading fins - (Colour to match window frames)
6. Bris Soleil - Metal screens with metal fixings (Colour as window frames)
7. Glazed balustrade
8. Timber Entrance Door
9. Modified timber bin & bike store
10. Green Roof
11. Metal panel - (Colour to match window frames)
12. Cladding Panel - Fibre Cement (Buff)
13. Metal framed angled windows - (Dark grey frames/flushing panels)
14. Metal louvred panel fixed to window - (Dark grey/finished to match window frames)

PLANNING

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5. Contractors, sub-contractors and suppliers must verify all dimensions on site prior to commencing any works or fabrication/shop drawings.

REV	DESCRIPTION	DATE	NAME	NOTE
PL3	PLANNING issue	06/05/21	HM	
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leaward Gardens elevation and house height reduction
PL6	PLANNING issue	12/01/22	AL	Elevation updates - Basement parking omitted, flat blocks lowered, overall building reductions
PL7	PLANNING issue	21/01/22	AL	
PL8	PLANNING issue	14/07/22	AL	DRAFT issue for CLIENT info/comment
PL9	PLANNING issue	20/07/22	AL	Overall height of flat blocks dropped
PL10	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE

81-83 WIMBLEDON HILL ROAD  
LONDON  
SW19 7QS

DRAWING TITLE

PROPOSED  
EAST ELEVATION INCLUDING  
LEAWARD GARDENS BOUNDARY

Powell Tuck Associates

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DRAWING STATUS

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DRAWN GV/HM/AL

DATE 13.11.20

CHECKED AL

SCALE 1:200 @ A3

JOB NO.

2600

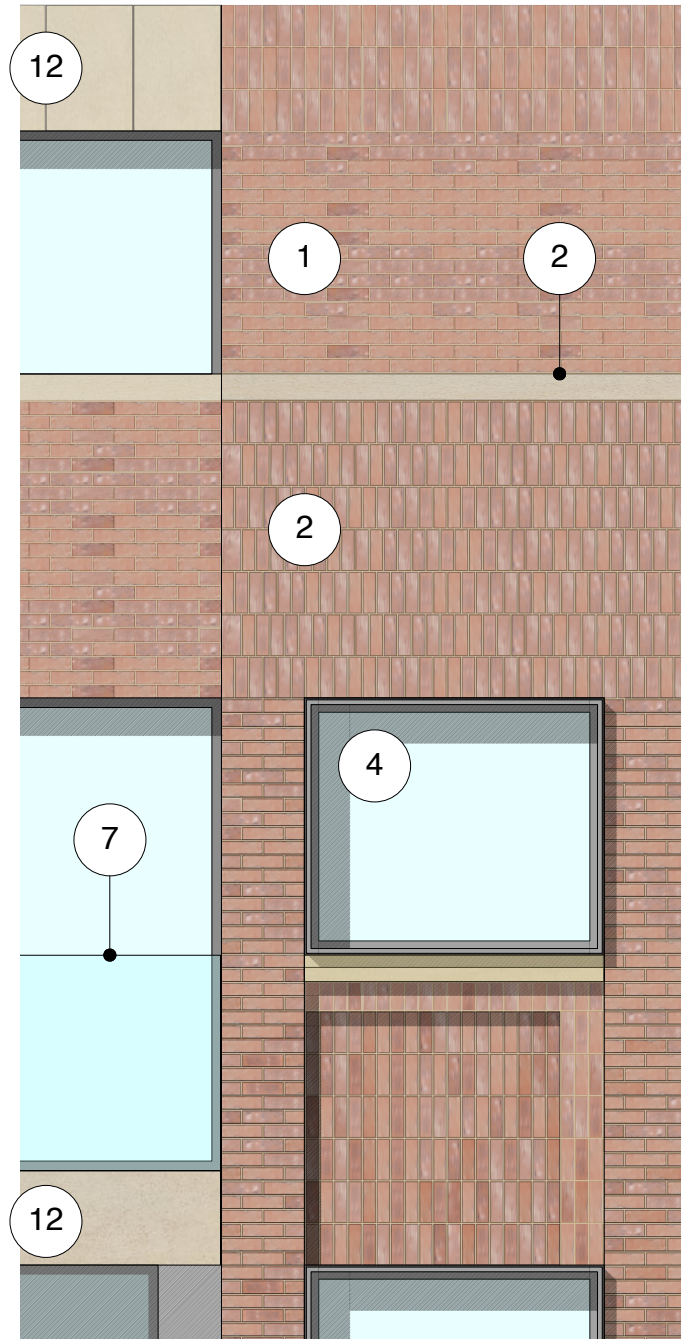
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PL-020

REV.

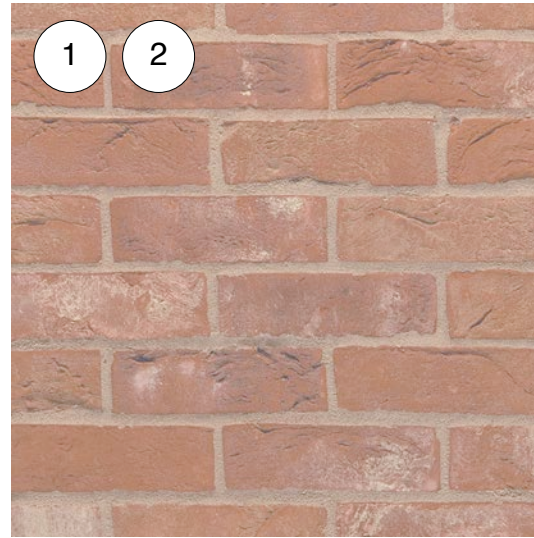
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External Materials Key

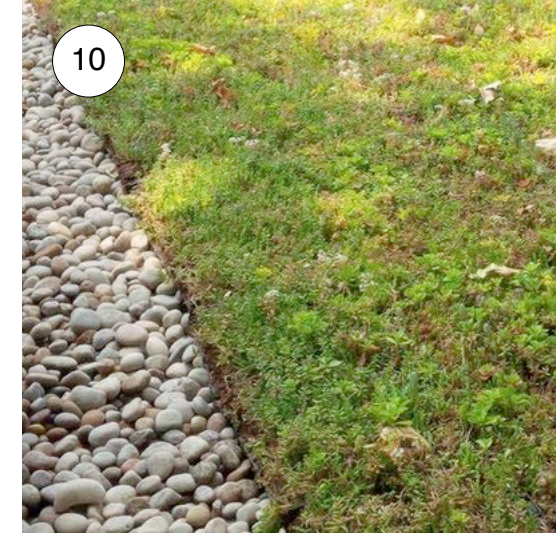
- 1. Brickwork - (Red London Stock)
- 2. Soldier Course - (Textured Red Brick)
- 3. Copings & Cills - (Reconstituted Stone natural finish)
- 4. Metal framed windows - (Dark grey frames/flushing panels)
- 5. Glazed curtain walling with vertical shading fins - (Colour to match window frames)
- 6. Bris Soliel - Metal screens with metal fixings (Colour as window frames)
- 7. Glazed balustrade
- 8. Timber Entrance Door
- 9. Modified timber bin & bike store
- 10. Green Roof
- 11. Metal panel - (Colour to match window frames)
- 12. Cladding Panel - Fibre Cement (Buff)
- 13. Metal framed angled windows - (Dark grey frames/flushing panels)
- 14. Metal framed panel fixed to window - (Dark grey/flushed to match window frames)



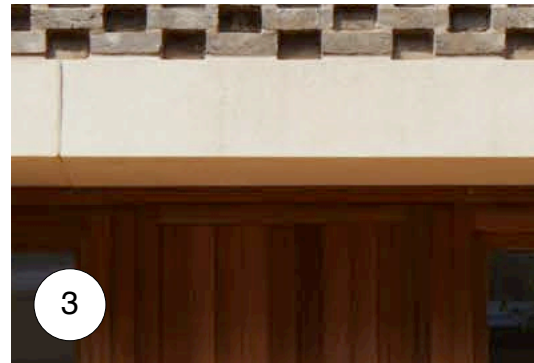
1. Brickwork - (Red London Stock)  
2. Soldier Course - (Textured Red Brick)



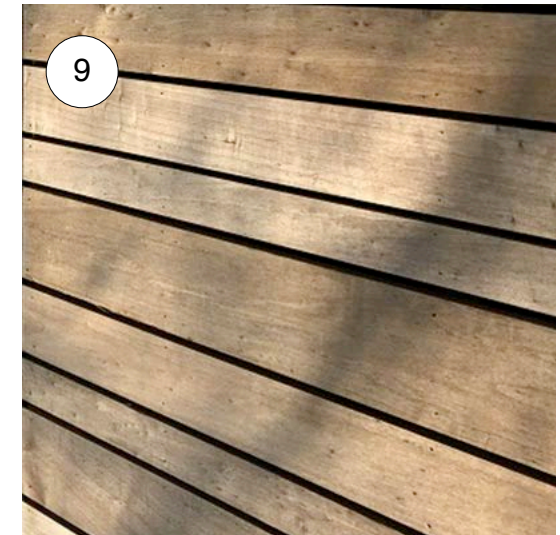
4. Metal framed windows - (Dark grey frames/flushing panels)



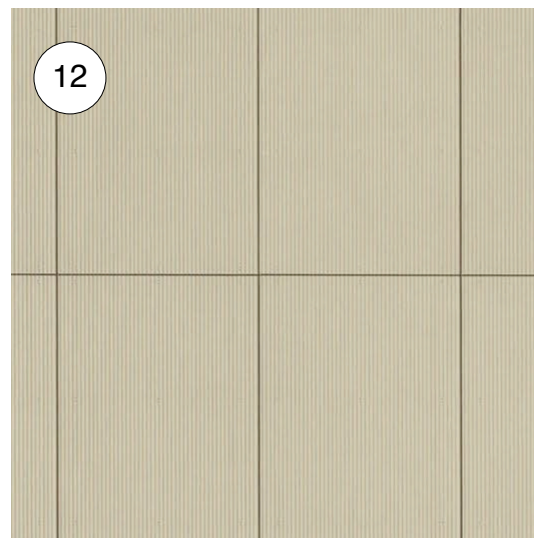
10. Green Roof



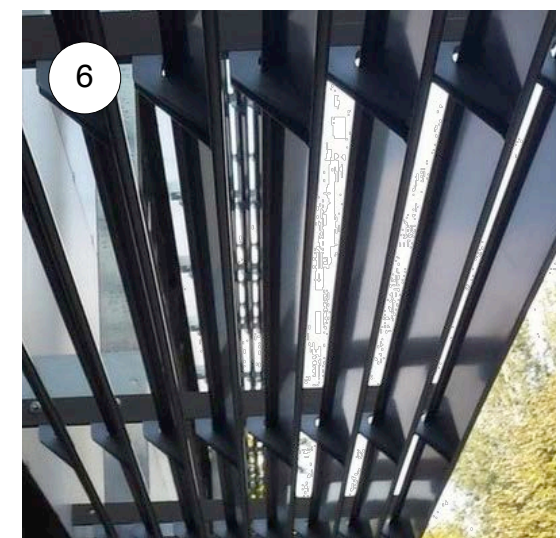
3. Copings & Cills - (Reconstituted Stone natural finish)



9. Modified timber bin & bike store



12. Cladding Panel - Fibre Cement (Buff)



6. Bris Soliel - Metal screens with metal fixings (Colour as window frames)

PLANNING

DRAWING STATUS

A1

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REV	DESCRIPTION	DATE	NAME	NOTE
PL1	PLANNING issue	06/05/21	HM	
PL2	PLANNING issue	21/01/22	HM	
PL3	PLANNING issue	01/02/22	AL	
PL4	PLANNING issue	20/07/22	AL	
PL5	PLANNING issue	23/09/22	AL	

PROJECT TITLE

81-83 WIMBLEDON HILL ROAD  
LONDON  
SW19 7QS

DRAWING TITLE

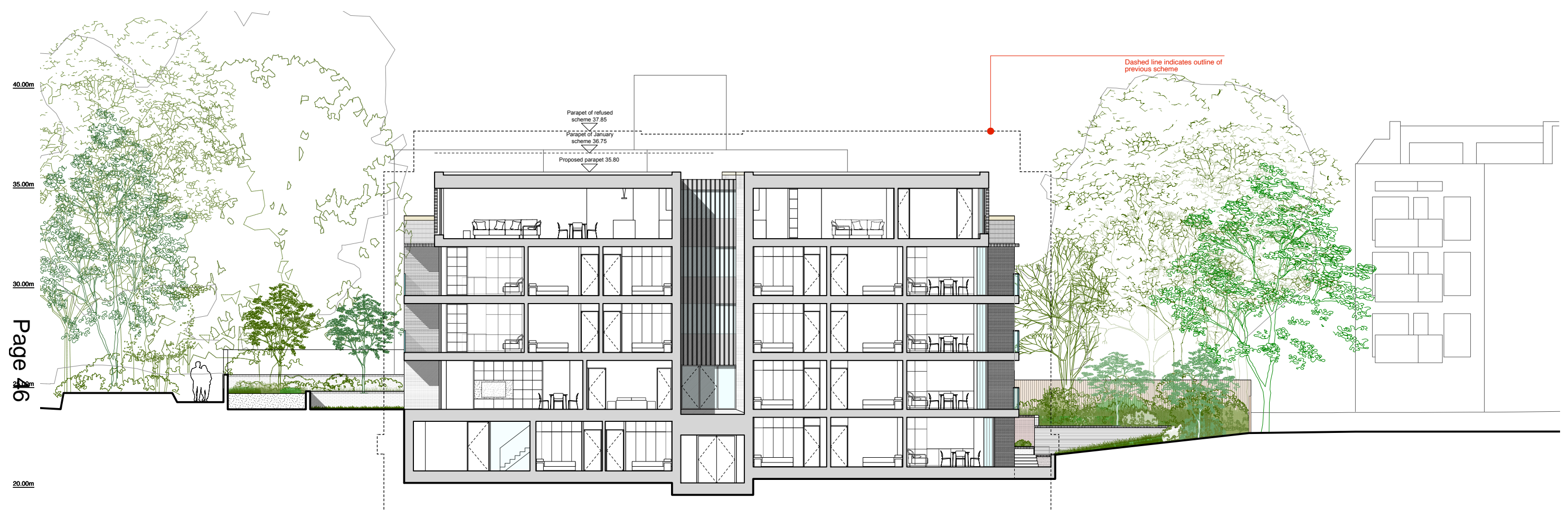
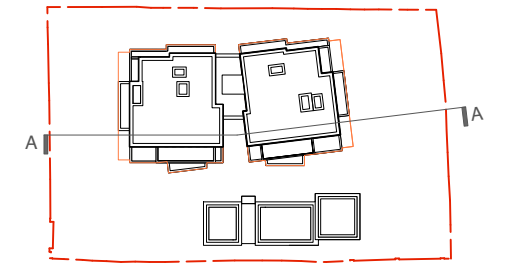
PROPOSED  
EXTERNAL ENVELOPE MATERIALS

DRAWN	HM	CHECKED	AL
DATE	06.05.21	SCALE	1:200 @ A3

Powell Tuck Associates

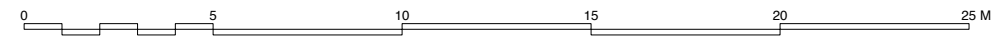
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JOB NO.	DRAWING NO.	REV.
2600	PL-022	PL5



Page 46

PROPOSED SECTION A



PLANNING

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REV	DESCRIPTION	DATE	NAME	NOTE
PL3	PLANNING issue	06/05/21	HM	
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leaward Gardens elevation and house height reduction
PL6	PLANNING issue	12/01/22	AL	Elevation updates - Basement parking omitted, flat blocks lowered, overall building reductions
PL7	PLANNING issue	21/01/22	AL	
PL8	PLANNING issue	15/07/22	AL	DRAFT issue for CLIENT info/comment
PL9	PLANNING issue	20/07/22	AL	Overall height of flat blocks dropped
PL10	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE  
**81-83 WIMBLEDON HILL ROAD  
 LONDON  
 SW19 7QS**

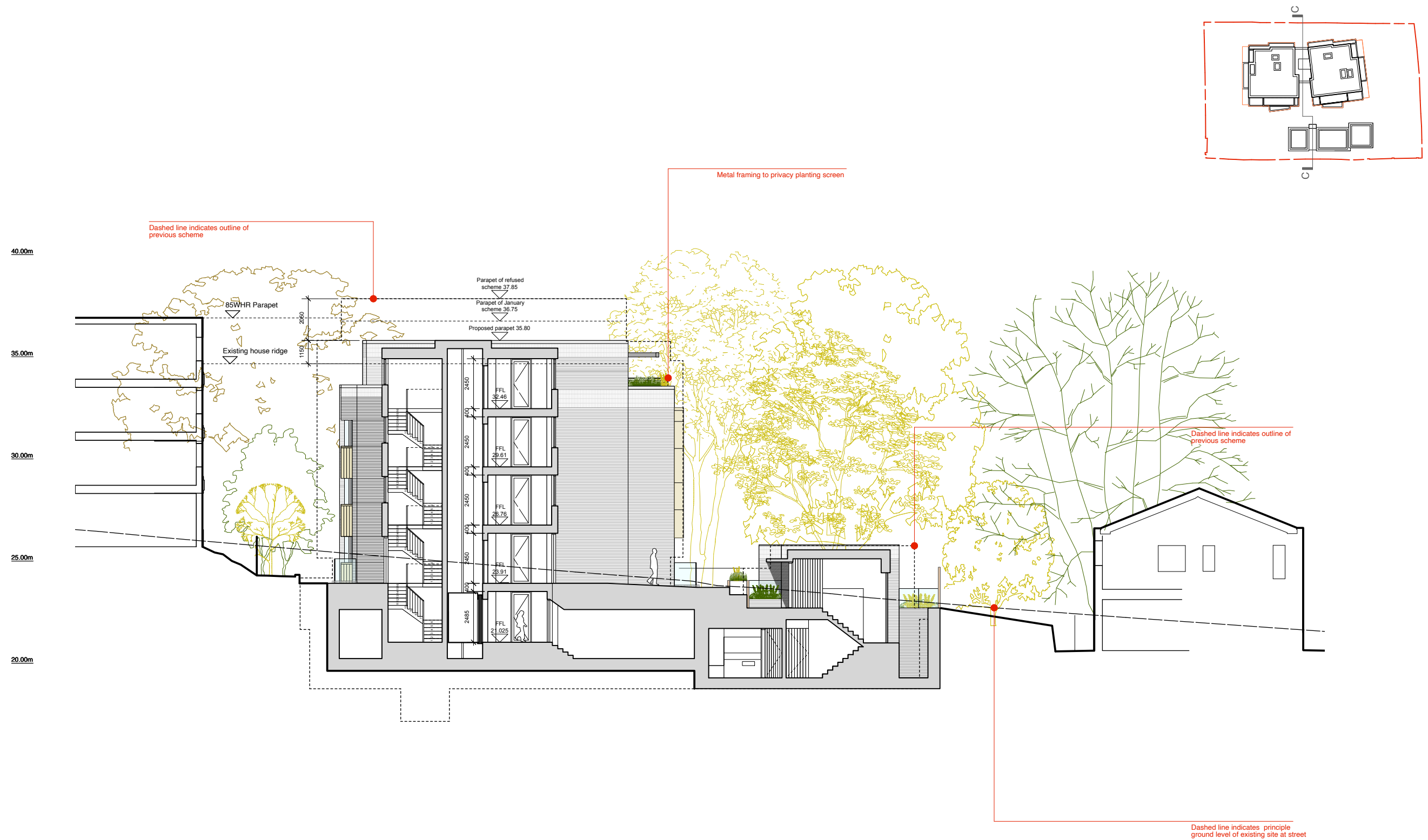
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**PROPOSED  
 SECTION AA**

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 Design Phone +44 (0)20 8749 7700  
 Fax +44 (0)20 8749 8737

DRAWING STATUS **A1**

DRAWN **GV/HM/AL** CHECKED **AL**  
 DATE **11.12.20** SCALE **1:200 @ A3**

JOB NO. **2600** DRAWING NO. **PL-014** REV. **PL10**



PROPOSED SECTION C



PLANNING

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REV	DESCRIPTION	DATE	NAME	NOTE
PL3	PLANNING issue	06/05/21	GV	
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leaward Gardens elevation and house height reduction
PL6	PLANNING issue	12/01/22	AL	Section update to reflect omission of basement parking, overall building reductions
PL7	PLANNING issue	21/01/22	AL	
PL8	PLANNING issue	04/07/22	AL	DRAFT issue for CLIENT info/comment
PL9	PLANNING issue	20/07/22	AL	Overall height of flat blocks dropped, reverted to single house
PL10	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE  
**81-83 WIMBLEDON HILL ROAD  
 LONDON  
 SW19 7QS**

DRAWING TITLE  
**PROPOSED  
 SECTION CC**

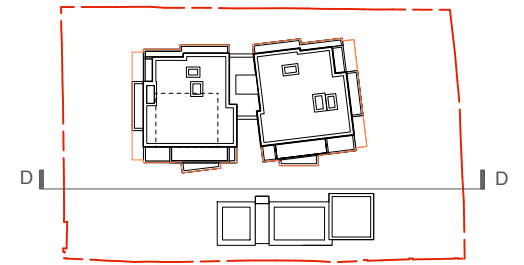
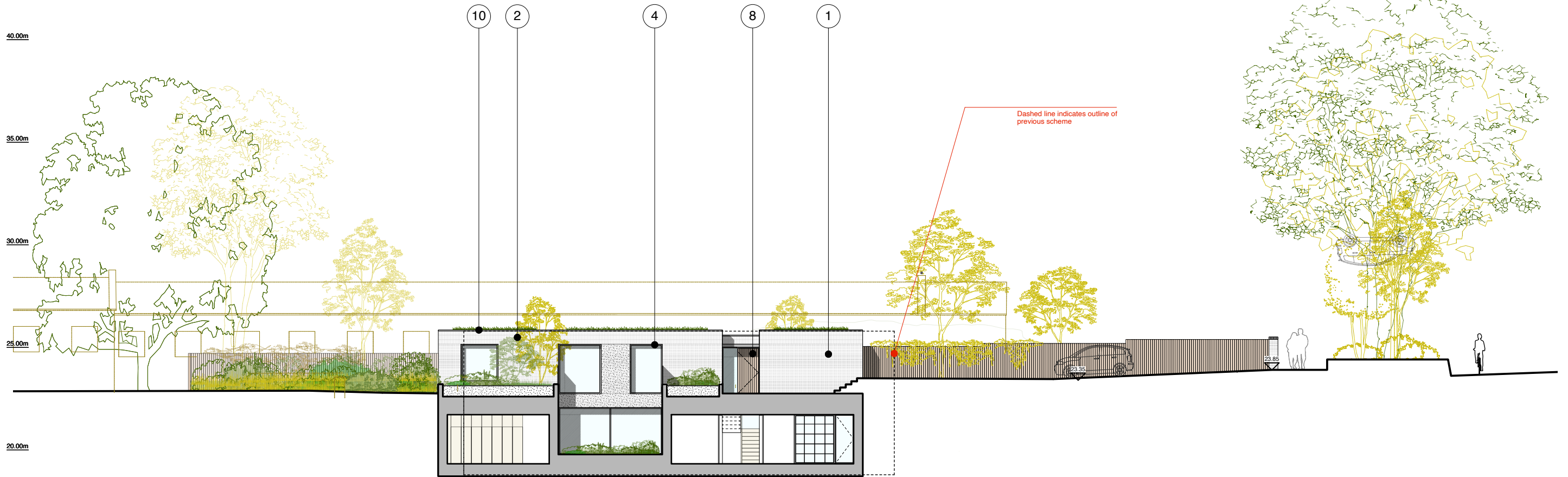
**Powell Tuck Associates**  
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 Design Phone +44 (0)20 8749 7700  
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DRAWING STATUS

A1

DRAWN AL/HM/GV/GE  
 CHECKED AL  
 DATE 11.12.20  
 SCALE 1:200 @ A3

JOB NO. 2600  
 DRAWING NO. PL-016  
 REV. PL10



PROPOSED SECTION D



- External Materials Key
1. Brickwork - (Red London Stock)
  2. Soldier Course - (Textured Red Brick)
  3. Copings & Cills - (Reconstituted Stone natural finish)
  4. Metal framed windows - (Dark grey frames/flushing panels)
  5. Glazed curtain walling with vertical shading fins - (Colour to match window frames)
  6. Bris Soliel - Metal screens with metal fixings (Colour as window frames)
  7. Glazed balustrade
  8. Timber Entrance Door
  9. Modified timber bin & bike store
  10. Green Roof
  11. Metal panel - (Colour to match window frames)
  12. Cladding Panel - Fibre Cement (Buff)
  13. Metal framed angled windows - (Dark grey frames/flushing panels)

<b>PLANNING</b>	
DRAWING STATUS	A1

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REV	DESCRIPTION	DATE	NAME	NOTE
PL3	PLANNING issue	06/05/21	GV	
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leaward Gardens elevation and house height reduction
PL6	PLANNING issue	12/01/22	AL	Elevation updates - Basement parking omitted, flat blocks lowered, overall building reductions
PL7	PLANNING issue	21/01/22	AL	
PL8	PLANNING issue	14/07/22	AL	DRAFT issue for CLIENT info/comment
PL9	PLANNING issue	20/07/22	AL	House reverted to single house
PL10	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

PROJECT TITLE

**81-83 WIMBLEDON HILL ROAD  
LONDON  
SW19 7QS**

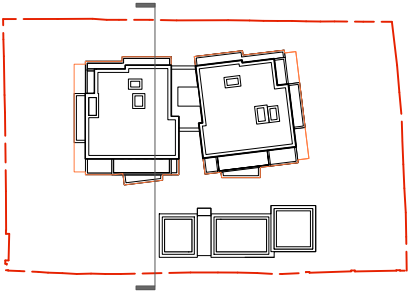
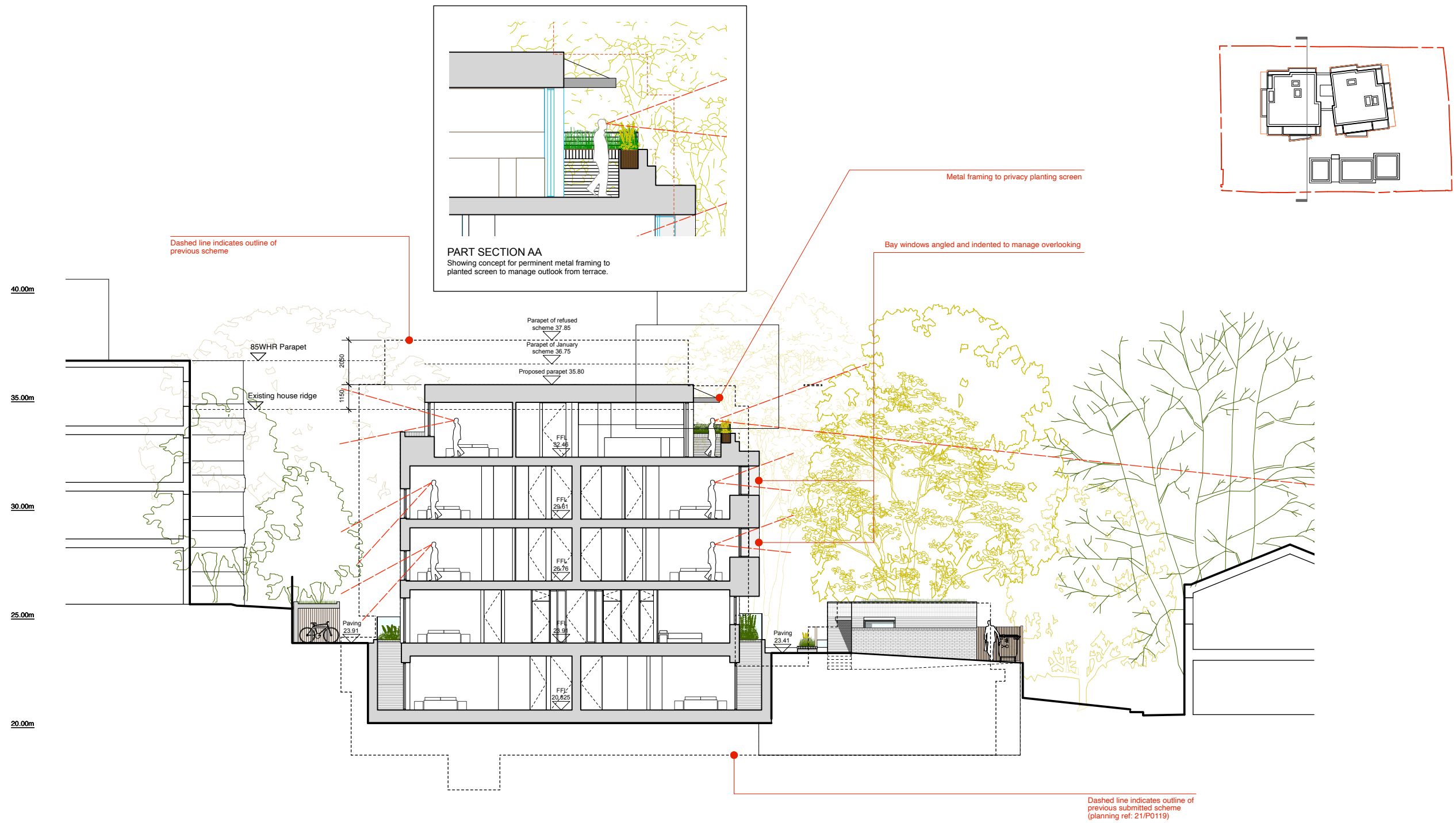
DRAWING TITLE

**PROPOSED  
SECTION DD**

DRAWN	AL/HM/GV/GE	CHECKED	AL
DATE	11.12.20	SCALE	1:200 @ A3

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JOB NO.	DRAWING NO.	REV.
2600	PL-017	PL10



**PLANNING**

DRAWING STATUS: A1

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4. This drawing should be removed immediately from currency once superseded by a revised issue.
5. Contractors, sub-contractors and suppliers must verify all dimensions on site prior to commencing any works or fabrication/shop drawings.

REV	DESCRIPTION	DATE	NAME	NOTE
PL2	PLANNING issue	01/04/21	GV	
PL3	PLANNING issue	06/05/21	GV	
PL4	PLANNING issue	02/06/21	GV	Flat block reduced in width, house moved further from Leaward Gardens boundary, and scheme update to accord with changes
PL5	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leaward Gardens elevation, house height reduction, penthouse terrace balustrade detail added
PL6	PLANNING issue	12/01/22	AL	Section update to reflect omission of basement parking, overall building reductions
PL7	PLANNING issue	21/01/22	AL	DRAFT issue for CLIENT info/comment
PL8	PLANNING issue	20/07/22	AL	Overall height of flat blocks dropped and house reverted to single house
PL9	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg

**PROJECT TITLE**

81-83 WIMBLEDON HILL ROAD  
LONDON  
SW19 7QS

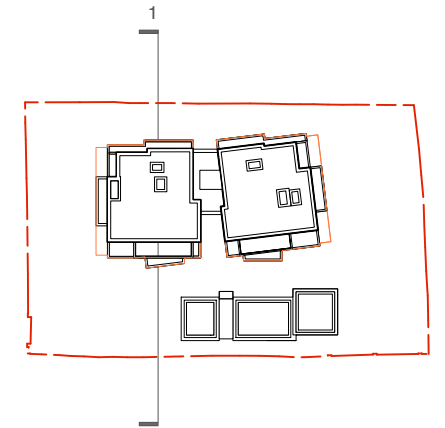
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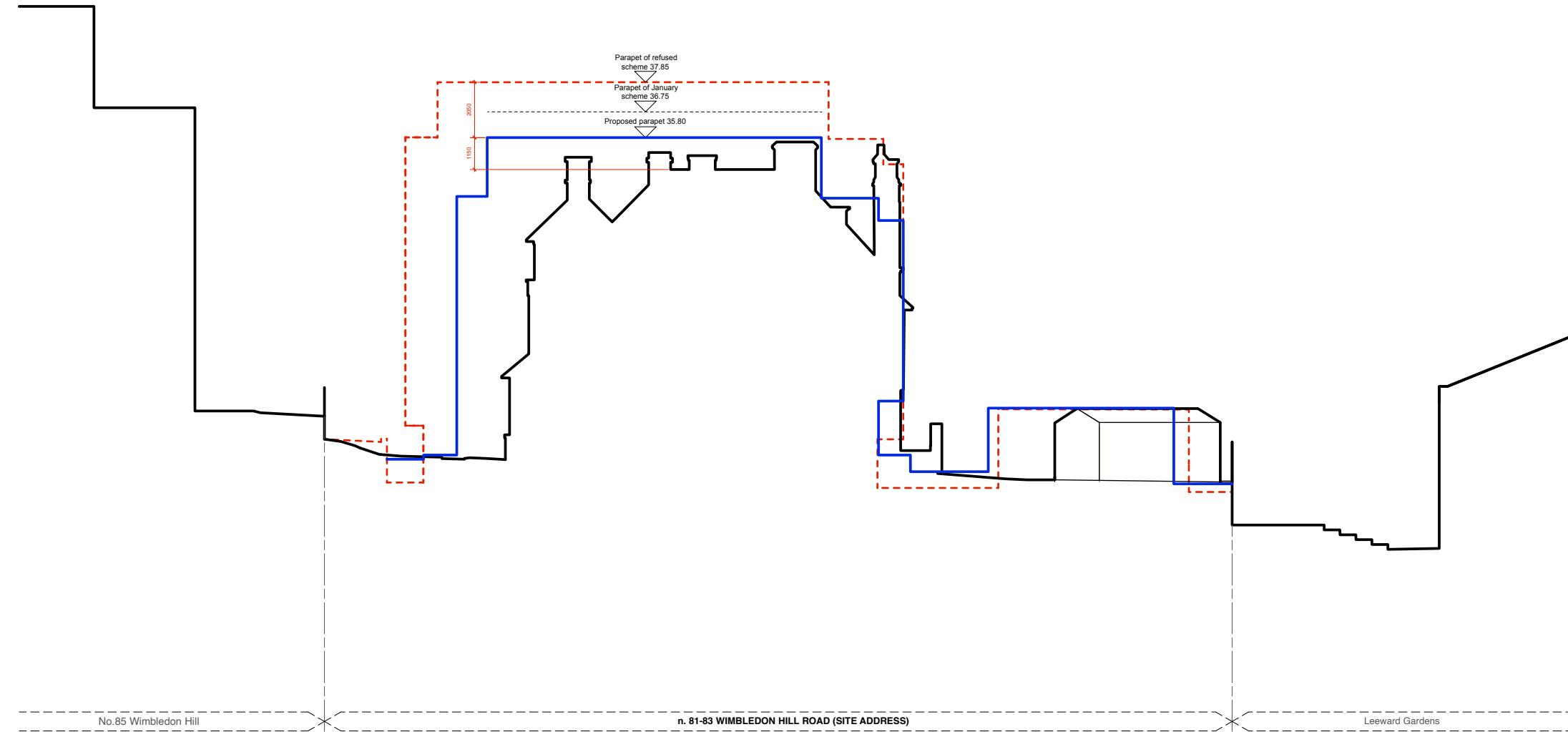
DRAWN: AL/HM/GV/GE  
CHECKED: AL  
DATE: 11.12.20  
SCALE: 1:200 @ A3

**Powell Tuck Associates**  
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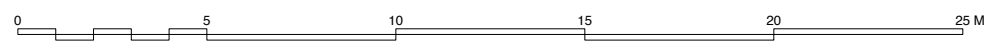
JOB NO: 2600  
DRAWING NO: PL-019  
REV: PL9



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22.00m



— Existing  
 - - - Refused Scheme  
 — CURRENT PROPOSED Scheme



<b>PLANNING</b>		<b>DRAWING NOTES</b> 1. This drawing is copyright of Powell Tuck Associates (PTA) and must not be reproduced without prior written permission from PTA. All rights reserved. 2. Do not scale from this drawing. All Dimensions on this drawing are marked in millimetres unless otherwise stated. 3. This drawing should be read in conjunction with all project relevant specifications, schedules & drawings. Any discrepancies found should be referred immediately to PTA. 4. This drawing should be removed immediately from currency once superseded by a revised issue. 5. Contractors, sub-contractors and suppliers must verify all dimensions on site prior to commencing any works or fabrication/shop drawings.				<table border="1"> <thead> <tr> <th>REV</th> <th>DESCRIPTION</th> <th>DATE</th> <th>NAME</th> <th>NOTE</th> </tr> </thead> <tbody> <tr> <td>PL1</td> <td>PLANNING issue</td> <td>06/05/21</td> <td>GV</td> <td></td> </tr> <tr> <td>PL2</td> <td>PLANNING issue</td> <td>02/06/21</td> <td>AL</td> <td>House moved further from Leeward Gardens boundary, roof lowered, garage detail updated to reflect pitched roof to garages</td> </tr> <tr> <td>PL3</td> <td>PLANNING issue</td> <td>06/07/21</td> <td>AL</td> <td>Updated to reflect changes to Leeward Gardens elevation, house height reduction</td> </tr> <tr> <td>PL4</td> <td>PLANNING issue</td> <td>12/01/22</td> <td>AL</td> <td>Section update to reflect omission of basement parking, overall building reductions, shows revised adjusted building outline</td> </tr> <tr> <td>PL5</td> <td>PLANNING issue</td> <td>21/01/22</td> <td>AL</td> <td></td> </tr> <tr> <td>PL6</td> <td>PLANNING issue</td> <td>17/07/22</td> <td>AL</td> <td>DRAFT issue for CLIENT info/comment - Existing house profile update to include chimneys</td> </tr> <tr> <td>PL7</td> <td>PLANNING issue</td> <td>20/07/22</td> <td>AL</td> <td>Existing house profile update to include chimneys, CURRENT profile amended to suit adjusted proposal</td> </tr> <tr> <td>PL8</td> <td>PLANNING issue</td> <td>23/09/22</td> <td>AL</td> <td>Reissue only, no revisions to drg</td> </tr> </tbody> </table>				REV	DESCRIPTION	DATE	NAME	NOTE	PL1	PLANNING issue	06/05/21	GV		PL2	PLANNING issue	02/06/21	AL	House moved further from Leeward Gardens boundary, roof lowered, garage detail updated to reflect pitched roof to garages	PL3	PLANNING issue	06/07/21	AL	Updated to reflect changes to Leeward Gardens elevation, house height reduction	PL4	PLANNING issue	12/01/22	AL	Section update to reflect omission of basement parking, overall building reductions, shows revised adjusted building outline	PL5	PLANNING issue	21/01/22	AL		PL6	PLANNING issue	17/07/22	AL	DRAFT issue for CLIENT info/comment - Existing house profile update to include chimneys	PL7	PLANNING issue	20/07/22	AL	Existing house profile update to include chimneys, CURRENT profile amended to suit adjusted proposal	PL8	PLANNING issue	23/09/22	AL	Reissue only, no revisions to drg	<b>PROJECT TITLE</b> <b>81-83 WIMBLEDON HILL ROAD</b> <b>LONDON</b> <b>SW19 7QS</b>		<b>DRAWING TITLE</b> <b>Existing and Proposed Height/Mass Comparison</b> <b>Diagram - Section 1</b>		<b>Powell Tuck Associates</b> Architecture 6 Stamford Brook Road, London, W6 0XH Design Phone +44 (0)20 8749 7700 Fax +44 (0)20 8749 8737	
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