

PLANNING APPLICATIONS COMMITTEE

25 APRIL 2024

CASE OFFICER REPORT

<u>APPLICATION NO.</u>	<u>DATE VALID</u>
23/P2711	02/10/2023
Site Address:	18 - 22 Crown Lane, Morden, Raynes Park, SM4 5BL
Ward:	Merton Park
Proposal:	DEMOLITION OF THE EXISTING BUILDINGS AND REDEVELOPMENT FOR A 7 STOREY BUILDING COMPRISING A HOTEL (USE CLASS C1) AND ANCILLARY USES WITH ASSOCIATED PARKING, GROUNDWORKS, HARD AND SOFT LANDSCAPING, SERVICING, PLANT AND ASSOCIATED WORKS.
Drawing Nos:	See condition 2
Contact Officer:	Leigh Harrington (020 8545 3836)

RECOMMENDATION

Grant Permission Subject to Section 106 Obligation or any other enabling agreement

CHECKLIST INFORMATION

Is a screening opinion required	No
Is an Environmental Statement required	No
Press notice	Yes
Site notice	Yes
Design Review Panel consulted	Yes
Number of neighbours consulted	251
External consultations	Yes
Internal consultations	Yes
Controlled Parking Zone	No

Conservation Area	No
Archaeological Priority Zone	Yes
Public Transport Accessibility Rating	6a
Tree Protection Orders	No

1. **INTRODUCTION**

- 1.1.1 This application is being brought to the Planning Applications Committee for determination due to the nature and scale of the development and number of objections received.

2. **SITE AND SURROUNDINGS**

- 2.1.1 The existing site, which is located on the north side of Crown Lane, to the west of the junction with Windermere Avenue in Morden town centre comprises three x two storey units with commercial at ground floor and residential use on the floors above. Two of these units are vacant, the occupied unit being in use as a cafe. The remainder of the adjoining terrace (24 to 34 Crown Lane) to the west comprises other units with commercial uses at ground floor level and residential use above. Beyond the adjoining terrace is the two storey Morden Baptist Church.
- 2.1.2 In the rear section of the site, the land is currently hard standing and used for informal parking. Beyond the car parking area is a rear access road, serving the application site and adjoining terraced buildings to the west.
- 2.1.3 To the west east of the application site, on the opposite side of Windermere Avenue there is a another terrace comprising predominantly commercial use at ground floor and residential above.
- 2.1.4 To the south of the application site, the opposite side of Crown Lane comprises various commercial uses at ground floor level and the Civic Centre above.
- 2.1.5 The rear of the site, properties in Windermere Avenue comprise two storey terraced houses, which sit at a right angel to the application site.
- 2.1.6 The site is located within the Morden Town Centre boundary, with the main centre of the town centre being located to the east. This area includes a mixture of commercial uses and residential, with building heights ranging from two to four storeys.
- 2.1.7 Outside the town centre, the surrounding area is predominantly two storey detached, semi detached and terraced houses.
- 2.1.8 The site has the following designations and restrictions:
- Controlled Parking Zone (CPZ) – No but is adjacent to CPZs MP4 and M1
 - Conservation Area – No
 - Listed Building – No

- Tree Preservation Orders – No.
- Open spaces - The site is within 330m of Kendor Gardens and 390m of Morden Hall Park.
- Flood Zone – 1
- Employment Site – Yes
- Classified Road – Yes, managed by TfL
- PTAL – 6a measured on a scale of 0-6b where 0 is the worst and 6b the best (within 100m of Morden Underground station, 12 bus routes and walking distance to South Merton and Morden South railway stations as well as Phipps Bridge and Morden Road Tram stops).
- Located within the Town Centre boundary of Morden, identified as a District Centre.
- Within the draft Local Plan, the site is outside the Morden Regeneration Zone but is within the Morden Town Centre & Opportunity Area.

3. CURRENT PROPOSAL

- 3.1.1 Demolition of the existing building and redevelopment for a 7 storey building comprising a hotel (Class C1) and ancillary uses with associated parking, groundworks, hard and soft landscaping, servicing, plant and associated works.

History

- 3.1.2 For member information, the redevelopment of the site was originally subject to a pre application advice proposal for a residential use within a similarly sized building. Following the feedback from the Design Review Panel and Officers the notion of a residential use was abandoned by the applicants who sought further pre application advice for the hotel use subject of this application. The scheme has been subject to amendments in light of DRP and Officer comments resulting in the proposal now before members. A further amendment was made to provide air conditioning plant behind a raised parapet on the fourth floor roof.

Height and massing

- 3.1.3 The proposal is for a 7 storey building for use as a hotel (Class C1) with a GIA of 3,029sqm and an upper storey height of 20.85m with a step down in height to 4 storeys to the north (rear) of the site.

Layout

- 3.1.4 The principal entrance to be located on the corner of Crown Lane and Windermere Avenue, to serve the hotel and ground floor ancillary uses. This entrance opens into a lobby with the main reception desk, restaurant area, a bar area, lift lobby, stairwell, WCs and kitchen. A separate service entrance on Crown Lane would be for linen and goods deliveries and staff facilities.

- 3.1.5 A Plant room and secondary emergency staircore would be accessed from Windermere Avenue. At the rear of the site there would be access from Windemere Avenue to the refuse and cycle stores as well as to two disabled EV served parking bays.

3.1.6 The upper floors, 1-6 would be for the proposed 85 rooms of which 20 would be family rooms, 56 Double rooms and 9 accessible rooms.

Materials

3.1.7 External construction materials would comprise exposed brown brickwork for the majority of the exterior with projecting brick headers in vertical sections between the windows. Reconstituted stone details would frame the brick panels with the curved corner junction element to be finished in glazed green brickwork.

3.1.8 The lower top floor would be finished in a bronze effect coloured cladding finish

Planting & Greenery

3.1.9 A series of internally located planters would be supplemented by three external planting elements; living green walls at first floor level, oversized planters at the hotel entrance along with a series of blue/green roofs on top of the building.

Highways

3.1.10 The existing rear access road would be resurfaced to provide shared access for on-site refuse collection and pedestrians. The road would measure 5.7m wide and would include a sliding gate, to control access to the rear of the neighbouring units at 24 to 34 Crown Lane.

Cycle & refuse stores

3.1.11 Short stay visitor cycle spaces would be provided on the pavement in front of the building whilst there would be a dedicated enclosed bay to the rear for 9 cycles.

Sustainability

3.1.12 The application has been accompanied by an Energy and Sustainability Statement which explains that the development has been designed to follow a 'Lean, Clean, Green' strategy that includes; a communal heating and hot water network (fuelled by an electrical heat source), the installation of an air source heat pump using a variable refrigerant flow system, which would use heat pumps to provide space heating and hot water. In order to reduce the emissions from the hot water demand it is proposed to install waste-water heat recovery systems to all showers. The Statement also details the installation of photovoltaic panels on selected roof sections of the building.

Flooding

3.1.10 The proposals involve the use of green/blue roof areas to reduce water run off rates and improve biodiversity.

Documents

3.1.11 The application is accompanied by the following supporting documents:

- Acoustic design statement
- Air Quality Assessment
- Archaeological report
- BREEAM report

- Construction Environmental Management Plan
- Construction Logistics Plan
- Covering letter & Planning statement
- Daylight & sunlight Report
- Delivery and Servicing Plan
- Design and Access Statement
- Energy & Sustainability Statement
- Fire Strategy
- Flood Risk Assessment and SuDs Strategy
- Preliminary Ecological Assessment
- Preliminary Risk Assessment
- Statement of Community Involvement
- Transport Statement
- Travel Plan Statement
- Urban Greening Factor
- Ventilation Report

4. PLANNING HISTORY

20-22 Crown Lane

- 4.1.1 22/P2901 - Deemed prior approval for CHANGE OF USE FROM CLASS E TO 4 X DWELLINGHOUSES (CLASS C3)

20 Crown Lane

- 4.1.2 09/P0936 Planning permission refused for CHANGE OF USE OF FIRST FLOOR FROM FINANCIAL OFFICE (CLASS A2) TO 24 HOUR CAR HIRE BUSINESS (SUI GENERIS). Reason for refusal

The proposal by reason of its location in close proximity to residential side streets, would have the potential to generate additional demand for on-street parking thereby adding to parking pressure in the streets, and the potential, given the proposed 24 hour mode of operation, to generate noise and activity at times when a greater degree of peace and quiet may be expected to the detriment of the amenities of nearby residential occupiers contrary to policies S.3, S.9 and PK.3 of the Council's Adopted Unitary Development Plan (October 2003).

20 Crown Lane

- 4.1.3 09/P1014 Planning permission granted for CHANGE OF USE FROM FINANCIAL OFFICE (CLASS A2) TO FOOD & DRINK USE (CLASS A3) INCLUDING INSTALLATION OF NEW SHOP FRONT AND EXTERNALLY MOUNTED REAR FLUE.

18A Crown Lane

- 4.1.4 22/P2672 - Prior approval granted FOR CHANGE OF USE FROM AN OFFICE

(CLASS E) TO A DWELLINGHOUSE (CLASS C3).

Land to rear of 18 Crown Lane.

- 4.1.5 22/P2871 - APPLICATION refused FOR PERMISSION IN PRINCIPLE OF 4 TO 9 RESIDENTIAL UNITS AND 10-30SQM CLASS E FLOORSPACE. Reason for refusal

The amount of proposed development fails to represent a design-led approach to optimising site capacity, which should be based on an evaluation of the site's attributes, its surrounding context and its capacity for growth to determine the appropriate form of development for that site. The proposal is contrary to policy DM D2 (Design considerations in all developments) of Merton's Sites and Policies Plans, policies CS 8 (Housing Choice), CS 9 (Housing Provision) and CS14 (Design) of Merton's Core Planning Strategy and policies GG2 (making the best use of land), H1 (Increasing housing supply), D3 (Optimising site capacity through the design-led approach) of the London Plan 2021

18 Crown Lane

- 4.1.6 21/P2274 APPLICATION TO DETERMINE WHETHER PRIOR APPROVAL IS REQUIRED IN RESPECT OF THE PROPOSED CHANGE OF USE OF THE FIRST FLOOR LEVEL FROM OFFICES (CLASS B1(a)) TO A 1 BED SELF-CONTAINED RESIDENTIAL UNIT (CLASS C3). Prior approval refused for the following reasons:

The proposed conversion, by reason of its unit size, would fail to meet the minimum gross internal floor area as set out by the Technical Housing Standards - nationally described space standards 2015; thereby failing to comply with Article 3, Paragraph 9A of the GPDO 2015 (as amended).

And

The proposed development would be subject to a section 106 legal agreement restricting future occupiers/users from obtaining a parking permit. The lack of an agreement in this instance is not considered compliant and would raise concerns with potential increase in car use resulting in pressure toward on-street parking, congestion, road safety and local amenity. This would be contrary to Policy CS20 of the Merton Sites and Policies Plan (July 2014) and DM T2 and DM T3 of Merton's Adopted Core Planning Strategy (July 2011).

5. CONSULTATION

- 5.1.1 Prior to the submission of the application the applicants undertook their own community involvement exercise for businesses and local residents comprising a 300 leaflet drop and four days of exhibits in July 2023.
- 5.1.2 The application was advertised in the local paper as a major application and individual letters of notification to the occupiers of neighbouring properties

(251). As a result of consultation, 24 letters of objection and 2 letters of support for a hotel were received.

Objections

5.1.3 The 24 letters of objection raise concerns on the following points:

Visual impact, privacy and amenity

- Overlooking and loss of privacy of properties and gardens.
- Should not have windows disturbing the privacy of adjacent properties.
- Overshadowing of gardens and loss of light to properties (including Morden Baptist Church gardens).
- Destroy skyline and view will be spoiled.
- Loss of value to properties
- Eyesore.
- Visually overbearing and intrusive in the skyline,
- The building is too high for the area, it would be imposing on neighbouring properties.
- The proposed height breaches Merton Planning Policy which restricts heights outside the regeneration zone, this should be adhered to as it was put in place for a good reason.
- A hotel will provide a constant traffic of people who are not habitual residents could increase crime rates and make my walk home from the station feel unsafe.
- Sound pollution. Deliveries to the hotel will likely happen in unsociable hours and vans and unloading crates will create Sound travelling noise
- Once built the Windermere Avenue residents nearest the hotel will have to endure the noise of regular deliveries of food, alcohol, clean linen etc and the collection of all waste from behind the hotel, which according to the plans will be close to the residents houses.
- There will be the noise of taxis dropping off and picking up customers throughout the day and night.

Impact on the streetscene and local area

- The building design is out of character with the area
- It will be totally out of proportion with the neighbouring properties along that road, we already have a 14 storey building opposite!
- The proposed changes to Policy D12.6, which would allow tall buildings in limited locations within the Wider Morden Town Centre Area, should be rejected. The proposed changes introduce ambiguity, risk altering the established local character, and may lead to overdevelopment in unsuitable areas.

- Compared to the existing parade of shops the proposed structure is significantly taller and this will have an adverse impact on the environment especially for nearby households.
- A 7 storey hotel would add to the wind tunnel effect we already have with Crown House and is too tall
- Pedestrians have to walk through strong winds blowing around Crown House, while walking along the pavements during winter. It will make it even more dangerous. Putting people at risk.
- Has Merton Council considered this risk (of high winds) to residents walking along this part of the Crown Lane? This risk has not even been mentioned in the application even though it is a well known issue for residents living in the area. I would like a wind modelling study to be made and assure that the building will not create more wind to the surrounding area.
- Anyone can experience this local air "tunnel effect" when walking along Crown Lane (between Londis and the junction at Windermere Avenue). The curvature of the Crown House (Merton Civic Centre) means that the flow of air is pushed along the curvature of the building to either side of the Civic Centre (Crown Lane and London Road). This increases the speed of the air flow. The air is directed to either side, so that the wind speeds are increased in this local area. The combination of the existing height of the Crown Lane buildings, the proximity to the Civic Centre and shape of the existing buildings are all factors to creating this local wind effect.
- Even the existing situation has mild winds blowing pedestrians over.
- This proposed height breaches the current Morden Planning Policy, which restricts building height outside of the Morden redevelopment zone.
- It would be visually disruptive.
- Building would alter the height restrictions as this is close to the conservation area of Merton Park
- Siting, appearance, height and scale which would be visually intrusive and inappropriately conspicuous, harmfully spoiling the setting of the Crown Lane street scene, due to the 7-storey height of the proposed hotel.
- If the proposal were to be considered favourably, I strongly urge that the construction be limited to a structure of 3 or 4 storeys. This would harmonize better with the adjacent library and the existing parade of shops and residences.
- The building is extremely overpowering. We have the eyesore of the Crown House building and now you want to put another massive building next to it. Two wrongs don't make a right.

- It would also destroy the symmetry that currently exists between the two parades either side of Windermere Avenue. It would look very odd in that normally one would expect the height of buildings to decrease further away from a town centre - in this case it would be the reverse.
- It does not harmonise with the streets and buildings in the vicinity.
- Design is incongruous with the existing lower height buildings.
- Introducing a seven-storey building here would be out of keeping and character.
- The proposed structure is not in keeping with the neighbourhood given its height and size is significantly greater than any apart from the Merton Civic Centre. Though it is on Crown Lane, its location is embedded in a residential neighbourhood
- The size/height would also cause the structure to be seen throughout this residential area - again not in keeping with the look and feel of the family area.
- The Hawkins Brown design was not meant to encompass the entire area and this site falls outside the regeneration zone.
- I would like to emphasize that development within Morden should occur in alignment with the areas highlighted in the approved H&B (Hawkins Brown) document and should not extend beyond its boundaries. This established document and its boundaries were created with careful consideration of the local context and community needs, and any development that falls outside these boundaries' risks disturbing the delicate balance of the area.
- The materials mean that dark bricks will darken the building and its surrounding. The green glazed bricks as a façade never work on tall buildings.
- Would suggest replicating the Art Deco style.
- Art Deco styling is common in the area, this tall building would create an unsightly imbalance.
- I feel the applicant didn't know what Art Deco was. I am therefore very concerned we are handing over our legacy to someone who is only interested in profit margins, when we could be working in partnership with someone who wants to do something that will make residents want to be proud of Morden.
- The design of the back needs to be considered as this is what residents see.
- An anonymous letter objecting to any projects done to alter the appearance of Morden.
- There will be no visual excitement every time you look at the building. There is a general feeling that the design is bland, boring and only just functional (sorry architects). No creative thought has gone into the design. It only suits temporary visitors to Morden.

- It will set a precedent for the rest of the parade to be built up to a similar height.

Hotel use

- We are surprised a hotel is needed in Morden. There's a very good Travelodge at the George, Morden.
- There is no need for a huge hotel in Morden, we have lots in the nearby area, Travel Lodge Morden is literally down the road.
- I believe there is no community need for a hotel in Morden.
- There is no need for an Hotel in Morden as there no touristic attractions to attract anyone and also the traffic will suffer a lot.
- There is nothing in Morden that warrants a hotel, plenty of hotels in Wimbledon area.
- The application fails to provide any information or market research to support the need for such a development in this location. This lack of information raises questions about the viability of the project and its relevance to the local community.
- there seems to be no real viability for a hotel of this magnitude in Morden, which is not a significant tourist area. I propose restricting the hotel's use to ensure it would only function primarily as tourist or business traveller accommodation and not as a long-term bed and breakfast facility.
- We would like our opticians shop back and flats could be built above the shops. There is a distinct lack of 1/2 bedroom flats in Morden and the community needs an independent opticians.
- Affordable housing for our young people would have been a far more welcome proposal in this location.
- The area will be better served with affordable house which is really needed.
- Local youngsters are in need of truly affordable housing.
- A block of affordable housing with underground parking would serve the community better. Is there a buyer lined up for this hotel? Who are they? The residence of the area should be given that info. What clientele are they aiming for? Will it be housing illegal immigrants? If a buyer is not already lined up this is also a concern. I have a strong feeling this will get passed no matter what the residence say let's hope I'm proved wrong.
- I can see no positives in this application whatsoever, surely decent retailers should be encouraged to come to Morden not hotels, of which we already have in Epsom Road Travel lodge, the Holiday Inn Colliers Wood, and a number of hotels in Wimbledon, including a big Travelodge again overlooking residents in surrounding roads.
- It also will disturb the peace and tranquillity of the area.
- the planned use as a large hotel is also not in keeping with the area.

- The site should remain available for retail and not be any higher than surrounding buildings.
- the use of an hotel in this area is not required as this is a residential area requiring housing and would be detrimental to the regeneration of Morden.
- As hotels up and down the country are being filled with illegal immigrants, this would also add to the degeneration of Morden.
- Hotels (especially budget hotels) become hotspots for petty crime, which can be seen by looking up crime statistics for other local areas that have budget hotels, such as Colliers Wood and Balham. It will adversely impact the safety of residents.
- Who will use the hotel when there are no tourist attractions or conference facilities nearby? It would be more profitable for the developer to fill with migrants but do nothing for the residents of Morden.
- I would like to understand exactly why you feel a hotel is needed at this location and who the target market is.
- The plans are already encroaching on and affecting small businesses.
- Investment is needed for improving and developing our existing shopping area and better facilities for local residents.
- Investment also needed for affordable housing.
- The whole idea of this hotel seems a bit of a sham, something that is not needed in Morden, no local residents would benefit from this.
- The proposed hotel, though new, does not help progress the regeneration of the development zone itself.
- I do not agree with the overall proposal as I do not believe that it fits in with the overall regeneration requirements of Morden residents. The Merton engagement document of 2021 identified that residents would like 'a greater variety of cafes and shops' along with 'revitalised high streets that encourage residents to spend more time shopping and provide opportunities to socialise'.
- I think that this is a poorly thought through gateway project, like many of the other projects Mr Leslie is involved in.

Construction Process

- What kind of time frame are you talking about?
- How long will it take for the buildings to be completed?
- The building phase of the hotel will increase traffic congestion along Crown Lane especially in relation to bus access. The area is already very congested at certain times during the day. Crown Lane is the main route into and out of Morden for buses.
- Construction of the hotel will generate considerable noise pollution and dirt pollution generally whilst being carried out over nearly 2 (two) years.

- Even if there are traffic marshals, many lorries will need to be directed to and from Crown Lane many times a day thereby holding up the flow of traffic. This will cause problems for buses, emergency vehicles (police, ambulance, fire engines) and for car users.

Transport/Highways

- The impact of increased traffic and parking.
- Currently there are double red lines and a notice saying this is red route with parking restricted to one hour with no return. Even service vehicles for the hotel will have to park on hotel land and not in the road. We already have all types of restaurants without needing anymore. Motorists could not park outside.
- Given the size and density of the facility, would increase traffic in an area already being overused as a through street - adding to challenges faced by families, children and elderly using the roads and pavements including anti-social behaviour.
- It will cause even more traffic congestion and noise to already very busy roads.
- This will greatly affect foot and road traffic in Windermere Avenue during the day and the night-time.
- The lack of parking is extremely concerning for such a big hotel, parking in Morden is already very limited.
- What considerations for visibility and swept path analysis have been made for post-construction traffic? Running a hotel business will require frequent deliveries, where the traffic will be coming from Crown Lane. If there is another vehicle turning from Windermere Avenue onto Crown Lane at the same time, then the visibility will be greatly reduced. How will the junction be improved following this development?
- Note that there is a local school - Poplar Primary School, where children walk along Crown Lane, and notably this aforementioned junction. How will visibility be improved to assist children to cross this junction safely?
- I also feel that being a hotel they will be receiving large deliveries which will also adversely impact an already congested area.
- The hotel would take up valuable parking space.
- Will there be parking anywhere or are we going to have a queue of taxis, Uber drivers blocking Windermere Avenue on a regular basis?
- How much more traffic will there be on Windermere Avenue and will the building work block the road for months on end?
- Insufficient parking facilities, both on the street and paid, will inevitably contribute to increased congestion and inconvenience to residents, on what is a very busy street.

- There will only be two parking spaces allocated to hotel residents. This will severely impact local parking provision especially in roads nearby. Grasmere Avenue is already experiencing the increased usage of Zip cars since the introduction of permits in the road. Hotel residents may have to resort to the use of Zip cars, thereby further restricting parking availability for Grasmere Avenue's parking permit holders.
- Deliveries to the hotel will cause further traffic congestion because parking bays for lorries will be limited. Some of the lorries could be up to twelve metres in length.
- What has not been mentioned is the likely impact of the use of hire cars. In the case of ZIP Cars these are dropped off in all the local streets without paying for residents parking. There are always several of these cars parked along Grasmere Avenue each day. Between Christmas and New Year 2022 the most cars parked along Grasmere Avenue on one day was 11 (eleven) ZIP cars. The parking of ZIP cars and other rental cars along the local streets will increase substantially thereby denying the local residents the use of parking spaces outside their own houses (with the requisite parking permit of course) for visiting tradesmen, family and friends.

Wildlife and biodiversity

- Would you be planting more trees on Windermere Avenue to make it nicer?

Other Matters

- Is a hotel going to be a chain? Or an independent?
- How many stars will it be and the pricing they are planning to have? I.e. what kind of customers they are planning to attract?
- The consideration of this hotel proposal, which lies outside the Morden development zone, is perplexing, especially given the absence of tangible progress in the zone's regeneration. This speculative initiative appears geared towards escalating the value of the plot to the detriment of the neighbourhood without concurrent local benefits.
- Misrepresentation of Public Opinion: The consultation document accompanying the application seems to misrepresent the feedback from attendees. It suggests that people were happy with the plans shown, but the reality is that people were likely pleased with the idea of redevelopment on the site, not necessarily the specific plans presented. This misrepresentation does not accurately reflect the attitude of the attendees and highlights the need for a more transparent and honest assessment of public opinion.
- There has been insufficient public consultation. I was unable to attend the

event at metronome.

- I didn't get a letter from the Council.
- Waste management and recycling for the hotel would both need to be closely monitored. There could easily be a rapid build-up of waste if disposal is not adequately managed. Waste management in Morden is already not up to the standard residents require.
- There appear to be no facilities available within the hotel for local resident usage, only for the hotel residents.

Letters of Support

5.1.4 Two letters of support were received, the letters raise the following points:

- I am supportive of the building of the hotel and ancillary uses as well as the extensive windows to relieve the façade, but the exterior design is ugly
- I have been living in Wimbledon and Merton Park for the past 50 years to date and I support this plan on the following grounds:

1. There have been talks for the past 10-20 years of the development of Modern town but nothing has come to fruition!

2. Morden has been lacking behind in developments as compared to the neighbouring towns, e.g. South Wimbledon, Colliers Wood, Wimbledon Chase, Range Park, etc,

3. The current plan will bring employment, more tax (PAYE & NIC), non domestic rates and people into this town, which has been looking so tiring all these years,

4. If this plan is approved, it will attract more investors and developers to develop this town. I sincerely hope you will approve this Plan.

5.1.5 Merton Park Ward Residents Association

Comments include:

- The impact of a seven-storey block on neighbouring two-storey housing, some of which backs directly on to the subject site, would be significantly detrimental in terms of overshadowing, loss of sunlight and skyline and a feeling of being "enclosed". Such adverse impacts are also likely to be felt by shoppers, commuters and also the many parents and carers of children attending Poplar Primary School on their (at least) twice daily walk along Crown Lane.
- The impact of even a four-storey building due south of the houses in Windermere and Grasmere Avenues is massive, and the massing of the

proposed seven storey build is both unneighbourly and completely overbearing to properties of domestic scale.

- The applicant states that the height of the building is 20.85 metres, whereas the definition of a tall building is 21metres (Policy D12.6). We do not think that the residents of the two Avenues would find a reduction of 0.15 metres makes an appreciable difference to the massing effect on their skyline. In the process of building, the height of 21 metres could easily be achieved unintentionally. This application should be treated as being for a tall building.
- The height contravenes polices CS14 and DM D2 as well as Paragraph 124 of the NPPF.
- Windermere and Grasmere Avenues are outside the WMTCA and lie in the Morden Neighbourhood (MN) which has very different characteristics to the MRZ.
- The Civic Centre itself already causes a wind tunnel effect in Crown Lane and around the entrances to Windermere and Grasmere Avenues. The addition of a seven-storey building seems likely to cause an even bigger problem.
- The Acoustic Assessment Report focuses on 2022 ambient noise levels and the sound insulation status for users of the building i.e., staff and guests. It does not address the impact on local residents of disturbance and noise generated by the use of the site for an 85 roomed hotel and ancillary catering operations, for example, waste bin operation, music, operation of service doors/shutters at unsocial hours.
- The ground floor restaurant use should be open to all.
- There is no indication at all as to what levels of employment (P/T or F/T) the scheme will generate
- No details of opening hours
- If consent is given conditions should be imposed relating to; achieving Excellent or Outstanding BREEAM rating, a Dust Management Plan, Construction Environmental Management Plan, Construction Logistics Plan, Delivery & Servicing Plan, the respective Conditions recommended by Historic England and Metropolitan Police be incorporated, Swift boxes, predetermined “allowable levels” of ventilation, tree planting and greening within containers.

5.1.6

The John Innes Society

- We consider Chapter 3, Policy D3 of the Adopted London Plan has not been followed as regards the height and bulk of this proposal. When optimising site capacity, a design led approach should be followed, so that the new building is the most appropriate form of land use for the site and responds to the site’s context, capacity, and the existing character of its setting. It does not mean cramming as much as possible onto a site.

- The height and bulk of this Crown Lane/ Windermere Avenue proposal will result on an unacceptable impact on outlook for the neighbouring residential area and cause substantial harm to its character which is not outweighed by public benefit. A similar sized development in New Barnet was refused on appeal because of impact on suburban neighbours.
- Public benefit will be damaged. Another high building on Crown Lane will worsen the dangerous wind tunnel already created by the Civic Centre. The applicant has been told about this but chooses to ignore it. It's an inconvenient truth and making conditions worse for pedestrians and cyclists will not help to achieve Merton's Active Travel aims.
- We also doubt whether a hotel, or hostel, will really bring worthwhile economic benefits to Morden. As the proposal stands, it is unlikely there will be a restaurant or other facilities open to the public, and the result will be the loss of three shop front trading units leaving dead frontages on both Crown Lane and Windermere Avenue. The hotel guests may seek refreshments in Morden, but being so close to Morden station, it is more likely they will use it as a dormitory and return to central London in search of a greater choice of entertainment. Morden is a handy transport interchange, and useful for everyday household shopping, but hardly the place for a night out.
- In summary, it is too tall, too bulky, and too damaging to character and public safety, and there is no significant public or economic benefit. If it goes ahead as submitted, it will be a sadly missed opportunity to improve Morden.

Re-consultation (14.02.2024)

5.1.7

The application was re consulted (14.02.2024), following changes to provide the parapet around the new plant on the fourth floor. There were three letters of objection received, these raise the following points:

- Thank you for your letter regarding the amendments to the parapet. To a lay person it is unclear what the changes really are? If the developers have employed a sculptor to attach a floating red cloud on the building I might be a little more interested. BUT the amendments do not appear to negate the overall negative effect that this building will have on the neighbours, or the local area. The changes do nothing to blend this building into a suburban local.
- I am very concerned with the rebuttals to all of the residents concerns. Many are without substance, for example the sunlight report only assessed number 1 and 2 Windemere Avenue and did not assess number 1, 3, 5 and 7 Grasmere Avenue who will all be close to and have raised concerns about sun impacts to the council as part of their individual objections. Why has the impact on us not been assessed? Also I am struggling to find the wind report as one of my biggest concerns is a wind

tunnel - would you mind advising me which document that is? During a very windy day last year I was trying to walk through that same section and got blown into the road in front of incoming traffic. I was very fortunate that day not to have been injured. This is a huge concern to me.

- The Wind Report acknowledges that this modelling is not an exact science and claims that the current wind tunnel shows only a very small “distressed condition” for pedestrians, including those who are frail and cyclists. This may be what the modelling suggests but I (and other local residents) have real practical experience of this effect and I strongly object to the opinion that the effect is very small. It is not. On many occasions I have had to fight hard to remain upright in the face of strong winds and this experience is certainly not “comfortable”. Climate change may exacerbate this.
- It is unclear how many jobs will be above minimum wage, the only concession to staff will be the provision of showers.
- I cannot see that having different storey heights within the same building will have any real impact in reducing the overbearing scale of the building as a whole- it will be the highest part that draws the eye and causes the loss of amenity. Even the four storey section of such a hotel would represent a doubling in height compared to the existing, adjacent two story residential properties along Crown Lane and in Grasmere and Windermere Avenues.
- I also note the many references in the response to the “need” for a hotel. What market research supports this? Is this the best use of the site? The applicant claims that the “need” for a hotel has been clearly demonstrated and part of the “evidence” for this appears to be that a hotel operator has shown interest in the proposal. Just because an operator is interested does not imply there is a need for a hotel.
- A smaller residential development would be better.
- No evidence of economic benefit and will cause added congestion to the tube
- The responses submitted do not significantly address the original objections raised by myself and other residents and that the applicant has not provided clear evidence to support his arguments, for example, likely additional employment figures or a demonstrated need for hotel accommodation.

2nd Re-consultation (15.03.2024) & (04/04/2024)

5.1.8

For the sake of clarification, a 14 day re-consultation took place to confirm that neighbours were fully aware of all amendments received during the application process. Re-consultation letters were sent on 15.03.2024 advising interested parties of the following amendments:

- (15/3/24) Introduction of air conditioning plant and increased parapet wall height on the fourth floor, altered window design, new windows on rear elevation (with privacy louvres), amendments on drawings dated 13.02.2024 and wind report.
- (04/04/24) New technical information submitted relating to separation distances and light impact on surrounding gardens.

5.1.9

Following the latest re-consultation three further representations were received raising the following issues;

- Will hotel residents be able to see my garden and house from any windows in the hotel (i am number 7 Grasmere Avenue).
- Will the hotel create a wind tunnel for me.
- There are several issues for concern regarding over heating in extreme environmental conditions, which we do seem to be experiencing on a regular basis each summer
- There is no concession to "greening", or creation of garden spaces for hotel residents, places for plants at walls or windows etc.
- The people developing this land are not local, but "outside" interests.
- The subdivided garden at 2 Windermere Avenue, and it's use as a carpark, points to a lack of sensitive consideration. There is little understanding from the applicant regarding the suburban nature of Merton Park, and it's historical position as a garden suburb.
- I see that the parapet wall is to be increased in height with the introduction of an air conditioning unit plus altered window design and new windows on the rear elevation. This, of course, is the proposed part of the building that is lowest at 4 storeys and directly adjacent to the two story residential buildings in Windermere Avenue. In my opinion these changes will only add to the visual intrusion for residents in the vicinity. One of the arguments put forward by the developer is that the building is sensitive to the scale of existing residential buildings by its graduated height with the lowest part being at the rear. Now the developer seeks to increase that height which even under the original design is already twice the height of the original buildings. Moreover the addition of an air conditioning unit is likely to increase the level of noise pollution for existing resident.
- As for the changes to windows, the developer indicated that there would be no "overlooking" to adjacent properties in that windows would be located to avoid this. I cannot tell from the diagram where exactly these new windows will be but in the letter it states that they will be on

the rear elevation. The proposed changes indicate that there will be privacy louvres but it is unclear how these will affect residents living close to the rear of the proposed building.

5.2 Design Review Panel

Comments 1 June 2022 (residential scheme)

- 5.2.10 The panel considered a residential scheme for the site which received an Amber towards Red rating
- 5.2.11 The busy road created a hostile environment for noise and pollution and the Panel questioned whether residential was the best use for the site, particularly for the units closest to the road.
- 5.2.12 The Panel felt that the reasoning for the basement was weak, and a gym did not have to go in a basement. This was linked to one of the main criticisms of the proposal, which was the ground floor, its layout and integration with the street. It was felt the basement was not good in terms of sustainability, given the proposed gym use could be located on the first floor.
- 5.2.13 The Panel was not particularly concerned regarding the overall height of the building as shown, but felt that the transition to the adjacent residential to the north was a bit stark and the stepping needed to be more substantial, rather than just 1-2 storeys.
- 5.2.14 What was more important was the design and appearance of the building and it was agreed that there was a significant way to go on getting this right. It was a local landmark and needed to be a high quality building, notably at the corner. As the height was higher than that recommended, this was another reason for ensuring the design was exceptional.
- 5.2.15 The high-level details seemed pointless and a more meaningful approach was needed to identifying and interpreting local distinctiveness into a bespoke design. The precedent example shown (Barratt scheme at Savoy Circus) was considered a good example. More work was needed on getting the base, middle and top proportions right, especially if the first floor was to have non residential use and the transition between the commercial and residential floors needed to be clear and work well. Round windows were not considered to work well and further work in general was needed to get the architecture and materials right, with a restrained but relevant materials palette.
- 5.2.16 Overall the panel felt that whilst there was some good work done. However, there was a lack of attention to sustainability issues and some clear urban design work needed about how the building worked and fitted in to its surroundings and the street. This meant that there were some key areas that needed more thought and development, this being the reason the verdict was nearly Red.

Image below shows the proposed residential building for background information purposes only.

South Elevation



East Elevation



Fourth Floor



Comments 19.07.2023 (hotel scheme)

5.2.17

The Panel noted that it had reviewed a residential scheme for this site from the same applicant team on 1 June 2022, receiving an AMBER (towards RED) verdict. The current proposal being reviewed is for an hotel, with a similar form, scale and massing, though with less height.

Site Planning

The Panel were unanimous that the form, massing and height were appropriate for the site, and an improvement on the former residential scheme. They felt that the uses were also appropriate. The main elements at this level the Panel were concerned with, primarily relate to the frontages facing Crown Lane and Windermere Avenue.

Whilst there was some merit in using the Savoy Circus building as a precedent, it was felt that this was a larger site which has distinct side wings in addition to a strong corner element. This site does not really have the wings and it is all about the corner, which is not yet sufficiently strong and bold in its design. Therefore, the Panel felt that the stepping down on Windermere Avenue only needed one step

Access & Parking

The Panel questioned the provision of two parking spaces, instead of one and suggested this could or should be provided on-street. This would allow for more cycle parking. The visitor cycle parking on the street was also considered to be poorly arranged and cluttering the entrance area to the building. This could be better sited.

Architecture and Elevations

Whilst the Panel were supportive of the work done to identify local design styles to inform the design of the building, they felt that, because of its relatively small size, far too much was being included on the elevations. The materials needed to be pared back and a simpler approach taken. It was also felt that the top floor cladding element on Windermere Avenue, would hardly be seen and should also be in brick.

The building also still lacked a clear base, middle and top. Instead, the ground floor was not strong enough, including the corner in general. The darker brick element stopped inexplicably half way down the first floor windows, and it also formed a horizontal band higher up without a clear rationale. It was unclear whether the building wanted to emphasise the vertical or horizontal in its façade. The windows of the ground floor did not relate well to the upper floor windows and they did not take any design cues from the adjacent building in terms of size and positioning.

For such a small building there also seemed to be an excessive amount of space given over to signage and advertising. The upper level frieze seemed out of the way and unnoticeable and it was suggested this should be lower and maybe reclaiming the existing signage should be considered.

Ground Floor and Public Realm

The experience of approaching, entering and using the hotel, was not felt to be good or sufficiently considered. Overall, it seemed cramped and the whole seemed rather two-dimensional – notably the ground floor elevation. There were no entry canopies, orientation space inside or outside the building, no window openings, opportunities for outdoor seating, recesses in the elevation or maximising the space in the footway outside the entrance.

The entrance, although in a logical place to celebrate the corner, seemed small and underwhelming, neither celebrating the hotel or the building itself. It was also suggested there was scope for greening in the public realm, notably along the building on the Windermere Avenue elevation and possible tree planting in the footway (depending on utilities). Generally it was felt that there needed to be a far more fluid interface between the outside and inside of the building.

Internal Layout

Internally it was felt that the ground floor felt very cramped. There lacked a sense

of a foyer space for waiting to check-in or preparing to depart the hotel. The arrangement and spacing of the restaurant seating appeared to be very close, such that access past occupied tables by waiters or just by-passing customers would be difficult and practically impossible for wheelchair users. It was felt the whole entrance area would not present a good image for the hotel or make it a pleasant space to be.

On the upper floors the rooms on the front corner seemed to be poorly designed, with 4 windows but a large amount of wasted space where customers would access the bathroom and have to walk right past the windows. These needed to be reconfigured. The corridor serving the south facing rooms seemed to be wasting space that could be given over to making the rooms bigger.

Most of the rooms on the north and west sides were considered to have a poor and dark outlook, even for a hotel and it was felt that a different arrangement of the space should be explored to address this.

Generally it was felt that light levels would not be good in the rooms and it was suggested that some form of Juliet balcony or projection could be considered for the windows to address this and the somewhat two-dimensional feel to the façade.

The Panel raised a number of questions regarding sustainability issues and had no specific issues to raise.

Overall it was felt that the composition of the design needed further work and refinement to achieve the level of quality exhibited by Savoy Circus – less is more – regarding the materials. The elevations are key to this small site and they needed further work. The corner was key to this building and it needed to be stronger and bolder. The entrance experience, public realm and interface between inside and outside needed to work much better. Internally further work was needed to make the ground floor work better and feel welcoming and spacious, rather than cramped.

Verdict: AMBER

Images below of DRP hotel scheme for members information only:

Ground Floor



Third Floor



6th Floor



East Elevation



South elevation



CGI – DRP v CGI proposal

DRP



Proposal



Officer comment – The applicant has made the following changes between the DRP scheme and that before members (points below provided by the applicant):

- Recessed corner entrance on ground floor to include external planting to celebrate the entrance
- Widened and more spacious lobby arrival area
- Improved cafe layout and seating arrangement
- Revised canteen seating layout to improve user movement/permeability
- Increased internal planting on Crown Lane and Windermere Avenue to improve active frontage and visual outlook
- Introduced green wall/external facade planting
- Reduced the amount of hotel signage and refined the stone detailing at ground level to provide a more elegant and cleaner design and emphasised base.
- Refined facade design with added brick detailing and simplified material palette
- Two tone brick changed in favour singular tone brown brick
- Lengthened windows with removal of transom bars to provide a more vertical aesthetic
- Adjusted first floor glazing to align with adjoining property
- Removed white tile cladding in favour of metallic set back top floor (the top floor cladding has always been metal, not white tiles)
- Realigned window of unit 01 off the western boundary to northern boundary.
- Revised internal configuration to unit 10
- Increased the width of the internal user corridor

5.3 Internal Consultees

LBM Highways Officer 16/10/2023

5.3.18 Raised no objection subject to conditions.

LBM Transport Officer 14/11/2023

5.3.19 The officer raised no objections commenting;

- Car Parking - The development would be car free with the exemption of two disabled bays to the rear of the site off Windermere Avenue. The two disabled bays to provide EVCP. Car free development for the proposed development is acceptable.
- Cycle Parking - The applicant has proposed 7 long stay cycle parking spaces, and 2 short stay spaces at the front of the building. This is compliant with London Plan Policy T5 (Cycling).
- Deliveries and Servicing - TfL are satisfied with the pre-arranged agreement for on street servicing, however TfL believe the use of loading bay 3, on the opposite side of Crown Lane does not comply with London Plan Policies T2 (Healthy Streets) and Mayor Transport Strategy Policy 3 (Vision Zero). Tracking diagrams shown for Refuse and car vehicles manoeuvring into and out of the site off Windermere Avenue are acceptable.
- Off site highway works TfL requests the LBM securing the tactile paving improvement identified at the junction of Mostyn Road and Martin Way as the highway authority for these roads in line with London Plan policy T2 (Healthy Streets).
- Travel Plan - The application includes a draft travel plan and this is broadly welcomed. The details of the travel plan should be subject to detailed agreement and monitoring over a five-year period. A sum of £2,000 (two thousand pounds) is sought to meet the costs of monitoring the travel plan over five years, secured via the Section106 process.

Following conditions are recommended;

- 2 no. Disabled bays as shown with provision for EVCP.
- Amendments to Cycle parking provision.
- Off site improvements identified by TfL.
- A sum of £2,000 (two thousand pounds) is sought to meet the costs of monitoring the travel plan over five years, secured via the Section106 process.
- Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.

LBM Tree & Landscape Officer (01/11/2023)

5.3.20 The officer raised no objection subject to the imposition of suitable conditions.

LBM Waste Management (13/10/2023)

5.3.21 The officer raised no objections stating; This will be fully commercial and they will need to arrange collections with a commercial waste provider of their choice. Access seems suitable for any collection vehicle.

LBM Flood Risk Officer (22/11/2023)

5.3.22 The officer has assessed the application and commented;

I have reviewed the drainage strategy and find it acceptable.

As there are proposed sewer diversions and connection I would advise that Thames Water is consulted on this application. In terms of drainage and Suds, the proposed design strategy provides for the source control techniques of green / blue roofs and permeable paving techniques appropriately designed at detail design stage. A drainage layout plan is submitted drawing ref: FRA20160-DS-001.

Surface water will have a controlled discharged into the existing Thames Water surface water sewer network diverted adjacent to the proposed development. The SuDS provides a surface water management solution that reduces the surface water run off that leaves the site and shows that the proposed development does not result in an increase to the risk of flooding on or off site.

A gravity discharge rate from the site of 0.6 l/s for the 1 in 100yr + 40% is proposed. The proposed runoff for 1 in 100yr + cc calculations for this flow requires attenuation of 72.7m³.

The officer recommended conditions be imposed in relation to sustainable drainage.

LBM Future Merton policy (27.10.2023)

5.3.23 With regards to the Strategic Development Framework and the above planning application:

- As the name indicates, the SDF is a strategic level document for the proposed Morden Regeneration Zone " *...which sets out the vision, core objectives, and 'first principles' for the regeneration of Morden Town Centre*" and provides Project Objectives, and Delivery and Spatial Principles.
- The subject image 'Figure 1-1 More Morden Vision Aerial View' is an artist's impression of the above referred 'vision' and the planning application site is not within the proposed Morden Regeneration Zone boundary.
- References to the SDF and the proposed Morden Regeneration Zone boundary are within Merton's draft Local Plan, which is still undergoing Examination In Public and the most recent draft indicates that the chapter on

Morden contains a significant amount of proposed modifications. I would therefore recommend that the contents of this part of the draft Local Plan be awarded very limited weight in the determination of this planning application.

LBM Future Merton policy (updated comments 19.3.2024)

5.3.24

There is strong policy support in adopted and emerging parts of Merton's Development Plan on the principle of developing a hotel at 18-22 Crown Lane, Morden. The application site lies within Morden's town centre boundary in the existing and emerging Local Plans and the whole site has excellent public transport access (+6). A hotel is suitable for this very accessible town centre location, would provide jobs locally and visitors would also help to boost Morden's economy by using the other restaurants, cafes, shops and services within the town centre.

- Adopted Development Plan: London Plan 2021 policy SD6 *town centres and high streets* states *The vitality and viability of London's varied town centres should be promoted and enhanced by ... (G) Tourist infrastructure, attractions and hotels in town centre locations, especially in outer London, should be enhanced and promoted* (see also London Plan Policy E10 Visitor infrastructure)
- Adopted Development Plan: Merton's Core Planning Strategy 2011 states at policy CS3 *Morden town centre* for sites within Morden town centre boundary that we will support Morden regeneration by (a) *Capitalising on Morden's excellent transport links and attractive suburban surroundings to make Morden a vibrant centre that people want to visit not simply pass through;* (b) *Improving the quantity and quality of commercial, residential and leisure uses, with a range of uses that is appropriate to a District Centre;*
- Adopted Development Plan: Merton's Sites and Policies Plan 2014 (policy DMR6 Culture, arts and tourism development *By recognising the value of arts, culture and tourism uses to Merton's economy and employment, the council aims to protect and provide additional arts, culture and tourism uses in the borough. These uses will also create economic and social benefits for the borough by attracting tourist and business visitors to Merton. The council will maintain, improve and encourage cultural, arts and tourism in Merton by:* a) *Supporting:* i. *All proposals for cultural and tourism development which are likely to generate a large number of visitors in either: Merton's town centres; or* Other areas of the borough which have high levels of accessibility (PTAL level 4 or above) and are within close proximity to additional services for employees and visitors.
- Merton's emerging Local Plan policy TC13.9 Culture Arts and Tourism development proposes a similar approach to the Merton's Sites and Policies Plan 2014.

Representations received on this application include representations that consider that a hotel should be located within the Morden Regeneration Zone (as

proposed in the Emerging Local Plan as site allocation M01), that the regeneration of Morden should be underway prior to a hotel being built and that a hotel would not have a positive economic impact on Morden town centre and that this site would be more appropriate for new homes. Our view is that there is strong policy support for locating a hotel within the town centre boundary of a District Centre that also has excellent public transport accessibility and that there is evidence that London-wide hotels and tourism have a positive economic effect. Should a planning application have been received for a mixed use development including new homes we would have considered that in the normal way and there is a need for new homes across the borough, however this site is not allocated for new homes and there is policy support on this particular highly accessible town centre site for a hotel.

LBM Environmental Health (Air Quality) (23/10/2023):

- 5.3.25 The officer noted that The applicant has submitted an amended Air Quality Assessment report (Ref.: PP1994/CL/AQA/202309-EC) dated September 2023 and produced by NRG Consulting and A Construction Environmental Management Plan has been submitted (Ref.: PP1994/CL/CEMP/202309-EC) highlighting the need of submit in the future a detailed Air Quality Dust Management Plan. Based on that information the officer has no objections subject to conditions.

LBM Environmental Health (Contamination) (11/10/2023)

- 5.3.26 The officer raised no objections but recommended two conditions be imposed relating to site contamination.

LBM Environmental Health (noise and disturbance) (03/11/2023)

- 5.3.27 The officer noted, 'the application has been submitted with a noise impact assessment in order to assess the suitability of the site in terms of acoustics for internal amenity standards for the development. with suitable noise mitigation measures, suitable controls can be implemented to protect future occupants. the recommendation of the af acoustics report should be implemented prior to occupation.

With regards to mechanical plant and any extraction systems, there is a submitted report 'ventilation and extraction philosophy' states that 'the strategy will be developed further as part of the detailed design stage and therefore future updates of this report will be required.' once the details of the mechanical plant if known a suitable acoustic survey report shall be produced for this element and comply with the relevant noise criteria. Additionally a condition relating to reducing light spillage is also recommended.

The applicant has submitted Demolition and Construction Environmental Management Plans and these should be complied with throughout the duration of the project.

LBM Environmental Health (noise and disturbance) (22/02/2024)

5.3.28 My previous comments covered plant noise in general so should cover this amendment.

LBM Design Officer 02.11.2023

5.3.29 There have been some improvements, notably to the ground floor entrance, which has tried, with some success, to address the last DRP comments. There are other issues that remain:

- The west facing oriel window is an exceptionally poor solution and demonstrates the room has been designed poorly. For a new build to require a main window to a room to have no views out is unacceptable and there is no reason why a north facing window can be incorporated. Remedial measures to a new-build simply demonstrate over development or poor design. The design of the oriel window also seems out of character to the rest of the building design.
- There are two elements of design detail that have been taken from the local context. These are the protruding brick headers on the main building and the cladding detail for the top floor. The re-interpretation of these is exceptionally tenuous - to the extent that no-one will make these links. Whilst the headers work OK on the building, the cladding does not. It bears no resemblance whatsoever to tiling on the underground and none of this is visible on the outside of the Tube station anyway. The cladding jars with and is discordant with the rest of the building materials. If the applicant feels this top floor needs to be a lighter colour to blend with the skyline, what about the other top elements of the building that are in brown brick? This set back top floor doesn't work and I recommend this section is removed.
- The simplification of the materials is welcomed, but I have reservations about such a large extent of brown brick and feel this could make for a very dull appearance to the building. A richer tone is needed and this needs to be resolved with the applicant. Also, the white stone banding around groups of windows does not work well. It serves to give a level of chunky, over-size detail and it would be better to rely on strong setbacks (at least one header deep) and perhaps more subtle differences in brick colour. This does seem to work better to link the ground and first floors and could be retained here.
- I am happy for the corner to be accentuated with glazed green tiles - which will need to be agreed with the case officer,
- The green wall panels either side on the elevations appear to serve little architectural purpose but, as the proposed green walls, could become a distinctive feature of the building. However this needs to be got right and be well maintained otherwise it could become an eyesore that is eventually removed to reveal a bland expanse of brick wall. A good example of how this could work really well (on a smaller scale) is the green wall on Wilko in Sutton town centre. There would need to be sufficient depth to the reveal to provide

enough earth/growing room for plants, and a proper irrigation system. This would need to be conditioned with any planning permission.

- There needs to be a proper signage strategy for the building as retrofitting extra signs at a later date would undermine the appearance of the building and should not be permitted.
- Windows on the adjacent building are taller than they are wide and give some vertical emphasis to an otherwise low rise building. In taller buildings it works better to extend the verticality of the windows to reflect the building overall. However, the windows proposed are almost square. They should have slightly more vertical emphasis than the adjacent windows (not less) and this will aid in giving a more subtle vertical emphasis rather than having the large stone banding around groups of windows.

5.3.30 Following the submission of revised drawings, the officer had no further issues with the design and as of March 14th commented 'my general view is that the design for the proposal has evolved sufficiently for me to be happy with it, subject to discharge of conditions relating to materials etc'.

5.3.31 **LBM Climate Change Officer 22.02.2024**

To summarise, the applicant is proposing to achieve an overall improvement of 35.35% against Part L 2021 across the site.

The applicant is proposing a saving of 10.04% at the Be Lean stage which is below the GLA's minimum requirement of 15%, however the scheme is proposing to use waste water heat recovery which in a hotel with high hot water use could contribute significantly (non-residential developments cannot currently include waste-water heat recovery in their calculation methodology - as per paragraph 7.11 of the GLA's Energy Assessment Guidance – hence why this has not been accounted for in the Be Lean figure). The applicant is also proposing good fabric standards which go beyond the Part L 2021 notional and Mechanical Ventilation with Heat Recovery which all contribute to more savings through energy efficiency.

The final carbon offset contribution which will need to be secured through S106 is £81,058 as per the latest version of the Sustainability and Energy Statement dated 5th January 2024.

I'm satisfied the other information which has now been provided aligns with Merton's sustainability requirements and propose the condition wording outlined below. As discussed, please note that some of these are pre-commencement conditions given that the applicant hasn't been able to provide all the detail at the planning stage.

5.4 **External Comments**

Metropolitan Police – Secured by Design (20/10/2023)

5.4.32

I have had consultation with the architect prior to this application, throughout all stages of this proposal. During the meetings we covered how Secured by Design (SBD) principles could be incorporate into the layout and design of this development. Many of the subjects we discussed have now been included in the latest plans.

Having given due consideration to the design of this development, I recommend the following security features be addressed / included:

- Secured by Design recommends compartmentalisation for any development that comprises over 26 units. This limits permeability within a block and allows guests to only access their floor or designated areas by way of an encrypted key fob or card. Fobs should always be encrypted to reduce the risk of them being copied by a third party.
- The goods inwards door located on Crown Lane should be included as part of the access control system.
- I recommend that tested and certified security rated doors and windows are used on all communal and easily accessible areas. Due to the usage that the doors will suffer, a more robust security rating should be considered for these doors as they may provide better long-term reliability and savings in maintenance costs.
- CCTV can help deter crime and criminal behaviour and provide reassurance for guests and visitors. It can also provide key evidence of any criminal activity. I recommend a CCTV & lighting strategy around the building and communal areas, including entrances and cycle stores.
- Lighting is a very important element and should provide sufficient coverage to supplement any CCTV system that is installed as well as providing reassurance for guests during the hours of darkness.
- Smoke Vent grills and louvre doors are vulnerable as these are usually made of aluminium which can be easily bent or distorted. Steel vents would be recommended but alternatively weld mesh should be affixed to the inside to provide protection from this.
- English bond and projecting headers (hit and miss brickwork) should be carefully designed to eliminate any climbing aids or places for concealment of drugs or weapons.
- Roller shutters or grilles should be located as close to the building line as possible to avoid the creation of a recess. Such products should be certificated to one of the following standards: LPS 1175: Issue 7, SR2, STS 202: Issue 3, BR2 and Sold Secure Gold
- Landscaping and planting should be designed to prevent obscuring vision in and out of the glass frontage.

Recommendation Crime Prevention and community safety are material considerations. If The London Borough of Merton are to consider granting

consent, I would seek that conditions be attached. This is to mitigate the impact and deliver a safer development in line with the Merton New Local Plan (Stage 3), the London Plan, Section 17 Crime and Disorder Act 1988 and National Planning Policy Framework (NPPF).

Historic England

- 5.4.33 It was identified that the site is located within a Tier 2 Archaeological Priority Zone due to its proximity to the route of the Roman Road. It is considered that the proposal could harm archaeological remains and a field evaluation was needed. The officer recommended that a two stage pre commencement condition could offer suitable safeguarding and protection.

Transport for London 08/11/2023

- 5.4.34 Site Location and Context.

The site is located within Morden town centre and is bound by the A24 Crown Lane to the south, Windermere Avenue to the east, a private access road and residential properties to the north and retail units to the west. The A24 Crown Lane forms part of the Transport for London Road Network (TLRN). The site is served by twelve bus services (80, 157, 154, 118, 201, 93, 470, 293, 413, 163, 164 and K5) within an acceptable walk distance of the site with stops located on Crown Lane and Windermere Avenue. Morden Underground station is located approximately 200m east of the site. Morden South rail station is also located within an acceptable walking distance.

Deliveries and Servicing

TfL are satisfied with the pre-arranged agreement for on street servicing, however TfL believe the use of loading bay 3, on the opposite side of Crown Lane does not comply with London Plan Policies T2 (Healthy Streets) and Mayor Transport Strategy Policy 3 (Vision Zero). TfL request the use of the bays must follow sign restrictions. The restrictions on the bay fronting the site are 'no stopping Mon-Sat 7am – 7pm except loading maximum of 20 minutes or disabled parking maximum 3 hours. The use of a delivery booking system is welcomed by TfL. TfL welcome all deliveries are scheduled outside of the peak hours of 08:00 – 10:00 and 16:00 – 18:00. This is expected in line with London Plan Policy D3 (Optimising site capacity through the design-led approach), paragraph 3.3.17, and London Plan Policy T7E (Deliveries, Servicing and Construction).

Officer comment - Loading bay 3 does not form part of the applicants proposed servicing arrangements.

Car parking

TfL welcome the car free nature of the proposal. The applicant has proposed 2 disabled bays to the rear of the site accessed off Windermere Avenue. TfL expect the provision of disabled parking to be reduced to 1 disabled person's space only in line with London Plan Policy T6.5 (Car Parking).

Officer comment – Now agreed, see updated comments below.

Cycle parking

The applicant has proposed 7 long stay cycle parking spaces, and 2 short stay spaces at the front of the building. This is compliant with London Plan Policy T5 (Cycling). TfL request amendments to the access of the long stay cycle parking. Currently the only access is to walk round the rear of the car parking spaces and travel through the kitchen. TfL request direct access for cycle users through the office/lobby. TfL would also welcome the provision of showers, lockers and changing facilities be provided for staff, as noted in the TfL pre-app meeting.

Officer comment – Not actioned as it would require a redesign and is simply impractical

Trip Generation & Healthy Streets

TfL welcome the adjustment to the TRICS output to account for the car-free nature of the development and the excellent access to public transport modes. The Transport Statement (TS) includes an Active Travel Zone (ATZ) Assessment, which is welcomed. TfL would strongly support the Council securing the tactile paving improvement identified at the junction of Mostyn Road and Martin Way as the highway authority for these roads in line with London Plan policy T2 (Healthy Streets).

Officer comment – Officers have agreed this with the applicant. The upgraded pavement area can be secured through a financial contribution as part of the s106 agreement.

Construction

TfL request Traffic Management information is provided. This must highlight safety information for pedestrians passing the building, traffic driving past on both areas & cyclist movements. The applicant must also confirm enough area is clear for disabled movements past the site. TfL request the applicant confirm the dates they want to start and finish the works. TfL request the applicant apply for closure of any bays used during construction. A Temporary Consolidated Suspension

Request (TCSR) is required in relation to the temporary suspension of parking, loading, disabled and/or motorcycle parking bays. This is available on the TfL website. The Pit Lane must comply with 'Safety at Street Works and Road Works' code of practice. TfL expect all deliveries to avoid the peak hours of 08:00 – 10:00 and 16:00 – 18:00. This is expected in line with London Plan Policy D3 (Optimising site capacity through the design-led approach), paragraph 3.3.17, and London Plan Policy T7E (Deliveries, Servicing and Construction).

Officer comment – The applicant has not received planning permission yet and therefore at the time of writing, an applicant would not know a start date. Details of traffic management can be provided once known, as part of a planning condition and in consultation with TFL).

The footway and carriageway on the A24 Crown Lane must not be blocked during the development. Temporary obstructions during the development must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A24 Crown Lane. All vehicles associated with the development must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions. No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>

TfL request amendments to the disabled parking provision, cycle store access & further information provided on delivery and construction arrangements prior to being supportive of the application.

Officer comment – See updated comments below.

The request for additional information on delivery and construction arrangements can be provided by the applicant once known when discharging the relevant planning condition (subject of consultation with TFL).

Transport for London (updated comments 10/04/2024

Disabled parking

5.4.35

Satisfied with 2 blue badge spaces being provided.

Healthy Streets improvements

TfL would support any improvements however it is understood this is not required to make the application acceptable in planning terms as the proposed walking trip rates are low.

TMAN and Construction Logistics

As they have provided an outline CLP this detail can be dealt with by planning condition.

Bike Store

The justification of it being a very very short walk especially for someone fit enough to ride a bike in the first place is contrary to the policies of LP T5 (Cycling). Cycle parking and cycle parking areas should allow easy access and provide facilities for disabled cyclists. Cycle parking needs to take into account all user needs, so as not to exclude or disadvantage riders of certain types of cycle. This includes people who use handcycles, tricycles, tandems and models adapted to suit the rider's specific needs, as well as cargo cycles. Access to the long stay cycle parking should be close to the entrance of the property and avoiding obstacles such as stairs, multiple doors, narrow doorways (less than 1.2 metres wide) and tight corners. New developments must take every opportunity to overcome barriers to cycling for their prospective residents and for visitors. Good quality cycle parking is a selling-point. It is a shame that the Planning Authority has not taken this into account. TfL will not uphold an objection to the cycle parking, however believe the council should consider the aforementioned points prior to determination.

Officer comment - In regards to cycle parking, whilst the proposed arrangements may not be the best solution in some respects, this is similar to lots of cycle arrangements in the Borough. It should also be noted that the scheme is for a hotel and not residential units as the TFL comments seem to suggest by the term residents. Planning officers need to take a balanced view on all planning consideration, whilst TFL rightly set out best practice guidance, they do not raise an objection. Officers would agree, in the overall planning balance, this would not warrant refusal of planning permission. It should also be noted that the Councils Transport Planner has not suggested refusal of planning permission or provided a reason for refusal on this point either.

Thames Water

5.4.36

With the information provided, Thames Water has been unable to determine the Foul water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for foul water drainage, but have been unable to do so in the time available and as such, Thames Water request that a condition be added to any planning permission.

Thames Water would advise that with regard to surface water network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we

would have no objection

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application but request an informative be added.

6. POLICY CONTEXT

List of relevant planning policies

National Planning Policy Framework (2023)

- Chapter 2 Achieving sustainable development
- Chapter 7 Ensuring the vitality of town centres
- Chapter 8 Promoting healthy and safe communities
- Chapter 9 Promoting sustainable transport
- Chapter 11 Making effective use of land
- Chapter 12 Achieving well-designed places
- Chapter 14 Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 Conserving and enhancing the natural environment

Relevant policies in the London Plan 2021 are;

- H2 (Small sites)
- H5 (Threshold approach to applications)
- D1 (London's form, character and capacity for growth)
- D3 (Optimising site capacity through a design lead approach)
- D4 (Design)
- D5 (Inclusive design)
- D11 (Safety & Security)
- D12 (Fire safety)
- E 10 (Visitor infrastructure)
- HC 1 (Heritage and conservation)
- G5 (Urban greening)
- GG2 (Making the best use of land)
- GG6 (Increasing efficiency and resilience)
- SD 6 (Town Centres and High Streets)
- SI 2 (Minimising greenhouse gas emissions)
- SI.3 (Sustainable drainage)
- T5 (Cycling)
- T6.4 (Hotel and leisure uses parking)
- T7 Deliveries, servicing and construction

Merton Local Development Framework Core Strategy (2011)

- Relevant policies include:
- CS 3 Morden Town Centre
- CS 11 Infrastructure
- CS 12 Economic development
- CS 13 Open space, nature conservation and leisure
- CS 14 Design
- CS 15 Climate Change
- CS 17 Waste
- CS 18 Transport
- CS 20 Parking servicing and delivery

The relevant policies in the Council's Adopted Sites and Policies Plan 2014

are:

- DM D1 Urban design and the public realm
- DM D2 Design considerations
- DM D4 Heritage assets
- DM D5 Advertisements
- DM D7 Shop front design and signage
- DM E1 Employment Areas in Merton
- DM E2 Offices in town centres
- DM E4 Local employment opportunities
- DM R3 Protecting corner/local shops
- DM R5 Food and drink/leisure and entertainment uses
- DM R1 Location and Scale of development in Merton's town centres and neighbourhood parades.
- DM R6 Tourism development
- DM EP2 Reducing and mitigating noise
- DM EP4 Pollutants
- DM F1 Support for flood risk management
- DM F2 Suds, waste water and water infrastructure
- DM T1 Support for sustainable transport and active travel
- DM T2 Transport impacts of development
- DM T3 Car Parking and servicing standards

Supplementary planning considerations

- GLA Guidance on preparing energy assessments – 2018
- London Character and Context SPG 2014
- Merton Planning Obligations SPD – 2006

- Merton Borough Character Study 2021
- Merton Small Sites Toolkit 2021
- Merton Borough Character study.

Merton Emerging Local Plan

- N5.1 – Morden
- D12.6 - Tall Buildings

7. PLANNING CONSIDERATIONS

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

- Principle of Development
- Design
- The impact of the development on neighbour amenity;
- Transport, Parking and servicing;
- Trees, Landscaping & Biodiversity;
- Urban greening factor and Biodiversity net gain
- Site security
- Sustainable design and construction.
- Fire safety
- Construction of Development
- Air quality
- Flooding and drainage
- Site contamination
- Archaeology

7.2 Principle of development

7.2.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise.

7.2.3 Policy D3 of the London Plan 2021 requires all development to make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site.

Loss of Existing Uses

7.2.4 The application site is currently located within a row of two storey terraced buildings, mainly comprising commercial uses with some instances including

residential on the floor above. The site is not located within a designated shopping parade. Therefore, in planning policy terms, the site would be classified as a corner/local shop, therefore planning DM R3 Protecting corner/local shops would be applicable in this instance. Policy DM R3, seeks to protect local shops that provide a useful service to local residents and to ensure that local shops are within walking distance of all residents in Merton whilst reducing vacancy rates in shopping frontages that detract from the local area. The policy permits change of use of a corner/ local convenience shops (A1 Use Class) to a wide range of uses including retail (A1), businesses (A2 and B1 [a] Use Class), cafes and restaurants (A3), public houses (A4), hot food takeaways (A5), health and community uses (D1), where:

- i. There are alternative convenience shops located within 400 metres;
- ii. The proposal will have no significant adverse effects on the amenities of nearby residents, road safety, traffic movements or car parking impacts; and,
- iii. Independent access to upper floors is ensured.

7.2.5 The proposal is would provide a commercial use (Class E, ref to the above use classes in the policy is outdated, most uses above now form part of Class E), with the site being located in an area with a wide choice of other shops (within 400m), is not considered to have a significant impact on its surrounding and access to the offer floors as a hotel is considered to be inline with the objective of the policy, the character of the parade and emerging changes in the area (regeneration). More details relating to the proposed use and established position on the site are set out below.

7.2.6 Currently only 22 Crown Lane is occupied with a café use at ground floor and an office type use above. All other units within the application site remain vacant at the time of writing. The applicant has confirmed that the established planning uses of the three units, is either a restaurant or offices. All such uses fall with use Class E (Commercial, Business and Service). The commercial accommodation on the application site is spilt into three units with a modest floor area, therefore the level of employment generated, when occupied, is considered to range between low and modest levels. At present only one of the three units is occupied so as it currently stands the units are not generating much in terms of employment. The proposal would introduce new commercial building with a gross internal area of 3,029sqm, which would include a ground floor restaurant/bar area and 85 bedroom hotel on the upper floors. The hotel use is therefore expected to generate an overall increase in employment when compared to the existing situation (6 full time and 18 part time jobs expected to be created). Officers are therefore content that the proposed use would be inline with the objectives of employment policies at a local and regional level by contributing towards sustainable economic growth.

7.2.7 Member may note that the applicant has a permission for various residential uses under prior approval rights (see planning history section of this report). The

applicant has confirmed that these permissions have not been implemented to date, however they provide a valid full back position which the applicant could implement. Therefore, technically the loss of the existing commercial units has already been established. Policy matters relating to the loss of existing commercial units is therefore irrelevant in this instance given the fallback position which has been established by formal applications and approvals.

- 7.2.8 The proposal does provide a healthy re-provision of commercial floorspace and given its use type (total) would generate new jobs onsite and will help boost surrounding business with increased visitor footfall. The proposal is therefore considered to have significant economic benefits, especially given the fallback position.

Tourism development and the provision of a hotel

- 7.2.9 London Plan 2021 policies E10 and SD 6 encourage the provision of visitor and tourist facilities especially in outer London areas well served by public transport whilst Merton's Sites and Policies Plan policy DM R6 encourages the provision of tourism development in Merton's town centres. DM R6 seeks to ensure that whilst supporting tourism proposals, the development shall ensure that;

- i) The size and character of the site or building are suitable for the proposed use
- ii) The development would be compatible with the character and appearance of the area
- iii) The amenity of local residents and businesses will not be harmed by way of noise, disturbance, loss of light or privacy
- iv) There will be good access and links to modes of transport other than private cars
- v) Vehicle access to and from the highway will be safe.

- 7.2.10 These points will be expanded upon later in this report.

- 7.2.11 Policy CS 3 Morden Town Centres of Merton's Core Planning Strategy seeks:

To regenerate Morden through intensified development in and around the town centre, creating a distinctive and vibrant centre by making more of what Morden has to offer.

A plan-led approach will increase development capacity and make more efficient use of land by incorporating higher density housing and commercial opportunities; exploiting Morden's excellent public transport links, while conserving and enhancing the character and distinctiveness of the adjacent suburban neighbourhoods.

.... We will do this by:

Capitalising on Morden's excellent transport links and attractive suburban surroundings to make Morden a vibrant centre that people want to visit not simply pass through;

Improving the quantity and quality of commercial, residential and leisure uses, with a range of uses that is appropriate to a District Centre;

7.2.12 CS 12 Economic Development of Merton's Core Planning Strategy states:

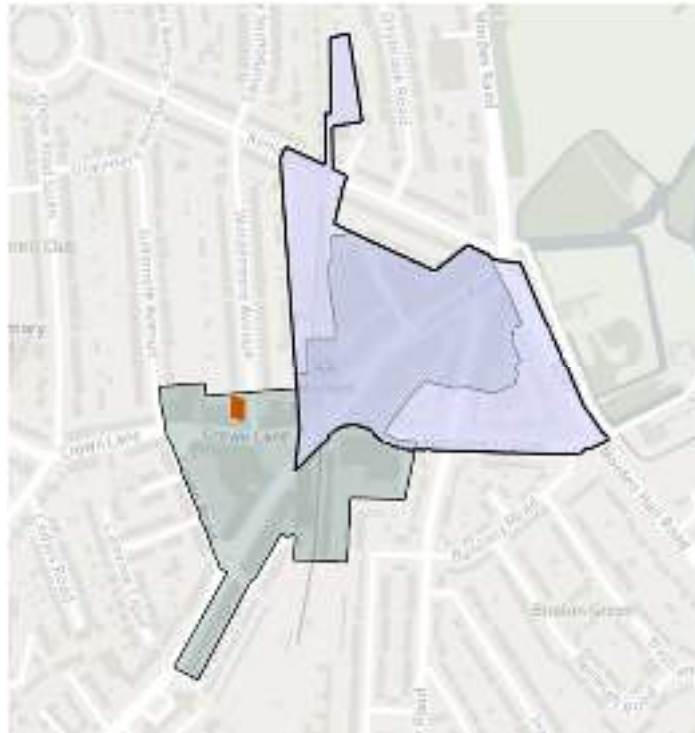
We will support the development of a diverse local economic base in Merton by encouraging the increased provision of the overall number and range of jobs in Merton; particularly in the commercial and business sectors (including the provision of business, leisure, retail, creative, cultural and 'green jobs...

Morden Regeneration Zone.

7.2.13 As an additional matter of further background to the appropriateness of a hotel in this location (something that has been questioned by residents in their objections) is that the application site, whilst not being located within the proposed Morden Regeneration Zone, sits adjacent to the boundary of this proposed area and within the adopted (2014) and emerging (2024) Local Plan town centre boundary for Morden. The new Morden Regeneration Zone is proposed to be a site allocation (Mo4) in the Councils New Local Plan. This follows on from long terms aspirations for the town centre and its regeneration.

7.2.14 The new local Plan is not an adopted document to date, however it has been submitted to the Secretary of State for examination, has been through five weeks of public hearings and, at the time of writing (March 2024) is published for seven weeks of post hearings consultation (https://www.merton.gov.uk/system/files/lbm31_accessible_mertons_local_plan_incorporating_proposed_modifications_accessible_feb24_0.pdf) within the adoption process (near full adoption). At present, officers are not giving full weight to policies contained in the New Local Plan as it has not been fully adopted by the Council, however Merton's adopted Core Planning Strategy 2021 and Merton's emerging Local Plan 2024 include this site within the Morden town centre boundary and support Morden regeneration at adjacent sites

7.2.15 Emerging Local Plan Policy Morden: N5.1 states that the policy supports the rejuvenation of Morden to create a modern, attractive and vibrant destination that meets the needs of the current and future residents, businesses and visitors, and provides economic, social and environmental benefits. This will be achieved through intensification and comprehensive development within the Morden Regeneration Zone...



Extract from Policies Map of emerging Local Plan 2024, showing Morden Regeneration Zone in blue and Morden town centre boundary in grey, site location indicated in orange

Emerging Local Plan Site Allocation Mo4: Morden Regeneration Zone sets a regeneration vision that seeks to take the opportunity to enable large-scale development in Morden town centre, which will secure economic, environmental, and social benefits in accordance with the London Plan. Amongst 8 opportunity criteria under this policy, the following are considered to be relevant to the application before members:

1. The delivery of an appropriate mix of retail, office, commercial, community and leisure use, including night-time uses, improved transport infrastructure and public realm, and a significant quantity of new residential development (circa 2,000 units).
2. Comprehensive regeneration of the site, to optimise the delivery of new homes, improve the street scene and public realm, make it easier to get around, and support businesses and other appropriate town centre uses.
6. The use of tall buildings where appropriate in order to optimise development that relates well to the surrounding context and public realm, particularly at street level.
7. The provision of an appropriate mix of retail, office, community and leisure uses, including night time uses, which provide an appropriate level of active frontage.

Conclusion (Principle)

- 7.2.16 There have been numerous objections relating to the need for a hotel in Morden, frequently citing a lack of tourist attractions in the borough. Whilst it is acknowledged that regular events such as AFC Wimbledon home games and the Wimbledon Tennis Championships would only provide limited 'tourist' demand, hotels also provide accommodation for those working away from home, visiting friends and families and for one off events such as weddings or special events within the borough.
- 7.2.17 As set out in the policies above, the principle of a hotel in Morden town centre is supported by policies in the London Plan 2021 (policy SD6, Town centres and high streets part G) Merton's Core Planning Strategy 2011 (policy C6 Centres Merton's Sites and policies Plan 2014 (policy DMR6 Culture, arts and tourism development and Merton's emerging Local Plan policy TC13.9 Culture Arts and Tourism development) hotels should be directed to areas of the borough that are designated town centres or well served by public transport. In this instance, the location of the hotel would be located within a Morden Town Centre location, with the site having a PTAL score of 6a (excellent). The application site also sits directly adjacent to the proposed Morden Regeneration Zone, so would therefore offer supporting commercial infrastructure to the future planned regeneration area. The commercial use of the site as a hotel would also generate jobs within Merton with the operator predicting the provision of 6 full time jobs and 18 part time jobs. With increased visitors using the hotel and its ground floor restaurant (mostly accessing the site on foot) would bring more people into the area and therefore generate higher levels of passing trade for surrounding businesses. The proposed use would therefore bring economic benefits within Merton and further afield due to its excellent transport links. The location of the proposed hotel is therefore supported by officers as planning policy encourages such uses in these areas.

7.3 Design

- 7.2.18 The NPPF, London Plan policies D3 and D4, Core Strategy policy CS 14 and SPP Policy DM D2 require well designed proposals which make a positive contribution to the public realm, are of the highest quality materials and design and which are appropriate in their context. Thus, development proposals must respect the appearance, materials, scale, bulk, proportions and character of their surroundings.
- 7.2.19 London Plan policy D3 states:
- 'All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity' That same policy goes on to state 'Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public

transport, walking and cycling’.

Massing and heights

7.2.20

There have been a number of objections to the proposed 7 storey height of the building with the existing terrace being only 2 storeys in height. However, there are a number of factors to be considered in determining if the height can be justified. Whilst the proposed building would have a maximum height of 7 storeys, it must be noted that the application site sits within the Town Centre boundary where existing taller buildings already exist (including the adjacent 14 storey Council Office and 4 storey commercial building at Morden Tube Station) and where it can be expected that more taller buildings would be directed in the future. In officers opinion, whilst the proposed building would result in a larger building on the plot, the increased height is not considered to be overall tall or out of keeping given the existing and emerging context. In terms of future and emerging context, the application site is located adjacent to the boundary of the Morden Regeneration Zone where regeneration of the area will include taller and more dense buildings. It should also be noted that the application site was shown on the indicative image in the Masterplan drawings as a taller building (application site with red dot). Noted that the image below is not an approved master plan in terms of actual building heights (that would follow at a detailed design stages), however it gives indication of the growth direction for the area.

Extract from Masterplan:



7.2.21

From a design perspective, the taller 7 storey element on the corner section of the site, is considered to be a sound approach in townscape terms. This element is considered to respect the context of the site and its town centre setting. The building would lower in height towards the rear of the site with a stepped down approach to four storeys adjacent to the more low-rise 2 storey houses in Windermere Avenue. Whilst this four storey element would sit higher than the adjacent two storey housing, the four storey element would be set away from the rear boundary and adjacent houses by approx. 5.7m which would assist in creating a suitable buffer of height transition within this street scene elevation.

7.2.22

Officers acknowledge that the proposals would result in an uplift in both bulk and height when viewed in context with the adjoining and adjacent terraces.

However, given the site location within the town centre it is highly likely that this part of the town centre will see growth and naturally result in more taller and bulky buildings. The proposed treatment to the west elevation has therefore resulted in new windows or opening facing east to ensure that the proposed development does not hinder the potential for adjoining sites coming forward for redevelopment. The treatment of the east elevation would also include brick detailing to ensure that the wall does not appear as bland elevation as it could be sometime before adjacent site come forward of redevelopment.

- 7.2.23 It should also be noted that the Councils Design Officer has raised no objections to the proposals and the Councils Design and Review Panel were unanimous that the form, massing and height were appropriate for the site.

Character and Appearance

- 7.2.24 The proposed hotel use would operate in a building that has been specifically designed for this purpose and would respond to the town centre location. Whilst there are some flats on the floors above the commercial uses the character of this section of Crown Lane is commercial and as such the use would be considered to accord with the character of the area albeit there is a residential hinterland.

- 7.2.25 As set out above, the building height would have a staggered approach to respect each of the character areas of the site, with Crown Lane being a more town centre setting and Windermere Avenue moving into a more low-rise residential environment. This change in character is reflected by not only the lowering height of the building but the treatment and proportions of the ground floor. The corner section of the building has a more grand ground floor treatment, with a distinctive corner feature to mark the entrance to the hotel and double height framing, whilst on the Windermere Avenue frontage, the proportions of the elevation treatment reduce in form towards the rear of the site to respond to the more residential setting.

- 7.2.26 The choice of brick as the main elevation treatment is welcomed by officers as it will give the building a strong presence within the street and will help prolong the quality of the building (rather than the use of render or panels which are often used on hotels). Framing details and more verticality to the windows (as requested by the Councils Design officer) better reflect the building overall. The corner to be accentuated with glazed green tiles is supported by providing some visual interest to the scheme and placemaking the entrance to the building from longer distances. The building includes signage both at higher and lower levels. Again, this adds interest to the design (acknowledging its past) and can be controlled via a planning condition. An addition, a planning condition will also be placed on the development to remove PD rights so that the Council has full control over any future advertisement to ensure a high quality finish.

- 7.2.27 Impact on the Merton Park Conservation Area was raised in the objections but the site is not adjacent, or even very close to the CA and any views that might be possible of the hotel would be seen in the context of the backdrop of the Civic centre which is twice the height.

Layout

7.2.28 At the pre application stage in consultation with officers and with the DRP a number of issues were found with the proposed layout. Through a series of changes the ground floor layout was significantly amended and improved in order to ensure a better guest experience and to make the facilities more workable. It would now be possible to keep the back of house activities separate from the front of house activities and the design is such that the ground floor area would offer good levels of natural surveillance for this junction and the restaurant would be an addition to the night time economy and widen the choice of restaurant facilities in the area for both guests and local residents.

7.2.29 The layout of the development is now considered to be logical, with non-public spaces being moved, a ground floor restaurant providing an active frontage and the upper floors providing a satisfactory hotel layout. TfL had suggested that there should be direct access from the bike store into the main lobby of the hotel however this is considered by officers to be unreasonable to redesign the building to facilitate this given the low level of likely use and the short distance that would need to be walked to go from the store and in through the main doors. The relatively limited footprint for the upper floors being set back from the adjoining site has limited the overall level of space that is available. Whilst officers consider that hallways look fairly narrow for a hotel use, the applicant has confirmed that it meets their requirements. commercial decision by the applicant and not a matter upon which a refusal could be justified.

Shop front and signage

7.2.30 The proposed ground floor has been designed to respect the commercial nature of the building which would conform to its commercial setting. Condition 38 has been recommended to remove permitted development rights relating to advertisement (Deemed Advertisement Consent) so that the Council can ensure that the building retains suitable advertisements that respect the terrace and design of the original building.

Design Review Panel

7.2.31 The design of the building has been subject to various design iterations following discussions with planning officers at the pre application stage and following the Design Review Panel comments and suggestions prior to submission of the application and further minor changes in response to the Council's Urban Design Officer's comments.

7.2.32 As set out in the accompanying Design and Access Statement Part 5 the applicants have considered to have made efforts to incorporate design features such as window design, banding features, brick choice and bonding design. Whilst the DRP were unsupportive of the lightweight materials for the top floor it is considered that there is merit in this choice as it is a commonly used method for reducing the visual impact of the upper levels. Had the applicants sought a more functional render finish to the rear elevations this may have given more weight to concerns about using the cladding.

Design (conclusion)

7.2.33 In conclusion, officers consider that the proposed building is well designed and

would respond to the context of the site. The proposed development is considered to satisfy London Plan policy D3 which states:

Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity'

Wind tunnel effects

- 7.2.34 A number of objections were received asserting that the height of the scheme was such that in conjunction with its proximity to the Civic Centre it would result in dangerous wind conditions for pedestrians and cyclists. In order to address these concerns the applicants commissioned a Pedestrian Wind Comfort report which undertook assessments to understand whether there would be a change to the microclimate and if there was, whether this would be materially detrimental to pedestrian and cycle users around the site.
- 7.2.35 The assessment was undertaken using a specialist computational fluid dynamics (CDF) software applied to a 3D computer model of the surrounding area provided, using an Accurcity 3D contextual model. The historical meteorological data that was applied uses statistical information on an hourly-averaged wind speeds by direction. The analysis was undertaken using the principles set out in the Lawson Criteria which is the method used for anticipating wind effects in the built environment and sets out comfort criteria thresholds for certain activities.
- 7.2.36 The report acknowledges that CFD wind modelling is not an exact science but states that it can be used to demonstrate if there is a difference in the wind microclimate between the existing and proposed situation and is a widely recognised method for modelling air flows to simulate the flow of oncoming wind around buildings. It uses steady flow assumptions and provides a good indication of the locations of high wind speeds. The model excludes both soft and hard landscaping and as a result represents the worst-case scenario. Landscaping generally improves the wind environment.
- 7.2.37 The modelling shows that there is very little difference between the existing and proposed scenarios and is appropriate for walking in relation to both the Annual Assessment and the Worst Case Scenario. The report undertook a Strong Wind assessment which identified that there is a very small area of distressed conditions in both the Existing scenarios for 'members of the general public' and "frail persons or cyclists. It is noted that in the Proposed scenario, this is no longer the case and the proposal would therefore actually improve the current situation.
- 7.2.38 The report concludes that the proposed development would have no noticeable effect on pedestrian comfort nor distress to 'members of the general public' or "frail or cyclists" with regards to wind around it in comparison with the existing scenario. Consequently, it is considered that the issue of microclimate impacts would not be grounds for a refusal of the application.

7.3 The impact of the development on neighbour amenity

- 7.3.39 Planning Policy D6 (Housing quality and standards) of the London Plan 2021 states that the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.
- 7.3.40 Planning policy CS policy 14 of Merton's Core Planning Strategy and policy DM D2 of Merton's Sites and Policies Plan seek to ensure new developments does not unacceptably impact on the amenities of the occupiers of any adjoining and nearby surrounding properties. Planning policy DM D2 (Design considerations in all developments) states that amongst other planning considerations that proposals will be expected 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.
- 7.3.41 Policy DM EP2 (Reducing and mitigating noise) states that development which would have a significant effect on existing or future occupiers or local amenity due to noise or vibration will not be permitted unless the potential noise problems can be overcome by suitable mitigation measures.
- 7.3.42 There have been a number of objections in relation to the impact on neighbour amenity, predominantly in relation to loss of light, privacy and visual intrusion due to the height and scale of the proposal.

Sun and Daylight

- 7.3.43 The Building Research Establishment (BRE) numerical guidelines should be considered in the context of the National Planning Policy Framework (NPPF), which stipulates that local planning authorities should take a flexible approach to daylight and sunlight to ensure the efficient use of land. The NPPF states:
- “Local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).”
- 7.3.44 The applicant has submitted an independent sun, daylight and overshadowing report produced by CHP Surveyors. The report which utilised BRE guidelines to identify that 3 neighbouring properties which have windows overlooking the site, numbers 1 & 2 Windermere Avenue and 34 Crown Lane.

Daylight

- 7.3.45 The numerical values contained in the BRE guidelines are used to establish whether the proposals will have a significant effect on the daylight enjoyed by the neighbouring properties and are based initially on a Vertical Sky Component

(VSC) analysis. This analysis establishes the amount of available daylight received directly from the sky for each individual window. The reference point for this analysis is the centre point of the window. This analysis advises that each window should achieve a VSC of 27% or 0.8 times the existing value. These values are for a suburban location whereas for an urban location, a VSC of 20% is considered more appropriate.

7.3.46 The second analysis is the No Sky Line (NSL) or Daylight Distribution analysis. This assesses the change in position of the No Sky Line between the existing and proposed situations. It does not consider the number and size of windows to a room. The criteria specify that a significant portion of each habitable room (>80%), at least 0.8 times the existing area, should lie in front of the No Sky Line (NSL)

7.3.47 The report's daylight assessment considered 33 windows within those neighbouring properties that serve 12 rooms. The results of the analysis show that 30 (91%) of the windows and 12 (100%) of the rooms will fully comply with the BRE guidelines. Concerning the three windows to No.2A Windermere Avenue that do not achieve the guidelines, these are secondary high-level windows in the flank elevation, close to the site boundary.

Sunlight

7.3.48 Concerning sunlight, the BRE guidelines advise that all windows within 90 degrees of due south should achieve 25% of the Annual Probable Sunlight Hours (APSH) with at least 5% during the winter months. Where this is not achieved and the difference between the existing and proposed APSH is more than 4%, the BRE guidelines state that the proposals will not have a noticeable effect on the sunlight, provided the total APSH, as well as during the winter months, are within 0.8 times the existing.

7.3.49 In relation to sunlight the report considered nine rooms within the neighbouring properties. And found that all nine (100%) would achieve the BRE guidelines.

Detailed site specific findings are set out in sections 8 & 9 of that report.

Overshadowing

7.3.50 This considers the potential impact on amenity spaces for nearby residential properties. Utilising relevant BRE guidelines the report found that:

‘the only neighbouring properties that have amenity space that needs to be considered are 2, 4 and 6 Windermere Avenue. This demonstrates that in relation to No.2, the rear garden currently has 39% of its area that will enjoy 2 hrs and that with the implementation of the proposals, 38% (0.98 times existing) will enjoy this. With regards to the rear gardens to 4 and 6 Windermere Avenue, the proposals will see no change, with in both instances 67% of the garden enjoying at least 2 hrs of direct sunlight on the 21st March in both the existing and proposed situation. The proposals will therefore not have a significant implication on the direct sunlight enjoyed by the amenity space’.

7.3.51 The applicant has subsequently provided a ‘Surrounding Amenity Contour’ plan compiled by CHP Surveyors that shows not only the results of the permanent

shadow analysis for the Windermere Avenue properties, but also the Grasmere Properties, where the proposals will see no change to their gardens.

- 7.3.52 Based on these findings officers consider that the applicant has demonstrated that the proposal would not have a materially harmful impact on neighbour amenity in relation to light that would provide robust reasons for refusal.

Loss of privacy

- 7.3.53 The proposals have been designed so that the majority of guest rooms would be orientated towards the non residential uses along Crown Lane and away from the residential properties to the rear of the site whilst those on the first three floors of the rearmost elevation would have privacy louvres. Those windows that do have unobstructed views in the western most rooms are more than 25m from the side of 2a Windermere Road. Consequently it is considered that the proposals would cause no material harm to the privacy amenity of neighbouring residents.

Visual intrusion

- 7.3.54 The new hotel's position would be such that it would be at right angles to the front of houses in Windermere Avenue and very few properties look directly at the proposal site and for many the new building would be viewed against the backdrop of the Civic Centre.

2A Windermere Avenue

- 7.3.55 Located directly to the north of the application site, this neighbour sits at a right angle to the application site. The majority of the proposed building would sit adjacent to the flank wall of this neighbouring property. This neighbour has three flank windows in its side elevation facing towards the application site, two being high level ground floor windows and a first floor window serving a habitable room. Whilst part of the frontage of the proposed building would project approx. 6.9m beyond the frontage of this neighbour, there would be a approx. 5.8m wide gap between the two sites. Due to the orientation of the neighbour and separation distance above, it is considered that levels of outlook from the front and rear openings would not be adversely affected. Whilst there would be views of the proposed building from this neighbours flank windows, the ground floor windows are intended for light rather than outlook whilst the first floor window serves as a secondary window, a degree of separation between the sites would still remain and given the location of the windows on the flank of the property, these are relying of levels of outlook across land outside its ownership. Therefore, whilst there would be a degree of impact on outlook from the side windows, for the reasons stated above this is not considered to result in adverse loss of amenity to warrant refusal of planning permission (especially when considering the highly urban setting)

- 7.3.56 In relation to the impact of noise from the rear service area of the hotel the only vehicle of note would be the refuse vehicle which already services the properties along this part of Crown Lane. The proposed bin stores, bike stores and 2 disabled parking bays would be provided adjacent to the rear access road which is in use by other businesses on this parade. The facilities ancillary with the use of the hotel would be primarily located to the flank of this neighbouring property and separated by the access road. Given the limited uses of these areas, it is

considered that there would be no adverse disturbance caused to this neighbouring property.

- 7.3.57 The sun and day light report states there would be three windows that do not achieve the BRE guidelines but these are secondary high-level windows in the flank elevation, close to the site boundary. All other windows comply with the BRE guidelines. Therefore, whilst secondary windows fail the BRE guidelines, the rooms it serves are well lit by their main source from either the front or back opening, ensuring that adequate light levels are retained to ensure that there would be no undue loss of amenity.

2B & 2C Windermere Avenue

- 7.3.58 Originally recorded as r/o 34 Crown Lane this is a two-storey building in residential use that has been subdivided into two flats apparently without the benefit of planning permission. The ground floor unit has two windows facing the site (the rearmost one experiences overshadowing from the existing arrangements on site) the upper unit has one centrally positioned window facing the site. Whilst officers note that there would be some visual impact from the proposed development. Given the level of separation between these neighbouring properties and the application site and the highly urban setting (town centre), it is considered that there would be no undue loss of these neighbours amenity.

2 - 6 Windermere Avenue

- 7.3.59 Located to the north of 2A Windermere Avenue, the properties are a continuation of the terrace which is orientated at a right angle to the application site. The proposed building would therefore have no undue impact light levels or outlook from the front and rear windows/doors. As set out in the sun and daylight report, the rear gardens of these neighbouring properties would see no change to sunlight levels with 67% of both rear gardens still enjoying at least 2 hrs of direct sunlight on the 21st March in both the existing and proposed situation.

1 Windermere Avenue

- 7.3.60 This property is aligned at 90 degrees to the application site but would be visible due to the nature of the oriel window on the closest corner at first floor level. The windows in the side elevation appear to serve a bathroom at first floor level and high level garage windows at ground level. There would be a good level of separation between the application site and this neighbour and consequently it is considered that the orientation of the two sites is such that the proposal would not sit directly in line of site from the habitable windows, therefore visual intrusion would be sufficiently mitigated.

3 - 5 Windermere Avenue

- 7.3.61 Located to the north of 1 Windermere Avenue, the properties are a continuation of the terrace which is orientated at a right angle to the application site. The proposed building would therefore have no undue impact on light levels or outlook from the front and rear windows/doors as has been demonstrated on the Surrounding Amenity Contour plan.

24 Crown Lane

- 7.3.62 These neighbours rear windows face towards the rear section of the application site, however given the commercial nature of this property there would be no undue loss of amenity.

26 Crown Lane

- 7.3.63 This property is used as an undertakers and is situated in the same parade as the application site. This neighbouring property has an existing part single, part two storey rear wing which extends a considerable distance to the rear of the site. The flank wall of the rear wing facing the application site has no windows and the end of the wing is well distanced away from the proposed building to ensure that there would be undue impact in terms of outlook and light.

16 Crown Lane

- 7.3.64 This neighbouring property is within a commercial use, therefore there would be no undue loss of amenity.

12 &14 Crown Lane

- 7.3.65 Both units are commercial at ground floor level and are in residential use at first floor. The rear facing windows are also north facing. Therefore, it is considered that given the oblique angling towards the rear of the application site, combined with the level of separation, there would be no undue loss of amenity.

Crown Lane (1-10 Crown Parade)

- 7.3.66 Located to the south of the application site, the buildings opposite the site are commercial use at ground floor level with Council offices above. Given the commercial nature of the uses, there would be no undue loss of amenity.

Noise and disturbance

- 7.3.67 The hotel would be orientated towards the town centre and the principal routes of access from the underground station and bus routes. There would be no shortcut route and therefore the main access would be via the busy commercially orientated Crown Lane. It can be reasonably anticipated that foot traffic from and along residential neighbourhoods would be minimal. With no function rooms as part of the proposal, any source of noise would be from the hotel rooms and ground floor restaurant/bar. The applicant has stated that the primary use of the ground restaurant/bar would be for use of guests but would also be open to the public. With such uses, a degree of noise would be generated from coming and going and noise from within the unit. In this instance, the use is confined to the ground floor only with no external amenity space being proposed. The site is located in a town centre location which provides the best environment for such uses. Planning conditions relating to opening hours and separate control within the Council (licencing) can limit any impact on surrounding residential properties.
- 7.3.68 The use of the building as a hotel would also generate some noise and disturbance on the surroundings, however it is not expected that the use would generate large numbers of persons all arriving or leaving the building together at anyone time to justify refusal of planning permission, especially given the town

centre location and other background noise. Given the location of the site and routes towards public transport infrastructure, any persons traveling to and from the site would generally travel along the high streets and avoid adjacent residential streets, thus reducing any potential impact.

- 7.3.69 The proposed plant for the hotel would be located on the roof at 4th floor level. The proposed plant would be well distanced away from surrounding residential properties to ensure that there would be no undue loss of amenity. The hotel rooms would not have openable windows or balconies and therefore limited potential for noise emissions. Noise from plant has been assessed by the Council's Environmental health Officer who has raised no objection and has recommended conditions to restrict any noise emissions.

Conclusion on impact on neighbouring amenity

- 7.3.70 The supporting documentation demonstrates that any shadows and overshadowing fall within the acceptable allowances set out within BRE Guidance whilst through a combination of the distances involved and the use of privacy tools such as louvres it is considered that sufficient measures would be in place to protect neighbour privacy. The position of the proposed hotel in relation to residential neighbours and Morden Town centre is such that it is considered that impacts of noise and disturbance on amenity would not form robust grounds for refusal.

7.4 Site security

- 7.4.71 Developments should provide a safe and secure environment for residents and visitors and any application should take account of Safer by Design principles. The applicant heeded the pre application advice to liaise with Metropolitan Police SBD officers for advice prior to submitting an application to the Council to ensure the development will provide a safe and secure environment for occupiers. Consequently, discussions were held with PC Neal Micklewright, Designing Out Crime Officer, at the London Safety Centre to ensure the Safer by Design principles were met.
- 7.4.72 The officer made a number of recommendations and the applicants response to each is in italics;
- Consideration to the ground floor layout in particular, the bar area in relation to the main entrance - *Relocation of the bar to increase separation distances to the main entrance.*
 - Consider lift access requirements. - *The lifts would controlled by key card access.*
 - Recommend doorways rated to LPS1175 standard to prevent unauthorised entry. - *All entrance doorways to meet the advised standard.*
 - Ensure street level planting does not block surveillance. In addition planting can attract litter and antisocial behaviour. - *The landscaping layout has been re-considered in line with the SBD principles whilst also providing an element of soft landscaping to soften the building, in accordance with the DRP comments.*

- Controlled side door access onto Crown Lane to avoid unauthorised public access. - *Incorporated into the plans.*
- To consider installing gate to main access. - *A sliding gate has been incorporated into the plans.*
- Consider security of the undercroft area to avoid rough sleeping. - *The undercroft area to the rear of the site is now enclosed and monitored by CCTV.*
- Bike storage to be secured. - *The cycle parking area to the rear of the site is now secure and CCTV would be incorporated.*
- Applicant/ operator to be aware of hiring protocol and vetting procedures. - *The hotel operator would abide by standard hiring protocol and vetting procedures.*

7.4.73 There have been objections to the proposals on the grounds that a hotel would be a centre for anti-social behaviour but officers are unaware of this being an issue at any other hotel in the borough and there is no realistic reason to anticipate that this would be an issue with this proposal. Additionally, with the increasing importance of a favourable on-line presence and good reviews it would not be in an operators interest to tolerate anti-social behaviour at their site.

7.5 Transport, Parking and servicing

7.5.1 Policy T6 of the London Plan states that the Mayor will support developments, which generate high levels of trips at locations with high levels of public transport accessibility and which improves the capacity and accessibility of public transport, walking and cycling. At a local level Policy CS.19 of the Core Planning Strategy states that the Council will ensure that proposals do not have an adverse effect on transport within the vicinity of the site. Policy CS.18 promotes active transport and encourages design that provides attractive, safe, covered cycle parking.

Context

7.5.2 The A24 Crown Lane is a single carriageway road subject to a 30mph speed limit, that operates two lanes of traffic in an eastbound direction adjacent to the site. It forms the northern side of a three-sided gyratory around Merton Civic Centre, with all three sides forming part of the A24. Crown Lane, and all three sides of the gyratory, are part of the TfL Red Route network. Stopping on Crown Lane is prohibited between 07:00 and 19:00, Monday to Saturday, except within marked bays.

Car Parking

7.5.3 Core Strategy Policy CS 20 requires proposals not to have a negative impact in terms of parking, pedestrian movement, safety, serving and loading facilities for local businesses and manoeuvring for emergency vehicles as well as refuse storage and collection. London Plan policy T6.4 relates specifically to hotel parking and states:

‘Hotel and leisure uses should be located in accessible locations to encourage walking, cycling and public transport use’ and that ‘locations

of PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing’.

- 7.5.4 There have been concerns raised by objectors in relation to additional parking and traffic issues relating to the proposed uses. The proposals would only provide two dedicated disabled car parking spaces. No other general car parking would be provided onsite. The site is situated within an area with the second best possible PTAL rating of 6a being 100m from the Northern Line tube station and a number of bus routes as well as being within relatively easy walking distance of two mainline train stations and two tram stops. Given the excellent public transport infrastructure close to the application site, visitors are likely to use sustainable modes of transport, particularly given that no onsite car parking is available (apart from 2 disabled spaces) and the surrounding area is controlled by parking zones. In addition, hotel booking sites make it clear if any parking is available either on site or in the locality and there are public car parks nearby if guests did not want to avail themselves of public transport.
- 7.5.5 The car free approach is considered to be inline with planning policy and sustainable transport initiatives. Additional car movements and impact on surrounding street car parking is therefore considered to be fairly low given no general parking is provided onsite and surround roads are within controls parking zones.
- 7.5.6 Consequently, there are not considered to be any grounds upon which parking would form a robust reason for refusal of the application.

Cycle parking

- 7.5.7 Planning Policy T5 (Cycling) of the London Plan 2021 states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle.
- 7.5.8 London Plan policy T5 states that for hotels there should be a provision of one bicycle space for staff for every twenty bedrooms and therefore as the figures are rounded up there should be five spaces provided. For hotel guests the ratio is one space for every fifty rooms and therefore a minimum of two spaces should be provided or them.
- 7.5.9 As set out in the accompanying Transport Statement it is proposed that the development will provide seven long-stay cycle parking spaces to the rear of the site, in the form of three two-tier stands (providing six spaces), and one space provided for a larger cycle. These would be available for use by staff. One Sheffield stand (providing two spaces) would also be provided to accommodate short-stay cycle parking for hotel guests at the front of the site where the existing open cycle parking area is.

Servicing and deliveries

- 7.5.10 Policy CS20 of Merton’s Core Planning Strategy states that the Council will require developments to incorporate safe access to and from the public highway as well as on-site parking and manoeuvring for emergency vehicles, refuse storage and collection, and for service and delivery vehicles.

7.5.11 At pre application stage the applicant engaged in discussions with Transport for London who are responsible for Crown Lane as well as Council Officers and as a result a Delivery and Servicing Plan was submitted with the application. The report for this plan states that it is anticipated that using delivery vehicles between 10 am and 13m in length there would be the following regular deliveries weekly;

- Approx 6x linen deliveries.
- Approx 3x food supply/other consumables deliveries
- 1x alcohol delivery
- Approx 3x refuse and recycling collections

7.5.12 Given the constraints of the site, it is not physically possible to accommodate an on-site loading bay without requiring a large proportion of the site for vehicle manoeuvring. On Crown Lane, adjacent to the western corner of the site, bays are provided on both sides of the carriageway. The southern side of the carriageway includes two disabled bays with no time restrictions, along with a 29m parking bay with a 30-minute restriction. The northern side of the carriageway includes a 23m layby which permits disabled parking for up to 3 hours, or loading for up to 20 minutes, and a 16m layby which permits parking for up to 30 minutes. All of these restrictions are enforced during the same time frames as the red route restrictions (07:00 to 19:00, Monday to Saturday). The Transport Statement report also identifies that an existing loading bay is provided on Crown Lane, adjacent to the southwest corner of the site, which can also be used for disabled parking. Additional short-stay parking bays that can be used for loading are provided immediately to the west of this loading bay on Crown Lane as well as adjacent to the east of the site on Windermere Avenue.

7.5.13 The applicant has stated that the proposed hotel use is likely to result in a significantly reduced impact on the existing on-street loading facilities on Crown Lane compared to the currently consented use. The Councils Transport Planner has not contested this claim and raises no objection to the proposal. In any event, officers still consider that there is sufficient existing capacity to cater for the proposed demand, i.e. two vehicles per day.

7.5.14 It will be ensured that all deliveries are scheduled outside the network peak hours of 08:00-10:00 and 16:00-18:00. Servicing will also be encouraged to take place during the least busy periods of the day, i.e. not during peak hours. Delivery companies would be advised of the current on-street loading opportunities and restrictions with servicing vehicles for items such as linen and food deliveries would utilise the existing loading bays in front of and close to the site on Crown Lane. Refuse vehicles would, in agreement with TfL, continue to service the site from the rear on Windermere Avenue. Suppliers will be requested to use low or zero emission modes of transport.

Refuse and recycling

7.5.15 The refuse stores for the hotel would be located at the rear of the site within a dedicated refuse store designed to facilitate the provision of the required refuse and recycling containers for a development of this size. The store can be accessed from Windermere Avenue with the refuse wagon being able to reverse onto the site so that it can exit in forward gear. The Councils waste officer has

raised no objections to the proposed arrangement.

Trip Generation

7.5.16 Given that very limited car parking is provided onsite, the number of private vehicles traveling to and from the site is considered to be limited. The application was accompanied by a transport statement which included a trip generation assessment across various forms of transport. The report states that:

‘the proposed hotel is anticipated to generate a low number of trips across all modes. It is estimated that the development will generate 16 trips in the AM peak and 13 trips in the PM peak on London buses, while the London underground is anticipated to see approximately 10 and 8 trips generated in the AM and PM peaks respectively’.

7.5.17 Even if the numbers using the tube were to be higher than the 21% forecast and all residents used the tube, one train leaves Morden every two minutes and it would be anticipated that a maximum 170 extra passengers could be readily accommodated on board.

7.5.18 The proposals are therefore not considered to cause an unacceptable impact on local transport provision.

Travel plan

7.5.19 The application was accompanied by a Travel Plan Statement. The Travel Plan Statement is primarily directed at ensuring that staff and guests at the site are aware of the travel choices available to them. Given the development is car free it also seeks to give encouragement to use active modes of transport by providing information on travel choices. The requirements of the travel plan and its monitoring can be secured via a S106 agreement.

Construction of Development

7.5.20 The site location is at the junction of a busy TfL red route road with a residential road with limited parking and therefore consideration must be given to how any development will impact the road network during the construction process. London Plan policy T7 Deliveries, servicing and construction addresses these issues and states that Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

7.5.21 The applicant has submitted an outline Construction Logistics Plan. It was compiled in accordance with the Transport for London (TfL) Construction Logistics Plan Guidance for Developers and following feedback in Pre-application discussions with LBM and TfL. The outline CLP sets out a number of objectives to;

- Ensure safety adjacent to the site along Crown Lane and Windermere Avenue, including employing traffic marshals to ensure the safety of pedestrians and cyclists adjacent to the site;
- Reduce the number of construction vehicles to the site particularly during peak periods - Reduced vehicle trips overall associated with the

construction of the development, especially in peak periods through measures such as the staff travel plan, scheduling deliveries outside peak hours and the re-use of materials; and

- Ensure construction vehicles utilise strategic roads for routing purposes.

7.5.22 The proposed construction access and loading strategy would have limited impact on the Crown Lane section of the red route, with all loading and unloading activities associated with the construction of the scheme proposed within the site or on Windermere Avenue. However, integration with the Crown Lane frontage of the site would be considered during all stages of the demolition and construction of the development. Some of the parking bays on Windermere Avenue that form part of the red route will be suspended for periods of the demolition and construction phases, which is explored in more detail in the CLP. TfL confirmed that this would be the most appropriate location for loading activities during the construction phase.

7.5.23 Construction vehicles would stick to the main roads approaching the site rather than local residential roads.

7.5.24 During the construction phase, given the constrained nature of the site, it is not possible for construction vehicles to enter the site. Therefore, it is proposed that 13.6m of the on-street parking provision (approximately three spaces) on the west side of Windermere Avenue are suspended during the construction phase, with a temporary construction loading bay implemented on-street. On arrival at the site, construction vehicles would reverse into the access track and then enter the proposed on-street loading bay in a forward gear. Construction vehicles would then be able to depart the loading bay in a forward gear routing southbound on Windermere Avenue.

7.5.25 It should be noted that as a construction contractor has not been appointed a full Construction Logistics Plan would need to be commissioned, submitted and approved at a later date. This can be controlled via a suitable planning conditions requiring further details once known.

Conclusion of transport matters

7.5.26 The applicants undertook pre application discussions with TfL and the results of that work have been incorporated into the scheme currently before members. Servicing of the development can occur using the existing servicing bays in front of the site with refuse collections taking place at the rear. The location of the site within very close proximity to excellent public transport connections combined with its largely car free nature means that the proposals are not considered to have such an impact on transport infrastructure as to make the proposals unacceptable.

7.6 Biodiversity

7.6.27 Policy G6 of the London Plan sets out that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.

7.6.28 Whilst the site appears to have no biodiversity assets given that it is either covered with buildings or is a hard surface car parking, it was identified in the accompanying Preliminary Ecological Appraisal (PEA) that at the rear of the

buildings, adjacent to Windermere Avenue the site supported some species. The site investigation offered no evidence of roosting bats, nesting birds or mammals such as hedgehogs.

7.6.29 The scheme includes providing two sources of greening, the large planters to the front and those inside the ground floor along with sections of living wall on the frontage. On the roof there would be blue/green roof that would be utilised to absorb and slowly release rainwater whilst providing a grass based environment for biodiversity in an area that would be subjected to limited human involvement being located on the roofs. The PEA recommends the use of Schwegler brick nest boxes which can be inserted in to the walls, along with Schwegler Sparrow Terraces and the use and blue and green roofs suitably planted with wildflowers.

7.6.30 Recommendations for enhancements have been made within the report, aimed at improving the ecological value of the site and providing a net gain in biodiversity post-development and a condition requiring the development be completed in accordance with the recommendation in the PEA is recommended.

7.6.31 Overall, biodiversity on the site would be improved and there would be an overall biodiversity net gain.

7.7 Urban Greening Factor

7.7.32 In accordance with the green infrastructure Development Plan policies, any planning application for this 'predominantly commercial' development will have to demonstrate the inclusion of appropriate urban greening measures to achieve an Urban Greening Factor score of 0.3 and to demonstrate that the proposals will result in biodiversity gains. The application was accompanied by an Urban Greening Factor Calculation plan that showed that through the use of extensive blue roofs and permeable paving there would be a resultant UGF of 0.53 which would exceed the policy requirement.

7.7.33 In order to mitigate any potential environmental impacts from the construction process the applicants submitted a Construction Environmental Management Plan compiled by NRG Consulting and dated September 2023. This outlines proposals for the management of the process and covers such topics as

- General Site Waste Management
- Waste Stream and Disposal
- Control of Dust and Emissions Methodology
- Sensitivity of Surrounding Environment
- Overall Dust Risks
- Dust, PM10, and NOx Emissions Control Measures
- PM10 Compliant Site Monitoring Procedures and Protocols
- Construction Noise Assessment
- Noise Monitoring
- Construction Vibration Assessment
- NRMM and NRMM Registration

7.8 Sustainable design and construction

- 7.8.34 The London Plan requires that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor's energy hierarchy. Merton's Core Planning Strategy Policy CS15 Climate Change (parts a-d) requires new developments to make effective use of resources and materials, minimise water use and CO2 emissions.
- 7.8.35 The application was accompanied by a Sustainability and Energy Statement, a Ventilation strategy and a BREEAM Report.
- 7.8.36 The Sustainability and Energy Statement identifies that the main (58.12%) energy use of the development would be in the production of hot water for the guest rooms. A number of different energy sources have been considered with Photo voltaic panels being the only suitable form of alternative energy provision.
- 7.8.37 The applicant has undertaken protracted discussions with the Council's climate change team on the scheme who recognise that the nature of a hotel operation is such that it can be difficult to align that operation with overly rigid and prescriptive criteria. The Council's Climate Change Officer was satisfied with the proposals and noted that the applicant is also proposing good fabric standards which go beyond the Part L 2021 notional and Mechanical Ventilation with Heat Recovery which all contribute to more savings through energy efficiency. Relevant conditions have been recommended and a carbon offset contribution figure of £81,058 has been derived.

7.9 Fire Safety

- 7.9.1 Planning Policy D12 (Fire safety) of the of the London Plan 2021 highlights that fire safety of developments should be considered from the outset. How a building will function in terms of fire, emergency evacuation, and the safety of all users should be considered at the earliest possible stage to ensure the most successful outcomes are achieved, creating developments that are safe and that Londoners can have confidence living in and using.
- 7.9.2 All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The statement should detail how the development proposal will function. The application is accompanied by a detailed Preliminary RIBA Stage 2 Fire Strategy by Orion Fire Engineering Ltd, which sets out that the building has been designed and constructed in accordance with relevant fire safety standards and regulations and includes features such as
- Each upper floor is served by either of two protected staircases, a Category L1 fire alarm and detection system to BS5839-1.
 - one evacuation lift is to be provided in the lift core, designed and installed in accordance with BS EN 81-76
 - Disabled refuges will be located in each of the protected staircases serving the upper floors, as well as the lift lobby
 - Automatic fire detectors installed in all rooms and areas of the building,

detectors within escape routes with smoke detectors, multi-sensor detectors conforming to the fire sensitivity requirements of BS EN 54-7 or a mixture of smoke and combustion gas detectors.

- Manual Call Points (MCPs) located on escape routes
- The majority of the fire safety systems within the building will be provided with secondary power supplies via integral back-up batteries.
- Emergency lighting provided in accordance with BS 5266.
- Car Park Ventilation System

7.9.3 Matters of fire safety would also be controlled by the Building Regulations. However, the submission demonstrates that matters of fire safety have been taken into account in the design and provides a satisfactory level of assurance that measures of fire safety will be addressed.

7.10 Air quality

7.10.4 The site is located adjacent to a very busy road within an Air Quality Management Area (AQMA) and in an Air Quality Focus Area (AQFA), which are declared due to existing poor air quality. New developments should be designed so as to reduce the risk to the health of future occupiers. In addition to Merton policy DM EP 4 on air pollution London Plan 2021 Policy SI1 - Improving air quality, sets out:

B.1. Development proposals should not: c) create unacceptable risk of high levels of exposure to poor air quality.

B.2. In order to meet the requirements in Part 1 as a minimum: a) development proposals must be at least Air Quality Neutral b) development proposals should use design solutions to prevent or minimise increased exposure to existing air pollution and make provision to address local problems of air quality in preference to post design or retro-fitted mitigation measures.

7.10.5 In line with the London Plan and Merton's Local Plan the Council requires all new developments to be at least 'air quality neutral'. In addition, an Air Quality Neutral Assessment should be carried out in line with Greater London Authority (GLA) guidance. The application was accompanied by an amended Air Quality Assessment Report and a Construction Environmental Management Plan. Based on that information the Council's Environmental Health Officer has raised no objections subject to conditions including a detailed Air Quality Dust Management Plan and restrictions on Non-Road Mobile Machinery emissions being imposed.

7.11 Flood risk and drainage,

7.11.6 Policy SI 13 of the London Plan (Sustainable drainage) sets out that development proposals should aim to achieve greenfield run-off rates and ensure that surface

water run-off is managed as close to its source as possible. There should also be a preference for green over grey features.

- 7.11.7 The site is located within Flood Zone 1 which confirms that there is a low probability of flooding, but the application was submitted with a Flood Risk Assessment and SuDS Strategy. This has been assessed by the Council's Flood Risk Engineers who raised no objection to the proposals subject to the imposition of relevant conditions.

7.12 Site contamination

- 7.12.8 Although the site is in commercial use there appears to be no evidence it was ever used for any purpose that would cause any increased risk of land contamination although historical potential sites/sources of contamination were identified in the Preliminary Risk Assessment that accompanied the application. These have been subject to a risk estimation matrix assessment which indicates a moderate to low risk with low to unlikely probability of impacts.
- 7.12.9 The report does note that the demolition of the existing buildings may involve contact with asbestos and therefore a condition relating to potential contamination being discovered and appropriately dealt with is recommended.

7.13 Archaeology

- 7.13.10 The application was accompanied by an Archaeological Desk Based Assessment that identified that the site lies within the Tier II Stane Street (DLO37963) Archaeological Priority Area as designated by the London Borough of Merton. This Archaeological Priority Area relates to the route of the Roman Road, Stane Street and its periphery. Stane Street ran from London to Chichester. This Archaeological Priority Area has been classified as Tier II because it is a corridor of land flanking the route of a Roman road with the potential to reveal elements of the road itself or of roadside activity and settlement.
- 7.13.11 Due to its location within an Archaeological Priority Zone the application has to be assessed in relation to London Plan policy HC 1 and SPP policy DM D4 which require that developments do not have a harmful impact on heritage assets. The application and the assessment were looked at by Historic England who considered that the proposal could harm archaeological remains and that a field evaluation was needed. The Historic England Officer recommended that a two stage condition could offer suitable safeguarding and protection of the historic assets.

8. ENVIRONMENTAL IMPACT ASSESSMENT

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

9. LOCAL FINANCE CONSIDERATIONS

- 9.1.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration

as far as it is material. The weight to be attached to a local finance consideration remains a matter for the decision maker. The Mayor of London's CIL and Merton CIL are therefore material considerations.

- 9.1.2 On initial assessment this development is considered liable for the Mayoral and Merton CIL.

10. CONCLUSION

- 10.1.1 The site is located within Morden Town Centre and adjacent to the designated regeneration area which has yet to see any meaningful regeneration development undertaken. The principle of the development to provide a new hotel use with ground floor restaurant is supported by officers, by bringing employment opportunities to the area, supporting the town centre function and supporting the planned regeneration of Morden.
- 10.1.2 The design of the building is considered to be good quality, offering a good standard of accommodation for future guest of the hotel and visitors using the ground floor restaurant. Whilst officers acknowledge that the building would be a noticeable increase in building height, officers consider that the design is optimising the potential of the site whilst respecting the context of the different street frontages, with increased height being directed onto the more commercial street setting and a stepped reduction in height towards the more low rise suburban housing at the rear of the site. The design of the building has also considered impact on neighbouring properties, with officers content that there would be no adverse impact to warrant refusal of planning permission.
- 10.1.3 Given the location of the site in an area of excellent public transport infrastructure, with the exception of 2 disable bays, the development would be a car free development which includes on and off site cycle facilities, whereby promoting sustainable forms of transport to and from the site. Impact on the existing highway network and adjoining streets is considered to be modest given the car free nature of the proposal and existing parking restrictions in the local area. The proposal can be adequately serviced from the existing service bays on Crown Lane and refuse collection can take place from the rear of the site. Both TFL and the Councils Transport Planner have confirmed no objection to the proposed development.
- 10.1.4 The accompanying microclimate report demonstrates that it would not create a hazard to pedestrians and cyclists due to wind tunnel effects. All other planning consideration set out in the report above are considered to be acceptable, with internal and external consultees confirming no objection to their subject areas subject to planning conditions.
- 10.1.5 Officers consider that the proposal is acceptable in planning terms, subject to conditions and a legal agreement and therefore the recommendation is for approval.

11. RECOMMENDATION

- 11.1.1 GRANT planning permission subject to conditions and s106 agreement securing the following:

- Carbon offsetting contribution £81,058
- Travel Plan
- Monitoring the travel plan over five years - A sum of £2,000 (two thousand pounds) is sought.
- Provision of Tactile Paving at the junction of Mostyn Road and Martin Way
- The applicant covering the Council's reasonable costs of all work in drafting S106 and monitoring the obligations.

And the following conditions:

1. Commencement - The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.

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

2. Approved Plans - Built to plans, Site location plan and drawings 0100 Rev 12, 0101 Rev 12, 0102 Rev 11, 0103 Rev 11, 0104 Rev 12, 0105 Rev 10, 0106 Rev 10, 0107 Rev 08, 0200 Rev 11, 0201 Rev 09, 0202 Rev 06, 0203 Rev 08, 0210 Rev 07 & 0400 Rev 03.

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

3. Materials to be submitted - Prior to commencement of above ground works, full details and samples of all materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. Details must include a detailed schedule of materials, physical examples of materials from the manufacturer where appropriate, a photographic sample board, sample panels where appropriate and notwithstanding the submitted drawings, rendered drawings, elevations and sections at a scale of 1:20, showing details of window reveals, glazing type, framing, glazing bars, cills, soffits and brickwork detailing. The development shall be carried out only in accordance with the agreed details.

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

4. Surfacing - Prior to the commencement of above ground works, details of the surfacing of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, footpaths, hard and soft shall be submitted in writing for approval by the Local Planning Authority. No works that are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details have been approved and works to which this condition relates have been carried out in accordance with the approved details.

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

5. Working Method Statement - 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.

6. Demolition and Construction Logistics Plan - Prior to the commencement of the development hereby permitted, a Demolition and Construction Logistics Plan (including a construction management plan in accordance with TfL guidance) 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.

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

preparation and construction phases of the development on the online register at <https://nrmm.London/>

Reason - To manage and prevent further deterioration of existing low quality air across London in accordance with London Plan policies GG3 and SI1, and NPPF 181.

8. Noise levels, (expressed as the equivalent continuous sound level) LAeq (15 minutes), from any external plant/machinery across the site shall not exceed LA90-10dB at the boundary with the closest residential property.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policies D4 and D14 of the London Plan 2021 and policies DM D2, DM D3, DM EP2 and DM EP4 of Merton's Sites and Policies Plan 2014.

9. External lighting - Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary and in accordance with Institution of Lighting Professionals, The Reduction of Obtrusive Light Guidance Note 01/21.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policies DM D2 and DM EP4 of Merton's Sites and Polices Plan 2014.

10. Air Quality - The development hereby approved shall be undertaken in accordance with the details submitted within the Air Quality Assessment report (Ref.: PP1994/CL/AQA/202309-EC) dated September 2023 and produced by NRG Consulting.

Reason: To safeguard the amenities of the area and protect air quality and ensure compliance with the following Development Plan policies for Merton: policies DM D2 and DM EP4 of Merton's Sites and Polices Plan 2014.

11. Air Quality Dust Management Plan - The development hereby approved shall not commence until a detailed Air Quality Dust Management Plan has been submitted to and approved in writing by the Local Planning authority and the works shall be undertaken in accordance with those approved details and those in the submitted Construction Environmental Management Plan (Ref.: PP1994/CL/CEMP/202309-EC)

Reason: To safeguard the amenities of the area and protect air quality and ensure compliance with the following Development Plan policies for Merton: policies DM D2 and DM EP4 of Merton's Sites and Polices Plan 2014.

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

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: In order to provide the opportunity to record the history of the site and to comply with the following Development Plan policies for Merton: policy HC1 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policy DM D4 of Merton's Sites and Policies Plan 2014.

13. Refuse & Recycling (Implementation) - The development hereby approved shall not be occupied until the refuse and recycling storage facilities shown on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

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

14. No Use of Flat Roof - Access to the flat roof of the development hereby permitted shall be for maintenance or emergency purposes only, and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policies D3 and D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

15. Fire Strategy – The development shall be carried out in accordance with the provisions of the Preliminary RIBA Stage 2 Fire Strategy by Orion Fire Engineering Ltd and must fully comply with The Building Regulation 2010 (as amended) unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.

16. Cycle Parking to be implemented - The development hereby permitted shall not be occupied until the cycle parking shown on the plans hereby approved has been provided and made available for use. These facilities shall be retained for the occupants of and visitors to the development at all times. Personally not keen on the cycle railings on the pavement

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

17. Drainage - Prior to the commencement of development, a construction level detail 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). The scheme will be required to discharge at the agreed run-off rate of no more than 1 l/s and no less than 8.7m³ of attenuation, in accordance with drainage hierarchy contained within the London Plan Policies SI12 and SI13 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 12 & 13.

18. Contamination

a) No development shall occur until:

i) a preliminary risk-assessment is shall be submitted to and approved in writing by the local planning authority. Asking Gavin if this part of it is needed as they have submitted already

ii) a site-investigation has been conducted to consider the potential for contaminated-land and shall be submitted to and approved in writing by the local planning authority.

iii) a remediation method statement, described to make the site suitable for intended use by removing unacceptable risks to sensitive receptors, and shall be submitted to and approved in writing by the local planning authority.

b) Prior to first occupation:

The remediation shall be completed and a verification report, produced on completion of the remediation, shall be submitted to and approved in writing by the local planning authority.

19. Safer by Design - 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 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: Chapters 01B & 01C Merton New Local Plan, Policy D11 London Plan, Section 17 Crime and Disorder Act 1988 and National Planning Policy Framework (NPPF).

20. Secured by Design final certificate - 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 provide a safer environment for future residents and visitors to the site and reduce the fear of crime in accordance with Policy: Chapters 01B & 01C Merton New Local Plan, Policy D11 London Plan, Section 17 Crime and Disorder Act 1988 and National Planning Policy Framework (NPPF). The inclusion of any such conditions would assist to reassure local residents and police that security is a material consideration of the developer

21. Air Quality Dust Management Plan

1. Prior to the commencement of development, including demolition, a detailed Dust Management Plan (DMP) shall be submitted to and approved in writing by the Local Planning Authority. The DMP shall include:

a) An Air quality management plan that identifies the steps and procedures that will be implemented to minimise the creation and impact of dust and other air emissions resulting from the site preparation, demolition, and groundwork and construction phases of the development. To include continuous dust monitoring.

b) Construction environmental management plan that identifies the steps and procedures that will be implemented to minimise the creation and impact of noise, vibration, dust and other air emissions resulting from the site preparation, demolition, and groundwork and construction phases of the development.

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

Reason: To ensure the development does not raise local environment impacts and pollution in accordance with Merton Sites and Policies Plan 2014 policy DM EP4.

22. CEMP: The development hereby approved shall be undertaken in accordance with the submitted Construction Environmental Management Plan compiled by NRG Consulting and these details shall be complied with throughout the duration of the project unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development does not raise local environment

impacts and pollution in accordance with Merton Sites and Policies Plan 2014 policy DM EP4.

23. Living green wall: Full details of the proposed living green wall systems and associated method of irrigation shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved in the first available planting season following the completion of the development or prior to the occupation of any part of the development, whichever is the sooner. Details shall include on a plan, full details of the size, species, quantities and location of the proposed plants.

Reason: To protect and enhance the biodiversity of the development in the interest of nature conservation and to comply with the following Development Plan policies for Merton: policies G5 and G6 of the London Plan 2021; policy CS13 of Merton's Core Planning Strategy 2011 and policy DM02 of Merton's Sites and Policies Plan 2014.

24. Biodiverse Green Roof: Details of the proposed design, construction and layout of the green roof shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the size, species and quantities of the proposed species rich grassland habitat plants. The green roof shall be maintained, with replacement planting for any plants that become damaged, diseased or dying with others of the same specification, for the duration of the development hereby permitted.

Reason: To protect and enhance the biodiversity of the development in the interest of nature conservation and to comply with the following Development Plan policies for Merton: policies G5 and G6 of the London Plan 2021; policy CS13 of Merton's Core Planning Strategy 2011 and policy DM02 of Merton's Sites and Policies Plan 2014.

25. Schwegler Sparrow Terrace: 6no. Schwegler Sparrow Terrace blocks shall be inserted into the western wall structure of the development, just below roof level. The blocks shall be maintained for the duration of the development.

Reason: To enhance the biodiversity of the development in the interest of nature conservation etc.,

26. Landscape Management Plan: Prior to the occupation of the development a landscape management plan including long term design objectives, management, responsibilities and maintenance schedules for all landscaped areas, including the living green wall, biodiverse green roof and the Schwegler Sparrow Terrace, shall be submitted to and approved by the Local Planning Authority. The development shall be undertaken in accordance with those approved measures unless otherwise agreed in writing by the LPA.

Reason - ; To minimise impacts on and providing net gains for biodiversity from any new proposed development in accordance with Paragraph 174 of the National Planning Policy Framework

27. District Heat Networks – London Heat Networks Manual - 'No development shall commence until the applicant submits to, and has secured written approval from, the Local Planning Authority evidence demonstrating that the development has been designed to enable connection of the site to an

existing or future district heating network, in accordance with the Technical Standards of the London Heat Network Manual (2021).'

Reason: To demonstrate that the site heat network has been designed to link all building uses on site (domestic and non-domestic), and to demonstrate that sufficient space has been allocated in the plant room for future connection to wider district heating, in accordance with London Plan policies SI2 and SI3.

28. Heat Pump System - No development shall commence until the applicant submits to, and has secured written approval from, the Local Planning Authority, details of the proposed heat pump system in line with climate change comments sent to the Applicant on 15th November 2023.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: Policy SI2 of the London Plan 2021 and Policy CS15 of Merton's Core Planning Strategy 2011.

29. Non-residential CO2 reductions - 'Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby approved shall be used or occupied until evidence demonstrating that the development has achieved CO2 reductions in accordance with those outlined in the sustainability and energy statement (dated 5th January 2024), has been submitted to and acknowledged in writing by the Local Planning Authority.'

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply the following Development Plan policies for Merton: policy SI2 of the London Plan 2021 and policy CS15 of Merton's Core Planning Strategy 2011.

30. BREEAM - 'Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby approved shall be used or occupied until a Post-Construction Review Certificate issued by the Building Research Establishment or other equivalent assessors confirming that the non-residential development has achieved a BREEAM rating of not less than the standards equivalent to 'Very Good' has been submitted to and acknowledged in writing by the Local Planning Authority.'

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

31. 'BE SEEN' ENERGY MONITORING –

a) Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' as-built stage reporting webform (<https://www.london.gov.uk/what->

wedo/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance). 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 the 'In-use stage' of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).

b) Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the 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 the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' in-use stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-londonplan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). This obligation will be satisfied after the Owner has reported on all relevant indicators included in the 'In-use stage' chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it) for at least five years.

c) In the event that the 'In-use stage' evidence submitted under Clause b) shows that the 'As-built stage' performance estimates derived from Clause a) have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures identified in Clause b) shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.

32. Urban greening - The development hereby permitted shall not be occupied until the Urban Greening factors set out in drawing Urban Greening Factor Rev 01 (dated 23/06/2023) have been fully implemented and shall be permanently maintained as such thereafter to the satisfaction of the Local Planning Authority.

33. Parking - The vehicle parking area shown on the approved plans shall be provided before the commencement of the buildings or use hereby permitted and shall be retained for parking purposes for occupiers and users of the development and for no other purpose.

Reason: To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy T6.4 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Policies Plan 2014.

34. EV Charging: prior to occupation of the development the two disabled vehicle parking bays hereby approved shall be fitted with electric charging facilities and shall be retained in full working order at all times thereafter.

Reason; to facilitate the provision of infrastructure for the use of Electric vehicles to reduce carbon emissions in accordance with London Plan 2021 policy T2.

35. Gates opening over highway The doors of the gates hereby approved shall not open over the adjacent highway.

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

36. Hardstanding All areas of hardstanding shall be constructed of porous materials or incorporate features to ensure that any water drains within the confines of the site:

Reason to reduce the risk of surface water flooding on accordance with Merton Sites and Policies Plan policy DM F1

37. Louvres Prior to occupation of the development hereby approved details of the design and materials for the privacy louvres shall be submitted to and approved in writing by the Local Planning authority and shall installed and maintained in perpetuity in accordance with those approved details unless otherwise agreed in writing by the LPA.

Reason: To ensure a suitable standard of design and to protect the amenity of local residents in accordance with Policy DM D2 of the Merton Sites and Policies Plan 2011.

38. Removal of advertisement Permitted Development rights: Notwithstanding the provisions of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007, the development hereby approved shall not benefit from Deemed Advertising Consent and the display of any advertisements shall require prior Express Advertising Consent

Reason: To ensure a suitable standard of design and appearance and to protect the amenity of local residents in accordance with Policies DM D2 and DM D5 of the Merton Sites and Policies Plan 2011

39. Removal of PD (Use of Premises) –

40. Hours of operation (ground floor restaurant/bar) -

41. Restriction on Music/Amplified Sound - No music or other amplified sound generated on the premises shall be audible at the boundary of any adjacent residential building.

Reason: To safeguard the amenities of surrounding area and to ensure compliance with the following Development Plan policies for Merton: policies D4 and D14 of the London Plan 2021, policy CS7 of Merton's Core

Informatives:

42. This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice.
43. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Definitions

“Defects Liability Period” means such period of time following Practical Completion of a Building in which a contractor may remedy defects as may be included in the building contract for the relevant Building;

“Reportable Unit” means a Reportable Unit (Energy Centre), Reportable Unit (Residential) or Reportable Unit (Non-Residential);

“Reportable Unit (Energy Centre)” means either a connection to a third-party District Heating Network, a self-contained Energy Centre serving multiple residential/non-residential properties (within the Site) or a self-contained energy system serving multiple residential properties (within a Block or Building);

“Reportable Unit (Residential)” means an individual Block or Building of five or more flats or a group of five or more houses;

“Reportable Unit (Non-Residential)” means a Building with a single occupier/tenant (including block of flats' communal areas) or a Building with multiple tenants.

44. The applicant is advised to check the requirements of the Party Wall Act 1996 relating to work on an existing wall shared with another property, building on the boundary with a neighbouring property, or excavating near a neighbouring building. Further information is available at the following link:

[http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/current legislation/partywallact](http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/current%20legislation/partywallact)

45. Details of the BREEAM assessment and a list of approved assessors can be found at www.breeam.org
46. The survey and report in respect of land contamination must be formulated having regard to the Contaminated Land Exposure Assessment model (CLEA 2002), CLR10 and associated guidance developed by DEFRA and the Environment Agency. Where appropriate the survey shall include a conceptual site model and a full risk assessment of contaminants on the site.

47. It is the responsibility of the developer to make proper provision for drainage to ground, watercourses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).
48. 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).
49. This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at the London Borough of Merton

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

50. It is Council policy for the Council's contractor to construct new vehicular accesses. The applicant should contact the Council's Highways Team on 020 8545 3829 prior to any work starting to arrange for this work to be done. If the applicant wishes to undertake this work the Council will require a deposit and the applicant will need to cover all the Council's costs (including supervision of the works). If the works are of a significant nature, a Section 278 Agreement (Highways Act 1980) will be required and the works must be carried out to the Council's specification.
51. You are advised to contact the Council's Highways team on 020 8545 3700 before undertaking any works within the Public Highway to obtain the necessary approvals and/or licences. Please be advised that there is a further charge for this work. If your application falls within a Controlled Parking Zone this has further costs involved and can delay the application by 6 to 12 months.
52. Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be co-ordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic Management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Merton. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with the London Borough of Merton, Network Coordinator, (telephone 020 8545 3976). This must take place at least one month in advance of the works and particularly to ensure that

statutory undertaker connections/supplies to the site are co-ordinated to take place wherever possible at the same time.

53. Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015
54. This should include further details on the proposed heat pump system and how this will operate alongside any other communal system in line with Section 10 of the GLA's Energy Assessment Guidance.
55. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
56. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
57. No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).
58. No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.
59. Carbon emissions evidence requirements for Post Construction stage assessments must provide:
 - Detailed documentary evidence confirming the Target Emission Rate (TER), Building Emission Rate (BER) and percentage improvement of BER over TER based on 'As Built' BRUKL model outputs; AND
 - A copy of the Building Regulations Output Document from the approved software. The output documents must be based on the 'as built' stage of analysis and must account for any changes to the specification during construction; ANDAND, where applicable:
 - MCS certificates and photos of all installed renewable technologies.

60. Carbon emissions evidence requirements for Post Construction stage assessments must provide:

- Detailed documentary evidence confirming the Target Emission Rate (TER), Building Emission Rate (BER) and percentage improvement of BER over TER based on 'As Built' BRUKL model outputs; **AND**
- A copy of the Building Regulations Output Document from the approved software. The output documents must be based on the 'as built' stage of analysis and must account for any changes to the specification during construction; **AND**

AND, where applicable:

- MCS certificates and photos of all installed renewable technologies.

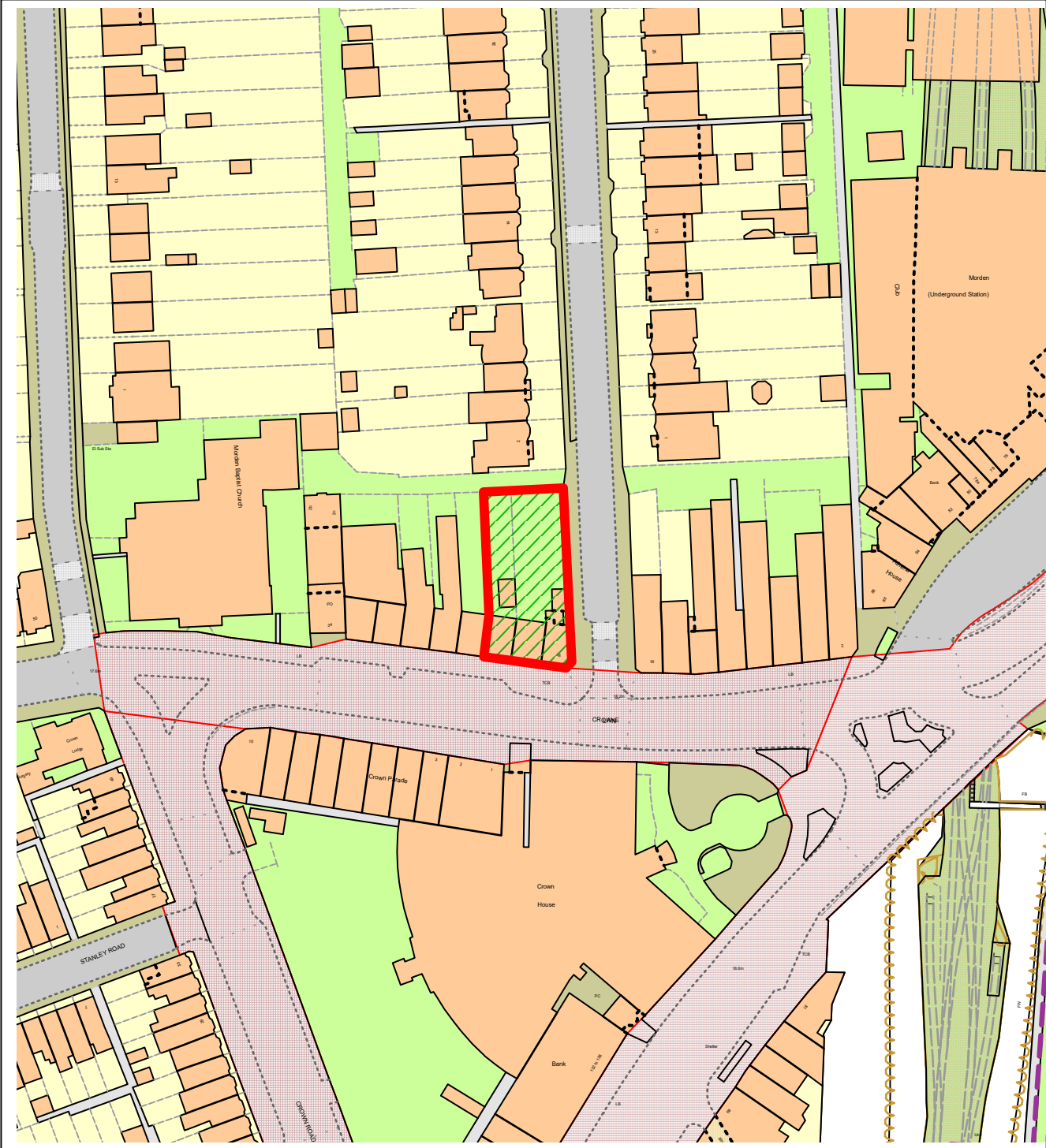
61. In accordance with paragraph 38 of the NPPF, The London Borough of Merton (LBM) takes a positive and proactive approach to development proposals focused on solutions. LBM works with applicants/agents in a positive and proactive manner by:

- i) Offering a pre-application advice and duty desk service.
- ii) Where possible, suggesting solutions to secure a successful outcome.
- iii) As appropriate, updating applicants/agents of any issues that may arise in the processing of their application.

In this instance:

- i) The applicant/agent was provided with pre-application advice.
- ii) The applicant was offered the opportunity to submit amended plans in order to make the proposal acceptable in planning terms.
- iii) The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

NORTHGATE SE GIS Print Template



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VICTORIA BUILDINGS

VICTORIA BUILDINGS

HOTEL SIGNAGE

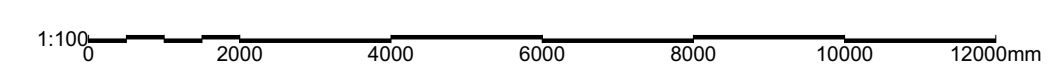
HOTEL

HOTEL

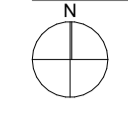
HOTEL

HOTEL

80



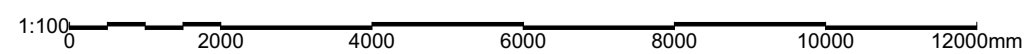
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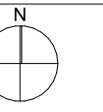
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11	WINDOW ARRANGEMENT	BH	PM	22/11/2023
10	DIMS ADDED	BH	PM	17/11/2023
09	FOR PLANNING	BH	PM	23/09/2023

CREATE
 DESIGN + ARCHITECTURE
 Wigglesworth House 69 Southwark Bridge Road London SE1 9HH
 +44 207 021 0267 info@createdesign.org www.createdesign.org

CLIENT:	CAPITAL HOMES
PROJECT:	18-22 CROWN LANE
BUILDING ADDRESS:	SM4 5BL
DRAWING NAME:	PROPOSED FIRST FLOOR PLAN
DRAWING SERIES:	PROPOSED PLANNING
CDA REF:	668
SCALE(S):	1:100
ORIGINAL PAPER SIZE:	A1
REVISION:	12
REVISION DESCRIPTION:	FIRE STRATEGY - DOOR LOCATION
PROJECT ORIGINATOR:	668 - CDA - Z1 - 01 - DR - A - 05 - 0101



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REV	DESCRIPTION	DRAWN	CHECKED	DATE
11	FIRE STRATEGY - DOOR LOCATION	BH	PM	30/11/2023
10	WINDOW ARRANGEMENT	BH	PM	22/11/2023
09	FOR PLANNING	BH	PM	23/06/2023
08	FOR DESIGN TEAM	BH	PM	17/05/2023

CREATE
 DESIGN + ARCHITECTURE
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CLIENT: CAPITAL HOMES

PROJECT: 18-22 CROWN LANE
 BUILDING: SM4 5BL
 ADDRESS:

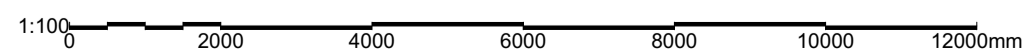
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DRAWING SERIES: PROPOSED PLANNING

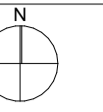
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REVISION: 11 REVISION DESCRIPTION: FIRE STRATEGY - DOOR LOCATION

PROJECT ORIGINATOR: 668 - CDA - Z1 - 02 - DR - A - 05 - 0102



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11	FIRE STRATEGY - DOOR LOCATION	BH	PM	30/11/2023
10	WINDOW ARRANGEMENT	BH	PM	22/11/2023
09	FOR PLANNING	BH	PM	23/06/2023
08	FOR DESIGN TEAM	BH	PM	17/05/2023
REV	DESCRIPTION	DRAWN	CHECKED	DATE

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CLIENT: CAPITAL HOMES

PROJECT: 18-22 CROWN LANE
 BUILDING ADDRESS: SM4 5BL

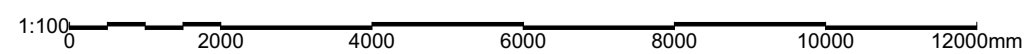
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DRAWING SERIES: PROPOSED PLANNING

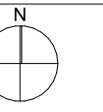
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REVISION: 11 REVISION DESCRIPTION: FIRE STRATEGY - DOOR LOCATION

PROJECT ORIGINATOR: 668 - CDA - Z1 - 03 - DR - A - 05 - 0103



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REV	DESCRIPTION	DRAWN	CHECKED	DATE
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11	ACOUSTIC ENCLOSURE	BH	PM	31/01/2024
10	FIRE STRATEGY - DOOR LOCATION	BH	PM	30/11/2023
09	FOR PLANNING	BH	PM	23/06/2023

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CLIENT: CAPITAL HOMES

PROJECT: 18-22 CROWN LANE
BUILDING ADDRESS: SM4 5BL

DRAWING NAME: PROPOSED FOURTH FLOOR PLAN

DRAWING SERIES: PROPOSED PLANNING

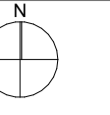
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REVISION: 12 REVISION DESCRIPTION: PARAPET INCREASED

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	CLASS	NUMBER
668	- CDA	- Z1	- 04	- DR	- A	- 05	- 0104



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REV	DESCRIPTION	DRAWN	CHECKED	DATE
10	FIRE STRATEGY - DOOR LOCATION	BH	PM	30/11/2023
09	FOR PLANNING	BH	PM	23/06/2023
08	FOR DESIGN TEAM	BH	PM	17/05/2023
07	PRE-APP ALTERATIONS	BH	PM	23/03/2023

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CLIENT: CAPITAL HOMES
 PROJECT: 18-22 CROWN LANE
 BUILDING: SM4 5BL
 ADDRESS:

DRAWING NAME: PROPOSED FIFTH FLOOR PLAN
 DRAWING SERIES: PROPOSED PLANNING

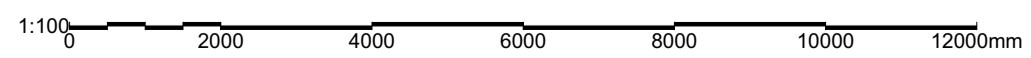
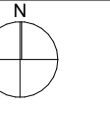
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PROJECT ORIGINATOR VOLUME LEVEL: 668 - CDA - Z1 - 05 - DR - A - 05 - 0105



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REV	DESCRIPTION	DRAWN	CHECKED	DATE
10	FIRE STRATEGY - DOOR LOCATION	BH	PM	30/11/2023
09	FOR PLANNING	BH	PM	23/06/2023
08	FOR DESIGN TEAM	BH	PM	17/05/2023
07	PRE-APP ALTERATIONS	BH	PM	23/03/2023

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CLIENT: CAPITAL HOMES
 PROJECT: 18-22 CROWN LANE
 BUILDING: SM4 5BL
 ADDRESS:

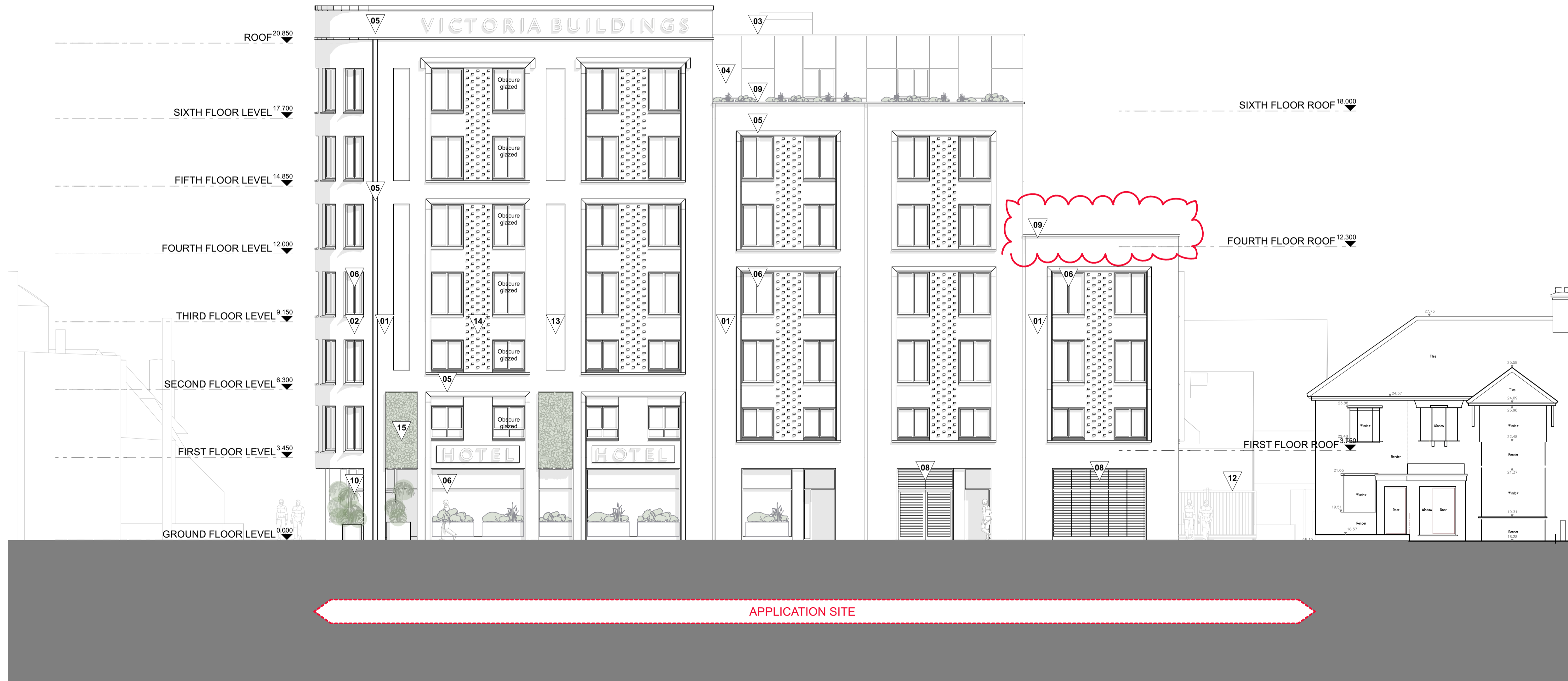
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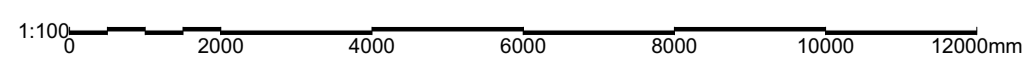
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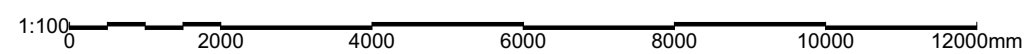
- 01 Brick type 01 - Brown multi
- 02 Brick type 02 - Green glazed brick
- 03 Metal coping to parapet
- 04 Bronze effect cladding
- 05 Stone cladding and banding
- 06 Bronze DG Windows (non-openable) and doors
- 07 Bronze privacy louvres
- 08 Louvred doors and vents
- 09 Stone coping to parapet
- 10 Revolving entrance door
- 11 Roll up garage door
- 12 Sliding gate
- 13 Recessed brick panel
- 14 Projecting header detail
- 15 Green wall



REV	DESCRIPTION	DRAWN	CHECKED	DATE
11	PARAPET INCREASED	BH	PM	13/02/2024
10	ACOUSTIC ENCLOSURE	BH	PM	31/01/2024
09	WINDOW ARRANGEMENT	BH	PM	30/11/2023
08	WINDOW ARRANGEMENT	BH	PM	22/11/2023

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CLIENT:	CAPITAL HOMES
PROJECT:	18-22 CROWN LANE
BUILDING ADDRESS:	SM4 5BL
DRAWING NAME:	PROPOSED EAST ELEVATION
DRAWING SERIES:	PROPOSED PLANNING
CDA REF:	668
SCALE(S):	1:100
ORIGINAL PAPER SIZE:	A1
REVISION:	11
REVISION DESCRIPTION:	PARAPET INCREASED
PROJECT ORIGINATOR:	668 - CDA - Z1 - XX - DR - A - 05 - 0200



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07	PARAPET INCREASED	BH	PM	13/02/2024
06	ACOUSTIC ENCLOSURE	BH	PM	31/01/2024
05	WINDOW ARRANGEMENT	BH	PM	30/11/2023
04	WINDOW ARRANGEMENT	BH	PM	22/11/2023
REV	DESCRIPTION	DRAWN	CHECKED	DATE

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CLIENT: CAPITAL HOMES
 PROJECT: 18-22 CROWN LANE
 BUILDING ADDRESS: SM4 5BL

DRAWING NAME: PROPOSED EAST ELEVATION STREET

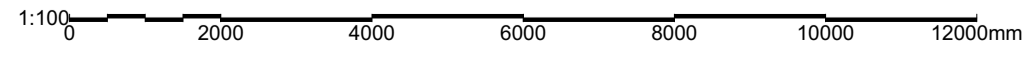
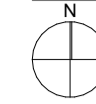
DRAWING SERIES: PROPOSED PLANNING

CDA REF: 668 SCALE(S): 1:200 ORIGINAL PAPER SIZE: A1

REVISION: 07 REVISION DESCRIPTION: PARAPET INCREASED

PROJECT ORIGINATOR VOLUME LEVEL TYPE ROLE CLASS NUMBER
 668 - CDA - Z1 - XX - DR - A - 05 - 0210

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REV	DESCRIPTION	DRAWN	CHECKED	DATE
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11	FOR PLANNING	BH	PM	23/06/2023
10	FOR DESIGN TEAM	BH	PM	01/06/2023
09	FOR DESIGN TEAM	BH	PM	17/05/2023

CREATE
 DESIGN + ARCHITECTURE
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 444 207 021 0257 info@createdesign.org www.createdesign.org

CLIENT: CAPITAL HOMES
 PROJECT: 18-22 CROWN LANE
 BUILDING: SM4 SBL
 ADDRESS:

DRAWING NAME: PROPOSED GROUND FLOOR PLAN
 DRAWING SERIES: PROPOSED PLANNING

CDA REF: 668 SCALE(S): 1:100 ORIGINAL PAPER SIZE: A1

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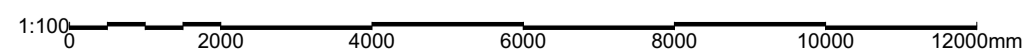
PROJECT ORIGINATOR VOLUME LEVEL FILE NAME CLASS NUMBER
 668 - CDA - Z1 - 00 - DR - A - 05 - 0100

Window design altered to remove transom on elongated windows

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Page 196



03	WINDOW ARRANGEMENT	BH	PM	30/11/2023
02	WINDOW ARRANGEMENT	BH	PM	22/11/2023
01	FOR PLANNING	BH	PM	26/09/2023
REV	DESCRIPTION	DRAWN	CHECKED	DATE

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DESIGN + ARCHITECTURE
Wiggleworth House 69 Southwark Bridge Road London SE1 9HH
444 207 021 0257 info@createdesign.org www.createdesign.org

CLIENT: CAPITAL HOMES

PROJECT: 18-22 CROWN LANE
BUILDING: SM4 5BL
ADDRESS: SM4 5BL

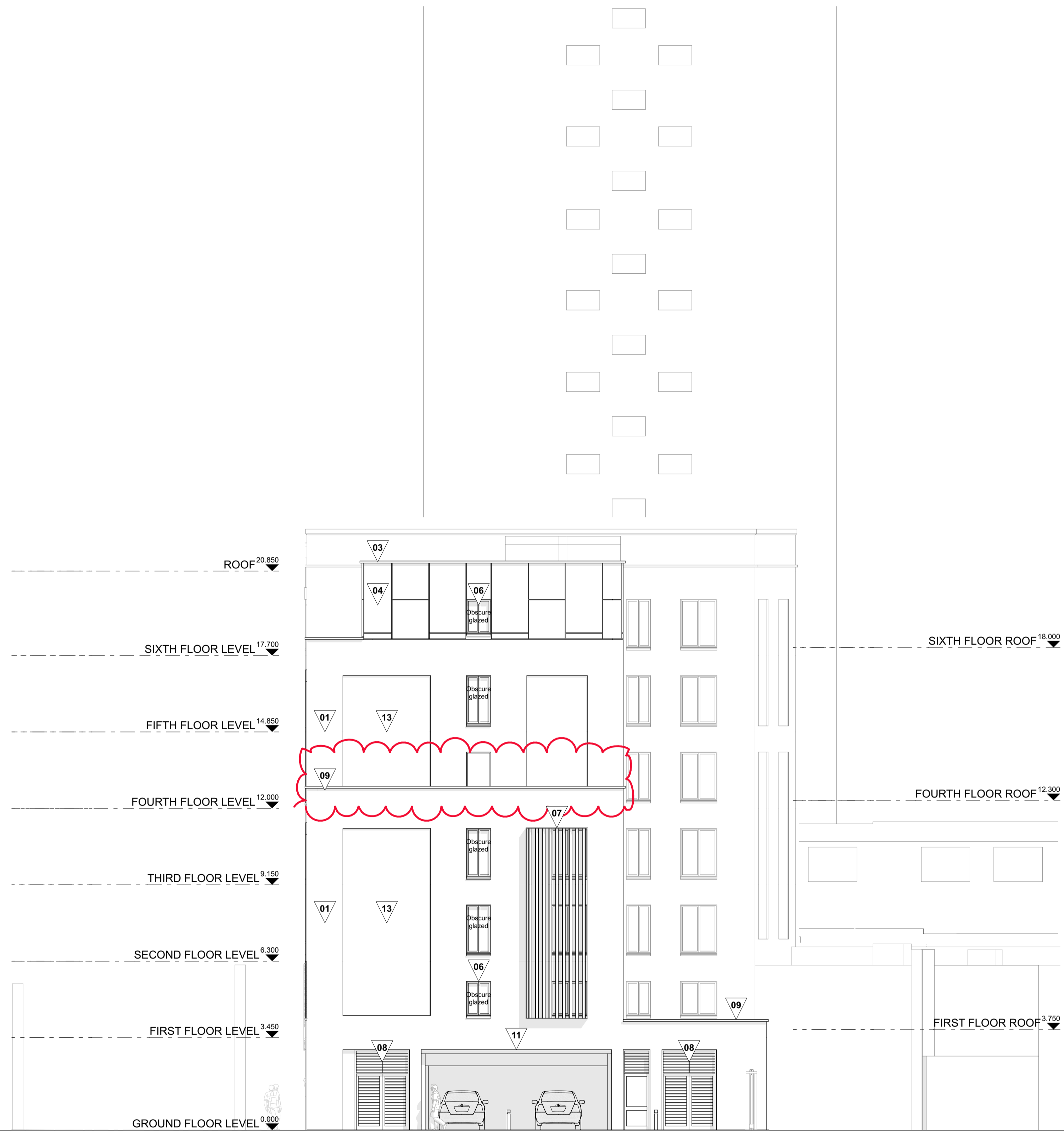
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DRAWING SERIES: PROPOSED PLANNING

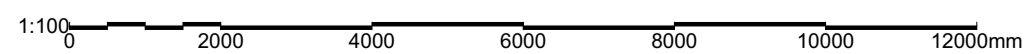
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REVISION: 03 REVISION DESCRIPTION: WINDOW ARRANGEMENT

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	CLASS	NUMBER
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APPLICATION SITE



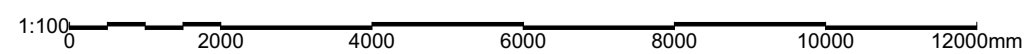
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- 01 Brick type 01 - Brown multi
- 02 Brick type 02 - Green glazed brick
- 03 Metal coping to parapet
- 04 Bronze effect cladding
- 05 Stone cladding and banding
- 06 Bronze DG Windows (non-openable) and doors
- 07 Bronze privacy louvres
- 08 Louvred doors and vents
- 09 Stone coping to parapet
- 10 Revolving entrance door
- 11 Roll up garage door
- 12 Sliding gate
- 13 Recessed brick panel
- 14 Projecting header detail
- 15 Green wall

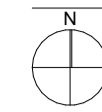
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07	ACOUSTIC ENCLOSURE	BH	PM	31/01/2024
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05	WINDOW ARRANGEMENT	BH	PM	22/11/2023
REV	DESCRIPTION	DRAWN	CHECKED	DATE

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CLIENT:	CAPITAL HOMES					
PROJECT:	18-22 CROWN LANE					
BUILDING ADDRESS:	SM4 5BL					
DRAWING NAME:	PROPOSED NORTH ELEVATION					
DRAWING SERIES:	PROPOSED PLANNING					
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REVISION:	REVISION DESCRIPTION:					
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PROJECT ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	CLASS	NUMBER
668	- CDA	- Z1	- XX	- DR	- A	- 05 - 0203



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REV	DESCRIPTION	DRAWN	CHECKED	DATE
08	FOR PLANNING	BH	PM	23/06/2023
07	FOR DESIGN TEAM	BH	PM	17/05/2023
06	PRE-APP	BH	PM	23/03/2023
05	ALTERATIONS	BH	PM	01/09/2022
04	FOR COMMENT	BH	PM	22/08/2022

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CLIENT: CAPITAL HOMES

PROJECT: 18-22 CROWN LANE
 BUILDING:
 ADDRESS: SM4 5BL

DRAWING NAME: PROPOSED ROOF PLAN

DRAWING SERIES: PROPOSED PLANNING

CDA REF: 668 SCALE(S): 1:100 ORIGINAL PAPER SIZE: A1

REVISION: 08 REVISION DESCRIPTION: FOR PLANNING

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	CLASS	NUMBER
668	CDA	Z1	07	DR	A	05	0107



4
No. 22 No. 20 No. 18

EXISTING CYCLE PARKING STANDS

Telephone Box

RS

Bin

Broken BPav

Cycle Racks

PROPOSED NEW SHEFFIELD STAND


Bin

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

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REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT			
Capital Homes			
PROJECT			
18-22 Crown Lane			
DRAWING TITLE			
Proposed Short-Stay Cycle Parking			
SCALE		SIZE	
1:250		A3	
DRAWN BY	CHECKED BY	DATE	
AG	KH	14.06.23	
			
4 Underwood Row, London, N1 7LQ Tel: 020 7324 2677 www.pulsartransport.co.uk			
PROJECT REF	DWG NO	REV	
21038	001	-	

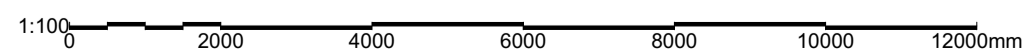
Window design altered to remove transom on elongated windows

Page 200



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- 01 Brick type 01 - Brown multi
- 02 Brick type 02 - Green glazed brick
- 03 Metal coping to parapet
- 04 Bronze effect cladding
- 05 Stone cladding and banding
- 06 Bronze DG Windows (non-openable) and doors
- 07 Bronze privacy louvres
- 08 Louvred doors and vents
- 09 Stone coping to parapet
- 10 Revolving entrance door
- 11 Roll up garage door
- 12 Sliding gate
- 13 Recessed brick panel
- 14 Projecting header detail
- 15 Green wall



REV	DESCRIPTION	DRAWN	CHECKED	DATE
09	WINDOW ARRANGEMENT	BH	PM	30/11/2023
08	WINDOW ARRANGEMENT	BH	PM	22/11/2023
07	FOR PLANNING	BH	PM	23/08/2023
06	FOR DESIGN TEAM	BH	PM	17/05/2023

CREATE
DESIGN + ARCHITECTURE
Wigglesworth House 69 Southwark Bridge Road London SE1 9HH
+44 207 021 0287 info@createdesign.org www.createdesign.org

CLIENT: CAPITAL HOMES
PROJECT: 18-22 CROWN LANE
BUILDING:
ADDRESS: SM4 5BL

DRAWING NAME: PROPOSED SOUTH ELEVATION

DRAWING SERIES: PROPOSED PLANNING

CDA REF: 668 SCALE(S): 1:100 ORIGINAL PAPER SIZE: A1

REVISION:	REVISION DESCRIPTION:
09	WINDOW ARRANGEMENT

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	CLASS	NUMBER
668	CDA	Z1	XX	DR	A	05	0201



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- 13 Recessed brick panel
- 14 Projecting header detail
- 15 Green wall

08	PARAPET INCREASED	BH	PM	13/02/2024
07	ACOUSTIC ENCLOSURE	BH	PM	31/01/2024
06	WINDOW ARRANGEMENT	BH	PM	30/11/2023
05	WINDOW ARRANGEMENT	BH	PM	22/11/2023
04	WINDOW ARRANGEMENT	BH	PM	22/11/2023
03	WINDOW ARRANGEMENT	BH	PM	22/11/2023
02	WINDOW ARRANGEMENT	BH	PM	22/11/2023
01	WINDOW ARRANGEMENT	BH	PM	22/11/2023

CREATE
DESIGN + ARCHITECTURE
Wigglesworth House 69 Southwark Bridge Road London SE1 9HH
444 207 021 0257 info@createdesign.org www.createdesign.org

CLIENT: CAPITAL HOMES

PROJECT: 18-22 CROWN LANE
BUILDING: SM4 5BL
ADDRESS: SM4 5BL

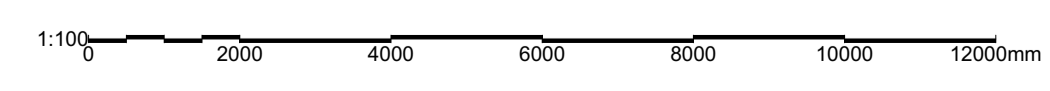
DRAWING NAME: PROPOSED WEST ELEVATION

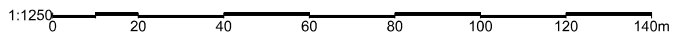
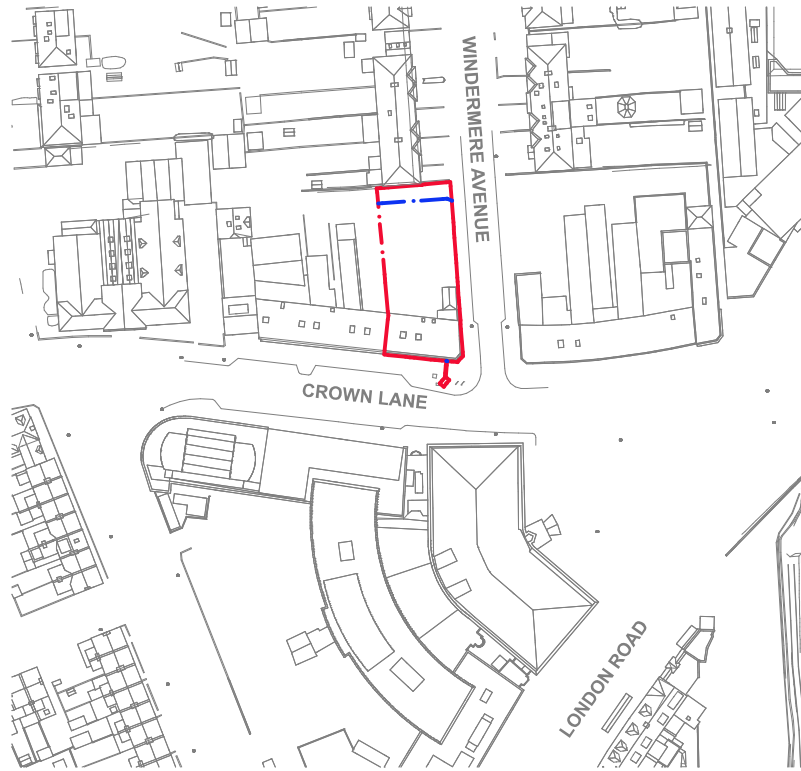
DRAWING SERIES: PROPOSED PLANNING

CDA REF: 668 SCALE(S): 1:100 ORIGINAL PAPER SIZE: A1

REVISION: 08 REVISION DESCRIPTION: PARAPET INCREASED

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	CLASS	NUMBER
668	- CDA	- Z1	- XX	- DR	- A	- 05	- 0202





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--- APPLICATION BOUNDARY

--- DEMARCATION OF OWNERSHIP

03	FOR PLANNING	BH	PM	23/06/2023
02			PM	16/12/2021
01	FOR COMMENT			11/11/2021
REV	DESCRIPTION	DRAWN	CHECKED	DATE

CREATE

DESIGN + ARCHITECTURE

Wigglesworth House 69 Southwark Bridge Road London SE1 9HH
+44 207 021 0267 info@createdesign.org www.createdesign.org

CLIENT: CAPITAL HOMES

PROJECT: 18-22 CROWN LANE
BUILDING NAME: -
ADDRESS: SM4 5BL

DRAWING NAME: EXISTING SITE LOCATION PLAN

DRAWING SERIES: SITE LOCATION PLAN

CDA REF: 668 SCALE(S): 1:1250 ORIGINAL PAPER SIZE: A3

REVISION: 03 REVISION DESCRIPTION: FOR PLANNING

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	CLASS	NUMBER
668	- CDA	- Z1	- XX	- DR	- A	- 00	- 0900