

PLANNING APPLICATIONS COMMITTEE

13 November 2014

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	14/P2917	22/07/2014
Address:	Crystal Autocare, Northolt Works, London Road Morden, SM4 5AN	
Ward:	Merton Park	
Proposal:	Application for outline planning permission for the demolition of the existing motor vehicle repair workshop [use class B2 - 500 square metres] and the construction of a part two, part three storey building providing 12 residential units [8 two bedroom flats, 3 one bedroom flats and 1 two bedroom maisonette] with one off street disability car parking space with vehicle and pedestrian access provided along the existing access road to London Road. [Outline planning application with access, landscaping, layout, and scale considered at this stage and external appearance a reserved matter].	
Drawing No's:	597/001 P1; 597/020 P1; 597/021 P1; 597/022 P1; 597/023 P1; 597/025 P1; 597/027 P2; 597/ 028 P1; 597/102 P1; 103 P2; Design and Access Statement; Sunlight and Daylight Report; Contaminated Land 'Desktop Study Report'.	
Contact Officer:	Tony Ryan [020 8545 3114]	

RECOMMENDATION GRANT OUTLINE PLANNING PERMISSION subject to planning conditions and a S106 legal agreement.

CHECKLIST INFORMATION.

- S106: Affordable housing;
- Has an Environmental Impact Assessment been submitted: No
- Site notice: Yes
- Design Review Panel consulted: No
- Archaeological Priority Zone: Yes
- Area at risk of flooding: No;
- Controlled Parking Zone: No [Zone M1 located to the north and west of the site]
- Conservation Area: No;
- Trees: No protected trees [trees to the rear of 'The Holt' protected by a Tree Preservation Order]
- Number of neighbours consulted: 87
- Sites and Policies Plan: None [outside formal boundary of Morden Town Centre].

- External consultations – Secure by Design Officer, Transport for London and English Heritage.
- PTAL: 5 [TFL Planning Information Database];
- Density - 366 habitable rooms per hectare [33 habitable rooms and 0.09 hectares]
- Number of jobs created: N/A

1. INTRODUCTION

- 1.1 This application is brought to the Planning Applications Committee for Members' consideration due the level of public interest shown in this proposal as a result of public consultation.

2. SITE AND SURROUNDINGS

- 2.1 The irregular shaped application site (0.09 hectares) is located to the rear of the three storey residential building called 'Homefield' at 170 London Road that provides 24 flats. The site is located on the north west side of London Road between Morden Town Centre and the junction with Goodwood Close. London Road is a classified road [A24] which forms part of the Transport for London Road Network (TLRN or 'Red Route') and carries a large quantity of traffic as a busy arterial thoroughfare.
- 2.2 To the west of the application site is a two storey end of terrace building in Queen Elizabeth Gardens that provides two maisonettes [numbers 11 and 12] and an end of terrace house [number 14]. There are two, storey buildings in Queen Elizabeth Gardens located to the north of the site, with the first building providing two maisonettes [numbers 15 and 16] and the second a three bedroom house [number 17]. To the north and east of the site are two storey semi-detached 1930's residential properties in Cedars Road.
- 2.3 To the south of the application site is a three block of flats called 'Homefield' with this building separated from the application site by a rear external amenity area containing a mature Sycamore tree. The three storey block of flats called 'The Holt' is also located to the south and also separated from the application site by an external amenity area. The area of open space around the Holt contains a number of trees. Tree Preservation Orders have been placed on ten of these nearby trees [MER 296] that include two London Plan trees, three cedars, two yews, a holly, a pine and an oak tree.
- 2.4 The application site is currently occupied by a commercial building providing a motor vehicle repair use ['Crystal Autocare']. An external yard covered in hardstanding is located to the front of the building on the site with this land providing associated car parking and storage. A 70 metre long private road provides access to the site from London Road with this road also used for car parking in connection with the nearby car sales use. This access road runs between the residential buildings called Homefield and The Holt. The entrance to the access road in London Road is located adjacent to a disused petrol filling station that is currently used as a hand car wash.
- 2.5 The site is located in an archaeological priority zone. The site is not located in an area at risk from flooding. The site is not in a conservation area and there are no buildings either on the site or nearby that are on the statutory or local

list of historically important buildings. The site is not located in a controlled parking zone however areas to the north east in London Road and to the north west are in Zone M1.

- 2.6 A bus lane running past the site operates between 7am to 10am Monday to Saturday. Single red line parking restrictions operate outside the application site between Monday and Saturday 7am to 7pm with a car parking bay for four cars allowing restricted parking after 10am. The site has a public transport accessibility level of 5 with Morden South mainline station located 420 metres to the south west and Morden Underground station 570 metres to the north east.

3. CURRENT PROPOSAL

- 3.1 The current submission is one of three connected planning applications that are associated with two separate development sites on London Road Morden. These two application sites are annotated on the submitted drawings as 'Site A' [Holt Lodge and Holt Cottage and car sales use] and 'Site B' [Northolt Works – Crystal Autocare]. The extent of the link between the three planning applications is that they all have been submitted by same applicant and the proposal involves the relocation of a use between the two planning application sites.

First planning application under reference 14/p2917

- 3.2 This committee report considers the first planning application submitted for Northolt Works [Site B]. This is an application for outline planning application and the applicant has confirmed that it is requested that landscaping, layout and scale are considered at this stage with external appearance reserved for future consideration; this is an amendment to the submitted planning application form.
- 3.3 The current application has been submitted as an outline planning application with a request that the Council only consider certain standard aspects of the development. The applicant has requested that the submitted outline application considers 'means of access' [accessibility for all routes to and within the site, as well as the way they link up to other roads and pathways outside the site], 'landscaping' [improvement or protection of the amenities of the site this could include planting trees or hedges as a screen]; 'layout' [buildings, routes and open spaces within the development and the way they are laid out in relations to buildings and spaces outside the development] and 'scale' [information on the size of the development, including the height, width and length of buildings].
- 3.4 The issue in relation to the 'appearance' [aspects of a building or place which affect the way it looks, including the exterior of the development] of the development is a matter that the applicant has asked to be considered at a later stage as a 'reserved matter' If outline planning permission is granted, a 'reserved matters' application must be made within three years of the consent. The details of the application must be in accord with the outline approval, including any conditions attached to the permission.

- 3.5 The current application site [Site B] is located behind the residential building in London Road called Homefield. The separate linked application site called 'Site A' [Holt Lodge and Holt Cottage and car sales use] is located 50 metres to the north east.

Table 1: Gross internal floor areas and amenity space provision

Unit	Floor	Bedrooms	Bedroom spaces	Floor area [Sq. M]	London Plan standard [Sq. M]	External amenity [Sq. M]			Sites and Policies standard
						Garden	Balcony	Shared	
1	Ground	2	3	84	61	77	-	193	6
2	Ground	2	3	65	61	57	-	193	6
3	Ground	1	2	56	50	82	-	193	5
4	Ground	2	3	69	61	86	-	193	6
5	Ground	2	3	64	61	19	-	193	6
6	First	2	3	65	61	-	6	193	6
7	First	1	2	56	50	-	5	193	5
8	First	2	3	69	61	-	6	193	6
9	First	2	3	64	61	-	6	193	6
10	Second	1	2	56	50	-	7	193	5
11	Second	2	3	69	61	-	6	193	6
12	Second	2	3	64	61	-	6	193	6

- 3.6 The current planning application involves the demolition of the existing car repair workshop building and the redevelopment of the site for residential use. The development provides 12 flats [8 two bedroom, 3 one bedroom flats and 1 two bedroom maisonette] in a part two storey, part three storey building. The area to the front of the building provides circulation and servicing space with amenity space provided at the rear. The above table provides information on the size of the proposed residential units, the level of external space provided for future occupants and the minimum standards set out in planning policy.

Second planning application under reference 14/p2817

- 3.7 This second planning application which is considered in a separate committee report relates to the site of the residential buildings called Holt Cottage and Holt Lodge [Site A] and the adjacent car sales use. This separate planning application involves the removal of the existing car sales building on Site A and the demolition of the existing residential buildings.
- 3.8 A new building providing a car repair use is proposed at the front of the site [car repair use relocated from Site B to Site A] with a three storey building at the rear of the site providing 9 flats [6 two bedroom flats and 3 one bedroom flats] with pedestrian access to London Road.

Third planning application under reference 14/p2893

- 3.9 The third and final application is for advertisement consent to display an internally illuminated totem sign adjacent to London Road. This sign that is associated with the relocated car repair use measures 3.3 metres high by 1.1 metres wide and 0.4 metres thick. This sign is considered in a separate committee report.

4. PLANNING HISTORY.

- 4.1 There are several historical entries in the planning register relating to the buildings on this site however the most relevant planning application was submitted in 2007 [LBM reference 07/p2714]. The details of this application are as follows: Outline planning permission was refused in November 2007 for the demolition of a garage/workshop at Northolt Works and the erection of 14 residential apartments within a single storey building (application for outline planning permission with siting and access to be determined at this stage). The reasons for refusal were as follows:

“The applicant has failed to demonstrate that the quantum of accommodation proposed can be adequately accommodated on the site without giving rise to a development that would be overbearing and visually intrusive, with overlooking and loss of privacy, detrimental to the amenities of neighbouring residential occupiers, contrary to Policies BE.15 and BE.22 of the Adopted Merton Unitary Development Plan (October 2003)”.

“The proposals would result in the loss of a former B1 employment site with no evidence submitted to demonstrate that continued B1 use would not be feasible as required by UDP policy E6 and would undermine the Council's objectives of safeguarding employment land for jobs, contrary to policies ST.14 and E.6 of the Adopted Merton Unitary Development Plan (October 2003)”.

5. CONSULTATION

- 5.1 Prior to the submission of the current planning application the applicant distributed letters to local addresses inviting residents to one of two pre-application consultation events. These events that were attended by the project architects took place between 6pm and 8pm on the 26 and 31 March 2014 at the existing car workshop on Site B. A total of 28 people attended these sessions.
- 5.2 The applicant has reported that the following comments were received as a result of this pre-application consultation:
- There are concerns about the possible impact of the proposals and ‘...any application in respect of the proposed works will be strongly opposed...’
 - Apart from concerns about car parking there is support for the proposals;
 - There will be an increase in parking demand which may result in unlawful parking;
 - Concerns about overlooking;
 - The new location of the garage will change the character of the area;
 - Concern about noise levels from the garage;

- Concern about the loss of daylight;
- The proposals will improve the area and provide additional housing;
- The proposals are appropriate for the setting.

5.3 The submitted planning application was publicised by means of a site notice, press notice and individual consultation letters sent to 87 neighbouring properties. As a result of this consultation twenty one letters have been received objecting to the proposal on the following grounds:

- Noise disturbance: the proposal will lead to noise disturbance for adjacent residents;
- Air pollution: the proposal will cause air pollution for adjacent residents;
- Parking: The proposal will increase the pressure on limited local parking provision and lead to illegal parking;
- Parking: there is insufficient parking provided for the residential accommodation;
- Obstruction to footpaths: The development is likely to lead to the obstruction of a footpath to Merton College.
- Impact on the friendly neighbourhood: The proposal would attract strangers and vehicles damaging the character of the existing area;
- Local character: The proposal is not considered in keeping with the local area
- Local character: The proposal is not considered in keeping with the local area and should be located in a 'designated commercial area'.
- The building work will be disruptive, in terms of noise and timing of construction works;
- Will the development provide any wider community benefit;
- There is a concern in relation to loss of sunlight to the land at the rear of the site;
- The development will lead to a loss of privacy to nearby residents;
- The development will lead to a fall in local property values.

5.4 Letter on behalf of the managing agents for the building Homefield

On behalf of the managing agents of the three storey block of flats known as 'Homefield' an objection has been received to the planning application on the following grounds:

- The development would fail to protect the residential amenity of occupiers of Homefield due to the form, siting and design of the development;
- Due to the '*...relatively close and dense residential nature of surrounding development...*' further details should be requested from the applicant or on the basis of the '*...relatively detailed information...*' that has been submitted, further matters considered at this outline stage;
- The boundary treatment with Homefield is unclear on the submitted plans;
- Further details of the design of the bins stores are required at this stage due to the potential impact on occupiers of Homefield;
- The application states that emergency access would be provided through Homefield and this would be unacceptable;
- With the lack of external amenity space, lack of car parking and the cramped and overcrowded layout the proposal constitutes an overdevelopment of the site;

- The development would lead to overlooking and a loss of privacy for occupiers of Homefield in terms of windows and external amenity areas;
 - Any external lighting provided to the proposed open walkways would be intrusive for adjoining occupiers in Homefield;
 - There appears to be a discrepancy between the submitted elevations and floor plans in terms of window and door openings;
 - The development is likely to cause additional traffic and parking problems and there has been no traffic assessment carried out;
 - The submitted sunlight and daylight report makes only a ' cursory assessment' of the impact on Homefield and is not based on the situation on site;
 - Reassurances are sought that the mature Sycamore tree on the Homefield site is not damaged by the development.
- 5.5 One letter of support for the development has been received from a resident in the neighbouring building The Holt giving the following reasons:
- The proposal will provide much needed housing;
 - The proposal will replace an out of date workshop that does not meet modern standards;
 - The proposal will provide a modern 'one-stop-shop';
 - The proposal will benefit the community with improvements to the environment and appearance.
- 5.6 LB Merton Environmental Health There is no objection to the development.
- 5.7 LB Merton Transport Planning There is no objection to the development subject to adequate control of access arrangements, construction deliveries and cycle parking through planning conditions. Planning conditions are recommended requiring further details of the cycle parking, and for the submission of a Construction Logistics Plan.
- 5.8 LB Merton Tree Officer There is no objection to the development as it is considered that that there will be no adverse impact on the trees to the rear of The Holt [some of which are protected by TPO's] or the tree located on land to the rear of Homefield.
- 5.9 Transport for London There is no objection to the planning application subject to the following points:
- safe passage is maintained for pedestrians and road users during the duration of construction works;
 - vehicles associated with the proposed development should meet existing on street restrictions;
 - No skips or construction materials should be kept on the pavement or the road;
 - A planning condition is used to secure a Construction Logistics Plan which should be subject to approval by Transport for London.

- 5.10 Transport for London welcome the fact that the development only provides one off street parking space and 12 cycle parking spaces. The cycle parking should be fully undercover.
- 5.11 With the small expected increase in traffic as a result of the proposed development and small number of collisions the existing road layout outside the site is considered acceptable and there are no plans to extend the existing central reservation past the application site.
- 5.12 Metropolitan Police Designing Out Crime Officer There is no objection to the proposal on the basis that the recommendations made to the applicant at the pre-application appear to have been implemented and on the basis that Secured by Design principles are incorporated into this development.
- 5.13 London Fire Brigade There is no objection to the development.
- 5.14 English Heritage [Archaeology] There is no objection to the proposal on the basis that planning conditions are used to preserve the archaeological interest that is expected to have survived on the application site.
- 5.15 London Borough of Sutton There is no objection to the development.

6. POLICY CONTEXT

The London Plan [July 2011].

- 6.1 The relevant policies in the London Plan [July 2011] are 3.3 [Increasing housing supply]; 3.4 [Optimising housing potential]; 3.5 [Quality and design of housing developments]; 3.6 [Children and young people's play and informal recreation facilities]; 3.8 [Housing choice]; 3.9 [Mixed and balanced communities]; 3.11 [Affordable housing targets]; 4.1 [Developing London's Economy]; 4.4 [Managing industrial land and premises]; 5.1 [Climate change mitigation]; 5.2 [Minimising carbon dioxide emissions]; 5.3 [Sustainable design and construction]; 5.7 [Renewable energy]; 5.10 [Urban greening]; 5.13 [Sustainable drainage]; 6.3 [Assessing effects of development on transport capacity]; 6.9 [Cycling]; 6.10 [Walking]; 6.11 [Smoothing traffic flow and tackling congestion]; 6.12 [Road network capacity]; 6.13 [Parking]; 7.2 [An inclusive environment]; 7.3 [Designing out crime]; 7.4 [Local character]; 7.5 [Public realm]; 7.6 [Architecture]; 7.8 [Heritage assets and archaeology]; 7.14 [Improving air quality]; 7.15 [Reducing noise and enhancing soundscapes]; 7.21 [Trees and woodlands] and 8.2 [Planning obligations].

Mayor of London Supplementary Planning Guidance

- 6.2 The following supplementary planning guidance is considered relevant to the proposals: Supplementary Planning Guidance on Housing (2012).

Merton Supplementary Planning Guidance

- 6.3 The key supplementary planning guidance relevant to the proposals includes New Residential Development [1999]; Design [2004] and Planning Obligations [2006].

Merton LDF Core Planning Strategy [adopted July 2011]

- 6.4 The relevant policies within the Council's Adopted Core Strategy [July 2011] are CS3 Morden Town Centre; CS.8 [Housing choice]; CS.9 [Housing provision]; CS.13 [Open space; nature conservation; leisure and culture]; CS.14 [Design]; CS.15 [Climate change]; CS.18 [Active transport]; CS.19 [Public transport]; and CS.20 [Parking; servicing and delivery].

Merton Sites and Policies Plan [adopted July 2014]

- 6.5 The London Borough of Merton 'Sites and Policies Plan' was formally adopted by the Council on the 9 July 2014. The relevant policies within the Sites and Policies Plan are as follows: DMD1 [Urban Design and the Public Realm]; DMD2 [Design Considerations and the Public Realm]; DM D4 Managing heritage assets DME1 [Employment Areas in Merton]; DME3 [Protection of scattered employment sites]; DMEP2 [Reducing and mitigating against noise; DMEP4 [Pollutants]; DM T1 [Support for sustainable travel and active travel]; DM T2 [Transport impacts from development]; and DMT3 [Car parking and servicing standards].

National Planning Policy Framework [March 2012]

- 6.6 The National Planning Policy Framework [NPPF] was published on the 27 March 2012 and replaces previous guidance contained in Planning Policy Guidance Notes and Planning Policy Statements. This document is a key part of central government reforms '...to make the planning system less complex and more accessible, and to promote sustainable growth'.
- 6.7 The NPPF supports the plan led system stating that development that accords with an up to date plan should be approved and proposed development that conflicts should be refused. The framework also states that the primary objective of development management should be to foster the delivery of sustainable development, and not to hinder or prevent development.
- 6.8 The NPPF states that planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.
- 6.9 To enable each local authority to proactively fulfil their planning role, and to actively promote sustainable development, the framework advises that local planning authorities need to approach development management decisions positively. Local planning authorities should look for solutions rather than problems so that applications can be approved wherever it is practical to do so. The framework attaches significant weight to the benefits of economic and housing growth, the need to influence development proposals to achieve quality outcomes; and enable the delivery of sustainable development proposals.

- 6.10 The National Planning Policy Framework [NPPF] urges local authorities to significantly boost the supply of housing. Local authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed need for market and affordable housing in the housing market area, as far as is consistent with other policies set out in the NPPF. This process should include identifying key sites that are critical to the delivery of the housing strategy over the plan period.
- 6.11 The National Planning Policy Framework states that local authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land.

7. PLANNING CONSIDERATIONS

- 7.1 The main planning considerations include assessing
- The principle of development in terms of the loss of the existing employment floor space on the application site;
 - Assessing the standard of the new residential accommodation in terms of building siting, layout, design, appearance and potential ground contamination;
 - Assessing the potential impact on the amenities of adjacent residential occupiers in terms of privacy, loss of sunlight and daylight; and
 - Assessing potential issues from the development relating to traffic generation, transport and car parking.
- Loss of the existing employment use**
- 7.2 Policy DM E3 of the adopted Sites and Policies Plan aims to ensure that there is a diverse mix of size, type, tenure and location of employment facilities in the borough which can support a range of employment opportunities and that balanced mixed -use neighbourhoods are created in Merton.
- 7.3 In seeking to meet these aims, policy DM E3 states that the loss of scattered employment sites [such as the application site] will be resisted except when certain circumstances are present. These circumstances include:
- a) Where the site is located in a predominantly residential area and it can be demonstrated that its operation has had a significant adverse effect on local residential amenity;
 - b) The size, configuration, access arrangements and other characteristics of the site makes it unsuitable and financially unviable for employment use; and,
 - c) Where it has been demonstrated to the council's satisfaction that there is no realistic prospect of an employment use on the site or where measures to mitigate for the loss of employment land such as providing alternative sites for employment use.
- 7.4 In terms of assessing the proposed development against policy DM E3 each of the three points listed in the policy that are set out above are considered in the following paragraphs.

- a) Where the site is located in a predominantly residential area and it can be demonstrated that its operation has had a significant adverse effect on local residential amenity.
- 7.5 The backland application site is surrounded by residential buildings, these include the two storey residential buildings at the rear of the site in Cedars Road and Queen Elizabeth Gardens, the three storey block of flats called Homefield and the three storey block of flats called The Holt that separate the application site from London Road.
- 7.6 With the length of time that the car repair use has operated from the existing site, the existing business has the flexibility to operate on the site without any restrictive planning conditions. On more recent planning permissions these restrictive planning conditions are now used to seek to reduce the potential for nuisance to neighbouring occupiers of commercial uses; for instance in controlling hours of operation.
- 7.7 Whilst there is no evidence to suggest that the existing motor vehicle repair use has been the source of nuisance to neighbours, an alternative general industrial use [Use Class B2] could occupy the site and use the existing buildings without any requirement for planning permission. In these circumstances and without any restrictions on for instance hours of operation there is a possibility that alternative uses of this site could be the source of future nuisance for nearby residents.
- b) The size, configuration, access arrangements and other characteristics of the site makes it unsuitable and financially unviable for employment use;
- 7.8 The single 70 metre long private vehicle access road to the site from London Road runs between two three storey blocks of flats. The access road is currently used for car parking in connection with the nearby car sales use. The access to the site from London Road is located adjacent to a disused petrol filling station that is currently used as a hand car wash.
- 7.9 In assessing the attractiveness of the application site for other commercial uses it is considered that the backland' nature of the site and the surrounding residential properties would be negative aspects for a prospective commercial occupier in terms of site constraints. It is understood that the length of the vehicle access road and the proximity of the road to a large number of residential units in adjacent buildings is one reason why the existing occupier is seeking to move and this poor access for commercial vehicles would be a further issue.
- c) Where measures are proposed to mitigate for the loss of employment land such as providing alternative sites for employment use.
- 7.10 The current motor vehicle repair use on the application site includes the car sales business located on a separate nearby site. The current proposal includes the relocation of the motor vehicle repair use on to the separate site that is currently used for car sales with the construction of a purpose built building. The existing car sales use not currently support any employment and this use will stop if the development goes ahead. The proposal will increase the productivity of this land providing skilled employment on this site with the

relocation of the motor vehicle repair use. The following table provides a comparison between the two sites in terms of the provision of commercial land and employment.

Table 2: Employment comparison

Site	Employment Floor space (square metres)	Site area		No. of jobs supported	
		Hectares	Square metres	Part Time	Full Time
Site A: Existing (Car sales)	22*	0.08	848	0	0
Site A: Proposed (Car repairs)	235	0.08	848	1	5
Site B: existing Car repairs	500	0.09	903	1	4
Site B: Proposed (Residential)	0	0.09	903	0	0

* The temporary car sales building [22 square metres] was recently removed from the site.

7.11 Policy DM E1 advises that the council will support proposals for the redevelopment of existing underused employment land. It is considered that the current proposal involves the redevelopment of underused existing employment land. The proposal will allow more efficient use of the land on the application site that is located in a sustainable location with a high level of access to public transport.

7.12 The redevelopment of the current application site would necessitate the relocation of the existing use, and the report on the agenda for Holt Lodge addresses the provision of new and improved premises for this local business that currently provides local employment.

Need for additional housing

7.13 The National Planning Policy Framework [March 2012] requires the Council to identify a supply of specific ‘deliverable’ sites sufficient to provide five years’ worth of housing with an additional buffer of 5% to provide choice and competition.

7.14 Policy CS. 9 within the Council’s Adopted Core Strategy [July 2011] and policy 3.3 of the London Plan [July 2011] state that the Council will work with housing providers to provide a minimum of 4,800 additional homes [320 new dwellings annually] between 2011 and 2026. There is a minimum target of 1450 to 1800 homes in the Morden sub area where the proposal site is located with the expectation that the target is exceeded where possible.

7.15 The adopted Core Strategy states that the Council will encourage residential accommodation in ‘sustainable brownfield locations’.

The application site is on brownfield land and in a sustainable location adjacent to other existing residential properties. The site benefits from good access to public transport with a number of railway stations located nearby and also benefits from access to local facilities including those in Morden town centre that are accessible without the use of a car.

Table 3: Residential accommodation comparison

Site	Unit type and number of bedrooms				Total number of units
	One bedroom flat	Two bedroom flat	Two bedroom maisonette	Three bedroom house	
Site A: existing	0	2	0	1	-3
Site A: proposed	3	6	0	0	+9
Site B: existing	0	0	0	0	0
Site B: proposed	3	8	1	0	+12
Totals	+6	+14	+1	-1	+18

7.16 This site is considered suitable for additional housing provision and the proposed redevelopment will help meet the housing target set out in policy CS.9. In this context an increase in the development density on this site and the provision of residential development has “in principle” support subject to consideration of other matters such as the employment issues already set out above, design, bulk, scale and layout, the standard of accommodation and the impact on amenity.

Residential density

7.17 The London Plan states that in urban areas such as the application site surrounding with a Public Transport Accessibility Level of 5 the residential density should be within a range of 200 to 700 habitable rooms per hectare. This residential development covers a site area of 0.09 hectares and includes provision of 33 habitable rooms, the residential density of the development is therefore calculated as 366 habitable rooms per hectare. The residential density of the proposed development is within the density range set out in the London Plan and is considered acceptable for this location.

Housing mix

7.18 Policy CS. 8 within the Council’s Adopted Core Strategy [July 2011] states that the Council will seek the provision of a mix of housing types sizes and tenures at a local level to meet the needs of all sectors of the community. This includes the provision of family sized and smaller housing units.

- 7.19 The application site is located in an area, where there is currently a mixture of housing types with terraced and semi-detached houses at the rear of the site and maisonettes and flats adjacent to the site in London Road. The current application providing 8 two bedroom flats, 3 one bedroom flats and 1 two bedroom maisonette is considered an appropriate mix in this location.
- 7.20 In conclusion it is considered that the proposed accommodation will increase the variety of residential accommodation available locally. It is considered that the current proposal will contribute towards the creation of a socially mixed and sustainable neighbourhood in accordance with Core Strategy policy CS8.

Building scale, siting and layout

- 7.21 The London Plan policy 7.4 requires buildings, streets and open spaces to provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in terms of orientation, scale, proportion and mass. Policy 7.6 sets out a number of key objectives for the design of new buildings including that they should be of the highest architectural quality, they should be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm, and buildings should have details that complement, but not necessarily replicate the local architectural character.
- 7.22 Policy CS14 of the adopted Core Strategy states that all development needs to be designed to respect, reinforce and enhance local character and contribute to Merton's sense of place and identity. This will be achieved in various ways including by promoting high quality design and providing functional spaces and buildings.
- 7.23 The application site is located in the section of London Road between Morden South Station and Morden town centre. On this stretch of road there is some variety in the scale and appearance of buildings. On the opposite side of London Road to the application site this includes high density residential developments [four storey Morden House - 40 flats, three storey Grosvenor Court - 96 flats] and the Baitul Futuh Mosque [capacity of 10,000 worshippers with a 35 metre high minaret and a 23 metre high dome.
- 7.24 On the same side of the road as the application site the variety in the nature of development can be seen with the terrace of modest two storey properties at 120- 136 London Road, the larger semi-detached two storey properties at 138 to 164 London Road and a number of two storey residential buildings providing maisonettes.
- 7.25 The large site at 166 to 168 London Road [0.24 Hectares] is a vacant commercial site with a two storey building fronting London Road that has a permitted use for storage and distribution [Milk depot – Use Class B8]. The adjacent three storey residential buildings called 'Homefield' provide 24 flats and The Holt providing 46 flats.
- 7.26 Morden South Station and Morden Town Centre. On this part of London Road there is some variety present in the scale and appearance of buildings. On the

opposite side of London Road there are several high density residential developments [four storey Morden House - 40 flats, three storey Grosvenor Court - 96 flats] and the Baitul Futuh Mosque [capacity of 10,000 worshippers with a 35 metre high minaret and a 23 metre high dome.

- 7.27 On the same side of the road as the application site there is the terrace of modest two storey properties at 120-136 London Road, the larger semi-detached two storey properties at 138 to 164 London Road. The three storey residential building called 'Homefield' that is located to the south east of the application site and provides 24 flats. The three storey building called 'The Holt' providing 46 flats is located to the south of the application site.
- 7.28 The current application involves the demolition of the existing motor vehicle repair workshop [roof eaves height of 3.8 metres and roof ridge height of 6.5 metres high] on this backland site. The existing building that has little architectural merit has a commercial appearance that is different to surrounding residential properties and the loss of the existing building is considered acceptable.
- 7.29 The proposal includes the construction of a new part two storey [6.2 metres high], part three storey [9.1 metres high] residential building with a flat roof. The height of the proposed residential building will be similar to adjacent buildings that include the nearby flat roofed block of flats called Homefield [8 metres high]; properties in Cedars Road [roof ridge height of 7.6 metres] and buildings in Queen Elizabeth Gardens [roof ridge height of 7.2 metres]. The rear flat roofed section of the block of flats called The Holt is 9 metres high with the roof ridge of the front part of this building at a height of 13 metres.
- 7.30 The layout of the proposed residential development includes the location of the new building generally across the centre of the site. This layout maximises the separation distance from nearby buildings and addresses the end of the access road.
- 7.31 In conclusion the design, scale, layout and appearance of the proposed development complements the local context and respects the local pattern of development in accordance with policy CS14 of the Core Strategy and policy 3.5 of the London Plan.

Building appearance.

- 7.32 The current outline planning application does not seek approval for the appearance of the proposed building. If members consider that other aspects of the development are acceptable, a separate application would be required to consider the appearance of the building as a 'reserved matter'.
- 7.33 Whilst not formally considered at this stage the submitted application includes indicative details of proposed facing material. The new residential building with a flat roof will be constructed in brick with metal framed windows, metal balconies and glazed balustrades.

Neighbour amenity - Privacy and overlooking

- 7.34 The application site is bordered by a three storey block of flats called Homefield, a three storey block of flats called The Holt, two storey residential buildings in Queen Elizabeth Gardens and two storey residential properties in Cedars Road. The following section of this report assesses the potential impact on these adjacent buildings in terms of privacy and overlooking.
- 7.35 Policy DM D2 of the adopted Sites and Policies Plan states that proposals for development will be expected to ensure appropriate levels of privacy to adjoining gardens and quality of living conditions. To minimise the impact of new development on the privacy of existing adjacent residential occupiers the Council's Supplementary Planning Guidance sets out minimum separation distances, recommending a minimum separation distance of 20 metres between directly opposing habitable room windows located on the upper floor levels of residential accommodation.
- Three storey block of flats called Homefield
- 7.36 The building called Homefield is located to the south east of the application site with the rear elevation of this adjacent building looking towards the application site. The area of land that separates the rear elevation of Homefield from the application site is used as an external amenity area. The rear elevation of Homefield includes two inset balconies at first and second floor level and residential windows at ground, first and second floor levels that currently overlook this area of land at the rear of this site.
- 7.37 The footprint of the proposed new building forms a dogleg and at the closest point, a distance of 8.4 metres separates the south elevation of the proposed new building from the rear elevation of Homefield. This section of the new building closest to Homefield does not include any windows. At the closest point, a distance of 16.8 metres separates the other section of the south elevation of the new building from the rear elevation of Homefield.
- 7.38 The new building provides external walkways and external amenity space to the south elevation at first and second floor levels. These walkways provide access to two flats at first floor level and two flats at second floor level. In order to avoid any loss of privacy from these walkways 1.8 metre high glazed screens have been introduced, with these screens also preventing views from kitchen and lobby windows that face towards Homefield.
- 7.39 In summary, the proposed development does not include any windows on the boundary with Homefield and the windows that look towards Homefield are at the closest point separated from the boundary by a distance of 7 metres. Any loss of privacy or overlooking that come from the proposed external walkways and amenity areas has been removed by the introduction of obscured glazed screening. Whilst it is highlighted that the existing rear amenity area is currently overlooked by a number of windows to different flats within Homefield, the proposed development will not provide any further windows overlooking this area.

Three storey block of flats called The Holt

- 7.40 At the closest point a distance of 22 metres separates the south elevation of the proposed building [which is two storeys high in this location] from the corner of the rear elevation of The Holt. The south and west elevations of the new building include bedroom windows at first floor level. These windows have been angled to avoid any direct views towards the residential building called The Holt or the rear amenity area attached to this building.
- 7.41 The amenity area to the rear of The Holt is currently overlooked by a number of windows in the rear elevation of this existing building and the proposed building does not introduce any new windows that directly overlook this area. A proposed balcony to the south elevation of the new building will be fitted with fitted with an obscured glass screen to prevent views towards The Holt.

Residential properties in Queen Elizabeth Gardens

- 7.42 To the west of the application site there are two windows on the side elevation of the building at 11-12 Queen Elizabeth Gardens, this building has an external amenity area at first floor level. With the use of angled windows at first floor level the proposed building has been designed to ensure that there is no loss of privacy to these adjacent windows. To the north west of the application site is the property at 14 Queen Elizabeth Gardens, there are no windows within the proposed building looking directly towards this property and no windows on this property looking directly towards the application site.
- 7.43 The buildings to the north of the site include the properties at 15 to 17 Queen Elizabeth Gardens. The properties at 15 and 16 Queen Elizabeth Gardens provide maisonettes and include two first floor windows looking towards the application site. The property at 17 Queen Elizabeth Gardens is a three bedroom house with three first floor bedroom windows looking towards the application site.
- 7.44 The section of the proposed building to the rear of properties in Queen Elizabeth Gardens is two storeys in height. The amended rear elevation of the proposed building includes the introduction of angled windows. The proposed development does not include any first floor windows that look directly towards properties in Queen Elizabeth Gardens. The proposed external amenity areas are screened by the use of frosted glass screening.

Residential properties in Cedars Road

- 7.45 The rear garden of the two storey semi-detached property at 21 Cedars Road is located to the north and east of the application site, with the rear gardens of the properties at 19 and 20 Cedars Road located further to the north. In order to avoid direct views towards these adjacent gardens, and to reduce the potential for a loss of privacy, the development has been amended with the introduction of angled windows to the north elevation of the building at first and second floor level.
- 7.46 The development also includes windows to the east elevation of the new building at first and second floor levels. In order to ensure that this windows do not give rise to a loss of privacy external obscured glazed screens have

been introduced in front of these windows. Balconies to the east elevation at first and second floor level are fitted with frosted screens to prevent any overlooking of adjacent gardens. A planning condition is recommended to seek further details of the proposed screening and to ensure that this screening is in place prior to occupation of the new accommodation and retained permanently afterwards.

Neighbour amenity - Daylight, sunlight and visual intrusion.

- 7.47 Policy DM D2 of the adopted Sites and Policies Plan states that proposals for development will be expected to ensure appropriate levels of sunlight and daylight and the quality of living conditions.

Three storey block of flats called Homefield

- 7.48 A commercial building currently occupies the majority of the existing land on the application site. The existing building extends along the north west site boundary, the existing building is in front of the whole rear elevation of the building called Homefield. This existing building on the application site has a pitched roof with a roof ridge height of 7 metres.

- 7.49 The current proposal involves the demolition of the existing commercial building and the construction of a new part two; part three storey flat roofed residential building. The new three storey part of the building behind the building called Homefield will be 9.1 metres high and the adjacent two storey part of the building 6.2 metres high. The proposed development will reduce the length of building along the boundary with the Homefield amenity space from 24 metres to 9.2 metres with only a 6 metre long section of the new building located on the site boundary directly behind the building called Homefield.

- 7.50 With the height of the proposed development, the separation from adjacent residential buildings [outlined in the previously in this report] and the proposed orientation of the buildings it is considered that the proposed development will not give rise to visual intrusion or a loss of daylight or sunlight to adjacent residential occupiers in Homefield.

Three storey block of flats called The Holt

- 7.51 The part of the development that is located to the rear of The Holt will be two storeys in height. This section of the building will be 6.2 metres high and at the closest point separated by a distance of 22 metres from the Holt.

- 7.52 With the height of the proposed development, the separation from this adjacent residential buildings [outlined in the previously in this report] and the proposed orientation of the buildings it is considered that the proposed development will not give rise to visual intrusion or a loss of daylight or sunlight to adjacent residential occupiers of The Holt.

11 and 12 Queen Elizabeth Gardens

- 7.53 The new building will be two storeys in height to the rear of 11 and 12 Queen Elizabeth Gardens. At the closest point a distance of 7.2 metres will separate

the main side elevation of the new building from this adjacent building with a distance of 1.8 metres between the new building and the boundary.

- 7.54 With the layout of nearby two storey buildings in Queen Elizabeth Gardens, the two storey height of the proposed building, the building orientation and the separation distances it is considered that the proposed development will not give rise to visual intrusion or a loss of daylight or sunlight to the adjacent residential occupiers of 11 and 12 Queen Elizabeth Gardens.

14 Queen Elizabeth Gardens

- 7.55 A distance of 11 metres separates the rear corner of the rear elevation of the 14 Queen Elizabeth Gardens from the rear corner of the proposed building. The building at 14 Queen Elizabeth Gardens has a pitched roof with a roof eaves height of 5.3 metres and a roof ridge height of 6.8 metres.
- 7.56 The proposed building will be two storeys in height in this location and will have a flat roof at a height of 6.2 metres. A 1.8 metre high brick boundary wall separates the existing amenity area to the rear of 14 Queen Elizabeth Gardens from the application site.
- 7.57 It is considered that as a result of the separation distance, the height of the boundary wall and the relatively low height of the proposed new building the proposed development will not have any significant impact on daylight or sunlight or cause visual intrusion.

15, 16 and 17 Queen Elizabeth Gardens

- 7.58 A distance of 12 metres separates the rear elevation of the proposed building from rear elevation of 15 and 16 Queen Elizabeth Gardens that provides two maisonettes. The building at 15 and 16 Queen Elizabeth Gardens has a pitched roof with a roof eaves height of 5.3 metres and a roof ridge height of 6.8 metres. A conservatory has been added to the rear elevation of the ground floor maisonette.
- 7.59 A distance of 14 metres separates the rear elevation of the proposed building from rear elevation of the three bedroom house at 17 Queen Elizabeth Gardens. The building at 17 Queen Elizabeth Gardens has a pitched roof with a roof eaves height of 5.3 metres and a roof ridge height of 6.8 metres.
- 7.60 The proposed building will be two storeys in height in this location and will have a flat roof at a height of 6.2 metres. A 1.8 metre high brick boundary wall separates the existing amenity area to the rear of 15, 16 and 17 Queen Elizabeth Gardens from the application site.
- 7.61 It is considered that as a result of the separation distance, the height of the boundary wall and the relatively low height of the proposed new building the proposed development will not have any significant impact on daylight or sunlight or cause visual intrusion to the occupants of 15, 16 or 17 Queen Elizabeth Gardens.

Residential properties in Cedars Road

- 7.62 The rear garden of the two storey end of terrace property at 21 Cedars Road adjoins the application site to the north and east. The rear gardens of properties at 19 and 20 Cedars Road are located further to the east.
- 7.63 The existing commercial building on the application site also extends along the entire eastern site boundary that is shared with the garden of 21 Cedars Road. The current application involves the demolition of the existing building on the site boundary and the construction of a new building set back from the boundary by a distance of between 0.8 metres and 1.8 metres.
- 7.64 The existing commercial building on the application site also extends along the entire northern boundary that separates the garden of the terrace property at 21 Cedars Road and the application site. This existing building on the application site has a pitched roof with a roof ridge height of 7 metres.
- 7.65 The current proposal involves the demolition of the existing commercial building that is located on the northern site boundary and the construction of a new flat roofed residential building moved back 5.4 metres from this site boundary. With this set back from the northern boundary there will be a distance 13 metres separating the new building from the rear elevation of 21 Cedars Road. The new building will be three storeys high in this location with the flat roof at a height of 9.1 metres. A small section of the new building [one metre long] will be located directly behind 21 Cedars Road.
- 7.66 Whilst it is acknowledged that the proposed building is higher than the existing commercial building on the application site, as a matter of judgement it is considered that the positive aspects of the development which include reducing the length of the building on the boundary and in most cases setting the building back from the boundary outweigh any negative impacts. It is considered that as a result of the increased separation distance, the height of the existing building and new landscaping it is considered that the proposed development would not have any significant impact on daylight or sunlight or cause visual intrusion to the occupants of 19 – 21 Cedars Road.

Building Research Establishment, Daylight and Sunlight Assessment

- 7.67 In support of the application the applicant has conducted a detailed daylight and sunlight assessment following the Building Research Establishment (BRE) document 'Site Layout Planning for Daylight and Sunlight: a guide to good practice'. After an assessment of the relationship between the proposed building and all neighbouring residential properties the submitted proposal was found to pass this assessment. In response to comments made as a result of public consultation the surveyor who conducted the assessment has also stated that:

"The daylight and sunlight analysis carried out is based upon an accurate 3D computer model of the site, the surrounding properties (including the Holt) and the proposal. It is normal practice where accurate room layouts of neighbouring properties are not known for assumptions to be made in relation to use and layout from site observations as to likely uses and layouts...The

analysis follows the methods and recommendations provided by the BRE Guidelines in examining impact from proposals in terms of daylight and sunlight to the neighbouring buildings”.

- 7.68 In conclusion it is considered that the new development would not have a harmful impact on residential amenity in terms of loss of daylight and sunlight, overlooking and privacy or be visually intrusive.

Neighbour amenity – Noise, disturbance and external lighting

- 7.69 Policy DM EP2 of the sites and policies plan states that development which would have a significant effect on existing or future occupiers or the local amenity due to noise or vibration will not be permitted unless the potential noise problems can be overcome by suitable mitigation measures.
- 7.70 With the nature of the development proposed there is the potential for noise and disturbance to be caused through both the construction process and secondly the proposed new use of a site. It is generally accepted that during the construction process there is likely to be unavoidable short term noise and disruption to adjoining occupiers. Planning conditions are recommended to ensure that this disruption is minimised with these conditions controlling matters such as hours of operation and suppression of the dust generated as a result of the demolition process.
- 7.71 In terms of the nature of the existing and proposed uses, the application site is currently occupied by a motor vehicle repair use which is considered to be a general industrial use [Planning Use Class B2]. In this back land location surrounded by residential properties it is considered that the proposed change of use from a general industrial use to residential use is in keeping with the surrounding area and will significantly reduce the likelihood of any disturbance to adjacent residential occupiers originating from the application site.
- 7.72 A concern has been expressed in public consultation responses in relation to the potential impact of a proposed bin store on the occupiers of the adjacent building called Homefield. The existing building on the application site [roof ridge height of 7 metres] directly adjoins the 24 metre long boundary with garden area to the rear of Homefield. The current proposal involves the demolition of the existing building with a new building constructed along part [9.2 metres] of this boundary. A 1.8 metre high timber boundary fence is proposed along the remainder of the boundary and the bin store will be located behind this fence. In this context and the 8.4 metres separation distance between the rear elevation of Homefield and the boundary it is not considered will have any adverse impact on the occupiers of this neighbouring building or other neighbouring occupiers. A planning condition is recommended to seek the submission of further details of the bin store and for approved details to be in place prior to occupation of the accommodation.
- 7.73 A concern has been expressed in public consultation responses in relation to the potential impact of new external lighting associated with the new development on the occupiers of the adjacent building called Homefield. There are several existing residential buildings close to the application site

and the installation of external domestic safety or security lighting on these buildings would not require planning permission. Whilst there is no evidence to suggest that new external lighting associated with the proposed accommodation would cause nuisance to adjoining occupiers a planning condition is recommended to prevent any potential glare to adjacent occupiers.

Standard of residential accommodation.

- 7.74 Policy DM D2 states that proposals for development will be expected to ensure appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy to adjoining gardens. Policies CS8, CS9 and CS14 within the Council's Adopted Core Strategy [2011] states that the Council will require proposals for new homes to be well designed.

Internal layout and room sizes

- 7.75 Policy 3.5 of the London Plan [July 2011] states that housing developments should be of the highest quality internally and externally. The London Plan states that boroughs should ensure that new development reflects the minimum internal space standards as set out as gross internal areas in table 3.3 of the London Plan.

- 7.76 The table provided in section 3 of this report set out the gross internal areas for the proposed residential accommodation. The tables show that the proposed accommodation provides good levels of internal floor space that complies with the London Plan standards. All of the individual units are above minimum floor space requirements. The internal layout of the accommodation is considered to make good and efficient use of the space that is available with an appropriate internal layout and good provision of natural light to all habitable rooms.

External amenity space

- 7.77 Sites and Policies Plan policy DM D2 states that developments will be expected to ensure appropriate provision of outdoor amenity space which accords appropriate minimum standards and is compatible with the character of the surrounding area.

- 7.78 In accordance with the London Housing Design Guide, the Council's Sites and Policies Plan states that there should be 5 square metres of external space provided for one and two bedroom flats with an extra square metre provided for each additional bed space. The table provided in section 3 of this report set out the areas of external space provided for each of the 9 residential units. The proposed three ground floor flats are each provided with private rear garden space that significantly exceed minimum standards. The amenity space for the flats on the upper levels are provided as balconies and these balconies meet minimum standards.

Lifetime Homes standards.

- 7.79 Policies in the London Plan and Core Strategy require all new residential properties to be built to Lifetime Home Standards. As part of the planning application the applicant has confirmed that the development aims to meet Lifetime Home Standards.
- 7.80 A planning condition is recommended to ensure prior to first occupation of the proposed new dwellings, the applicant shall provide written evidence to confirm the new dwelling units meet Lifetime Homes Standards based on the relevant criteria.

Trip generation, car parking, servicing and access.

- 7.81 The site is located on London Road [A24] that forms part of the Transport for London Road Network [Red route] and as a result Transport for London act as the highways authority. Along the 'Red Route' no stopping is allowed between Monday and Saturday between 7am and 7pm. A parking bay outside 190 to 192 London Road allows parking Monday to Saturday between 10am and 7pm for 20 minutes and no return in 40 minutes.
- 7.82 The site has a public transport accessibility level [PTAL] of 5 [On a scale of 1a, 1b, and 2 to 6a, 6b where zone 6b has the greatest accessibility. This PTAL level indicates that the site has a good level of access to public transport services, it is highlighted that the site is within a reasonable walking distance of Morden underground station and Morden South Rail Station and a bus lane running past the front of the site operates Monday to Saturday between 7am to 10am.
- 7.83 The application site also benefits from access to the day-to-day facilities in the Morden Town Centre including shops, places of employment and recreational areas and from the direct access to the strategic highway network. The site is not located in a controlled parking zone although CPZ Zone M1 is located to the north and west of the site.

Car parking

- 7.84 Policy 6.13 of the London Plan states that the Mayor wishes to see an appropriate balance between promoting new development and preventing excessive car parking that can undermine cycling walking and public transport use. Policy CS20 of the Core Strategy [July 2011] states car parking should be provided in accordance with current 'maximum' car parking standards, whilst assessing the impact of any additional on street parking on vehicle movements and road safety.
- 7.85 Car parking standards are set out within the London Plan at table 6.2 and require a 'maximum' of one of street space for dwellings with one or two bedrooms a 'maximum' of 1.5 spaces for three bedroom dwellings. The existing residential accommodation [2 two bedroom flats and a three bedroom house] is not provided with any off street car parking. The proposed development of 12 flats [8 two bedroom flats, 3 one bedroom flats and 1 two bedroom maisonette] flats includes one off street car parking space that is accessed directly from London Road.

- 7.86 In this location, with the proximity of Morden Town Centre and access to public transport it is considered that a development without any off street parking is acceptable. The provision of one off street space designed for a person with disabilities is however in line with the 'maximum' car parking standards set out within the London Plan. With the site located outside the nearby controlled parking zone future residents of the proposed development would not be entitled to on street car parking permits and there are red route parking restrictions operating outside the site in London Road. It is highlighted that, whilst on land outside the application site boundary, further off street parking [10 spaces] is available along the private access to London Road.
- 7.87 In order to reduce carbon dioxide emissions and promote sustainable transport choices the Mayor of London's Electric Vehicle Delivery Plan and policy 6.13 of the adopted London Plan states that new car parking provision should include facilities to charge electric vehicles [a requirement of 20% of total spaces]. The applicant has stated an intention to provide facilities to charge electric vehicles by annotating this on the submitted plan and a planning condition is recommended to ensure that this facility is provided.
- Trip generation and vehicle access
- 7.88 Policy CS20 of the Core Strategy [July 2011] states that the Council will seek to implement effective traffic management by requiring developers to demonstrate that their development will not adversely affect safety and traffic management; and to incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway. The policy also requires developers to incorporate safe access to, and from the public highway.
- 7.89 In order to ensure that traffic and vehicles associated with the construction phase of the proposed development do not impact upon the public highway a planning condition is recommended seeking the submission of a Construction Logistics Plan. In order to manage the function of the residential accommodation once it is occupied and to avoid issues on the public highway a planning condition is recommended seeking the submission of a Delivery and Servicing Plan.
- 7.90 Associated with the current proposal is the relocation of the existing vehicle repair business to a nearby site, and is the subject of the separate planning application. It is considered that the trips associated with the proposed development of 12 flats will be comparable to those generated by the existing commercial use and it is considered that any possible additional trips can be safely accommodated on the existing road network. Transport for London have confirmed that they have no objections to the development subject to planning conditions and that the existing road layout outside the site is acceptable and there are no plans to extend the existing central reservation past the application site given the small number of collisions.
- 7.91 The transport impact of the development has been assessed by both Transport for London and the Council's Transport Planning Team, this including considering the submitted information on the existing and proposed

uses and the location. Transport for London and the Council's Transport Planning Team have not raised any objection to the development. In response to a public consultation comment, due to the relatively small number of residential units proposed [12 units], the existing motor vehicle repair use and the location, a formal 'Transport Assessment' or Transport Statement' was not required for this development.

- 7.92 A public consultation response has stated that the suggested emergency access across land around the adjacent residential building called Homefield would be unacceptable. Detailed fire safety matters are considered outside of the planning system under the Building Acts [Approved Document B] and here is no evidence to suggest that the development cannot meet the necessary standards. The London Fire Brigade have been consulted on this application and have not raised any objection.

Refuse storage and collection.

- 7.93 Policy CS20 of the Core Strategy [July 2011] states that the Council will require developers to incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway.

- 7.94 The submitted application drawings show refuse and recycling storage areas for the new flats. These storage locations are considered acceptable in principle and a planning condition is recommended to seek further details of this storage and to ensure that these facilities are provided and retained for the benefit of future occupiers. The refuse from the development will be left for collection adjacent to the site access from London Road in a similar location to existing neighbouring uses. These arrangements are considered acceptable.

Cycling and pedestrian access

- 7.95 Policy CS 18 of the adopted Core Strategy [July 2011] states that the Council will promote active transport by prioritising the safety of pedestrian, cycle and other active transport modes; by supporting schemes and infrastructure that will reduce conflict between pedestrians, cyclists and other transport modes; and encouraging design that provides, attractive, safe, covered cycle storage, cycle parking and other facilities. Policy CS20 of the Core Strategy [July 2011] states that the Council will seek to implement effective traffic management by requiring developers to demonstrate that their development will not adversely affect pedestrian and cycle movements.

- 7.96 The proposed development includes parking for 12 cycles adjacent to the proposed bin store at the front of the application site. This provision is in line with the maximum standards set out in the London Plan. A planning condition is recommended to seek further information on this parking and to ensure that these cycle parking spaces are provided and retained for the benefit of future residents.

- 7.97 A public consultation response states that the development is likely to lead to the obstruction of a footpath to Merton College. Merton College is located

some distance to the south east of the application site and it is not considered that the proposed development will obstruct any footpaths.

- 7.98 Adopted policy DM.D2 requires that development provides layouts that are safe, secure and take account of crime prevention and are developed in accordance with Secured by Design principles. Policy 7.2 of the London Plan requires that developments can be used safely easily and with dignity by all regardless of disability age or gender.
- 7.99 The proposals would draw pedestrians along an access road to the new block of flats. The surface uneven and the roadway is unlit. Notwithstanding the proximity of neighbouring blocks of flats to provide passive surveillance during daylight hours it would be appropriate to require improvements to the access road in advance of the flats being occupied. A condition requiring a scheme of improvements to deal with surfacing and lighting and for this to be implemented before occupation is therefore recommended .

Trees and landscaping

- 7.100 Policy CS.13 within the Adopted Core Strategy [2011] states that development should seek to integrate new or enhanced habitat or design and landscaping that encourages biodiversity. Sites and Policies Plan policy DM O2 states that development will not be permitted if it will damage or destroy any tree which is protected by a tree preservation order; is within a conservation area; or has significant amenity value unless the benefits of the development outweighs the tree's amenity value.
- 7.101 There are no trees located on the application site however there are trees located on adjoining sites. A mature Sycamore tree is located on the open area to the rear of the building called Homefield. It is considered that the proposed development will improve the environment for this tree as it will remove the existing building on the application site that is located to the north of this tree.
- 7.102 The area of open space to the rear and the side of the three storey block of flats called 'The Holt' contains a number of trees. Tree Preservation Orders have been placed on ten of these nearby trees [MER 296] that include two London Plan trees, three cedars, two yews, a holly, a pine and an oak tree. The application site currently consists of a building covering over half of the site area and an open yard covered in hardstanding. Whilst the current proposal includes a new building that will be closer to these trees the new building will be on land that is currently hardstanding. It is considered that the development will not have any impact on these adjacent trees and the Council's tree officer has confirmed that there is no objection to the development.
- 7.103 A planning condition is recommended to seek the submission of further details of new landscaping for approved and for this landscaping to be in place prior to the occupation of the proposed new dwellings or the first planting season following occupation. A second planning condition seeks the replacement of the planting should any of it be lost within a five year period.

Site contamination

- 7.104 The London Plan (Policy 5.21) indicates that the Mayor supports bringing contaminated land into beneficial use. Sites and Policies Plan policy Sites and Policies Plan policy DM EP4 states that developments should seek to minimise pollutants and to reduce concentrations to levels that have minimal adverse effects on human or environment health.
- 7.105 Whilst the open areas of the site are likely to have been sealed by the existing hardstanding in light of the existing commercial uses there is still a potential for the application site to suffer from ground contamination. Planning conditions are recommended that seek further site investigation work and if contamination is found as a result of this investigation, the submission of details of measures to deal with this contamination.

Sustainable design and construction.

- 7.106 The Council's Core Strategy reinforces the wider sustainability objectives of the London Plan with policy CS15 requiring all development to demonstrate how the development makes effective use of resources and materials and minimises water use and CO2 emissions.
- 7.107 Policy CS15 states that all new development comprising the creation of new dwellings will be expected to achieve Code 4 Level for Sustainable Homes. Planning conditions are recommended to seek the submission of a design stage assessment and post construction certification to show that that Code for Sustainable Homes Level 4 is achieved together with a minimum improvement in the dwelling emissions rate in accordance with current policy requirements.

Archaeology

- 7.108 Policy DM D4 of the Sites and Policies Plan. Policy DM D4 aims to conserve and where appropriate enhance Merton's heritage assets and distinctive character. The application site is located in an Archaeological Priority Area as they are considered to be located on the route of the Roman road (Stane Street) that joined London and Chichester in Sussex. It is reported that in the Morden area the road was between 12 to 16 metres wide and constructed in the 1st century just after the invasion.
- 7.109 As the proposal is likely to impact upon archaeological remains, English Heritage have advised that planning conditions should be imposed to seek further archaeological work on the site. A planning condition is recommended that seeks the submission of a 'Written Scheme of Investigation' and for work to proceed in accordance with this document.

Other issues raised in public consultation

- 7.110 It is considered that the majority of the issues raised as a result of public consultation have been addressed in this report. The remaining issues are considered below:

- The development will lead to a fall in local property values.
- 7.111 The impact of new development on local property values whether this is positive or negative is not a valid planning consideration. It is highlighted that the proposed development will remove an existing motor vehicle repair use from this site.

- The boundary treatment with Homefield is unclear on the submitted plans.
- 7.112 The applicant has clarified the proposed boundary treatments around the application site.

- There appears to be a discrepancy between the submitted elevations and floor plans in terms of window and door openings.
- 7.113 Notwithstanding that appearance is a reserved matter, the applicant has clarified the position of window and door openings.

8. ENVIRONMENTAL IMPACT ASSESSMENT

- 8.1 The application site is under 0.5 hectares in area the site falls outside the scope of Schedule 2 development under The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and in this context screening opinion is not required.

9. LOCAL FINANCIAL CONSIDERATIONS

Mayor of London Community Infrastructure Levy

- 9.1 The proposed development is liable to pay the Mayoral Community Infrastructure Levy [CIL], the funds for which will be used by the Mayor of London towards the 'CrossRail' project. The CIL amount is non-negotiable and planning permission cannot be refused for failure to pay the CIL.
- 9.2 The Mayor of London Community Infrastructure Levy charge that would be payable for the proposed development would provisionally be £9,835 This is based on the charge of £35 per square metre and information provided by the applicant that states that there will be net additional floor space of 281 square metres. This figure is also subject to future reassessment in terms of whether the floor space to be lost as part of this proposal has been in lawful use.

London Borough of Merton Community Infrastructure Levy

- 9.3 After approval by the Council and independent examination by a Secretary of State appointed planning inspector, in addition to the Mayor of London levy the Council's Community Infrastructure Levy commenced on the 1 April 2014. The liability for this levy arises upon grant of planning permission with the charge becoming payable when construction work commences.
- 9.4 The Merton Community Infrastructure Levy will allow the Council to raise, and pool, contributions from developers to help fund local infrastructure that is necessary to support new development including transport, decentralised energy, healthcare, schools, leisure and public open spaces. The provision of financial contributions towards affordable housing and site specific obligations will continue to be sought through planning obligations a separate S106 legal agreement.

- 9.5 The London Borough of Merton Community Infrastructure Levy charge that would be payable for the proposed development would provisionally be £13,225. This is based on the charge of £115 per square metre and on the information provided by the applicant that states that there will be net additional floor space of 281 square metres. This figure is also subject to future reassessment in terms of whether the floor space to be lost has been in lawful use.

Planning Obligations

- 9.6 Regulation 122(2) of the CIL Regulations 2010 (continued in the CIL Regulations 2011) introduced three tests for planning obligations into law, stating that obligations must be: necessary to make the development acceptable in planning terms; directly related to the development; fairly and reasonably related in scale and kind to the development.
- 9.7 If a planning obligation does not meet all of these tests it cannot legally be taken into account in granting planning permission and for the Local Planning Authority to take account of S106 in granting planning permission it needs to be convinced that, without the obligation, permission should be refused.

Provision of affordable housing.

- 9.8 Having regard to characteristics such as site size, site suitability, financial viability issues and other planning contributions Core Strategy policy CS 8 states that affordable housing provision should include a minimum of 40% of new units as affordable housing. Within this affordable housing provision 60% of the units should be provided as social rented and 40% as intermediate accommodation.
- 9.9 The applicant has stated that the development will provide affordable housing in accordance with Core Strategy policy CS 8 and an s106 legal agreement is recommended in order to secure this provision. In line with Policy CS 8, 4.8 units would need to be provided as affordable housing. Whilst it would be dependent on the needs of individual registered providers it is considered that based on current layout the proposals would readily enable the delivery of affordable housing.

Monitoring and legal fees

- 9.10 As set out in the Council's adopted Supplementary Planning Guidance the s106 monitoring fees would be calculated on the basis of 5% of the monetary contribution [to be agreed]. Legal fees for the preparation of the S106 agreement would need to be agreed at a later date.

10. CONCLUSION

- 10.1 The proposed development represents an effective and sustainable use of this brownfield site providing additional residential units and incorporates a design and layout sympathetic to the character of the surrounding area.
- 10.2 Whilst it is acknowledged that the proposed building is higher than the existing commercial building on the application site, the positive aspects of the

development which include, the delivery of housing and affordable housing and reducing the length of the building that is located on the site boundary and in most cases setting the building back from the boundary outweigh any perceived negative impacts on neighbour amenity. Accordingly, it is recommended that on balance planning permission be granted subject to the planning conditions and planning obligations set out below.

RECOMMENDATION

GRANT PLANNING PERMISSION subject to the completion of a Section 106 Agreement and planning conditions.

S106 Heads of terms:

1. The provision of not less than 40% affordable housing.
2. The developer agreeing to meet the Council's costs of drafting the Section 106 Obligations [£ to be agreed].
3. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations [£ to be agreed].

Planning conditions:

1. Standard condition [Time period] 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 for condition: To comply with Section 91 (as amended) of the Town and Country Planning Act 1990.
2. Amended standard condition [Outline permission] Details of the reserved matter of 'appearance' ('the reserved matters') shall be submitted to the Local Planning Authority for approval within 3 years from the date of this permission. The reserved matters shall be carried out as approved. Approval of all reserved matters shall be obtained from the Local Planning Authority in writing before any development is commenced. Reason for condition: To comply with Section 92 (as amended) of the Town & Country Planning Act 1990.
3. Amended standard condition [Approved plans] The development hereby permitted shall be carried out in accordance with the following approved plans: 597/001 P1; 597/020 P1; 597/021 P1; 597/022 P1; 597/023 P1; 597/025 P1; 597/027 P2; 597/ 028 P1; 597/102 P1; 103 P2; Design and Access Statement; Sunlight and Daylight Report; Contaminated Land 'Desktop Study Report'. Reason for condition: For the avoidance of doubt and in the interests of proper planning.
4. Standard condition [Timing of construction work] No demolition or construction work or ancillary activities such as deliveries shall take place before 0800hrs or after 1800hrs Mondays to Fridays inclusive; before 0800hrs or after 1300hrs on Saturdays and not at any time on Sundays or Bank Holidays. Reason for condition: To safeguard the amenities of the area and occupiers of neighbouring properties and to ensure compliance with Sites and Policies policy DM D2.

5. Non-standard condition [Demolition dust and noise] Prior to the commencement of development [including demolition] measures shall be in place to prevent nuisance from dust and noise to surrounding occupiers with these measures in accordance with a method statement that has previously been submitted to and approved in writing to the Local Planning Authority with the approved measures retained until the completion of all site operations. Reason for condition: To protect the amenities of occupiers of neighbouring properties and to accord with Sites and Policies policy DM D2.
6. Amended standard condition [Construction phase impacts] Prior to the commencement of development [including demolition] a working method statement shall be submitted to and approved in writing by the Local Planning Authority that shall include measures to accommodate: the parking of vehicles of site workers and visitors; loading and unloading of plant and materials; storage of construction plant and materials; wheel cleaning facilities; control of smell and other effluvia; control of surface water run-off. No development shall be take place that is not in full accordance with the approved method statement. Reason for condition: In the interests of vehicle and pedestrian safety and the amenities of neighbouring occupiers and to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.
7. Amended standard condition [Construction Logistics Plan] Prior to the commencement of development [including demolition], a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority and all works shall take place in accordance with approved plan Reason for condition: In the interests of vehicle and pedestrian safety and the amenities of local residents to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.
8. Amended standard condition [Archaeology - commencement] Prior to the commencement of development [including demolition] the applicant (or their heirs and successors in title) shall have secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing with the development only proceeding in accordance with the approved Written Scheme of Investigation Reason for condition: In order to provide the opportunity to record the history of the site and to comply with Sites and Policies policy DM D2
9. Amended standard condition [Archaeology - occupation] Prior to first occupation of the proposed new dwellings the site investigation and post investigation assessment shall have been completed in accordance with the programme set out in the Written Scheme of Investigation approved under the preceding planning condition and provision made for the analysis, publication and dissemination of the results and archive deposition secured. Reason for condition: In order to provide the opportunity to record the history of the site and to comply with Sites and Policies policy DM D2
10. Non-standard condition [Car parking spaces] Prior to first occupation of the proposed new dwellings details of how the proposed car parking space is

allocated and details of the provision of an electric vehicle charging point in accordance with the London Plan, shall be submitted to and approved in writing by the Local Planning Authority with the car parking space shown on the approved drawing to serve the development and the charging point shall be provided and thereafter kept free from obstruction and retained for parking purposes for users of the development and for no other purpose. Reason for condition: To ensure the provision of an appropriate level of car parking and comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011, the Mayor of London's Electric Vehicle Delivery Plan and policy 6.13 of the adopted London Plan.

11. Non-standard condition [Details of walls and fences] Prior to first occupation of the proposed new dwellings and notwithstanding what is shown on the submitted drawings details of boundary walls and fences or other means of enclosure shall be in place which are in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority, with the walls and fences or other means of enclosure retained in accordance with the approved details permanently thereafter. Reason for condition: To ensure a satisfactory and safe development in accordance with Sites and Policies Plan policies DM D1, DM D2 and policy CS14 of the Adopted Merton Core Planning Strategy 2011.
12. Amended standard condition [Landscaping implementation] Prior to first occupation of the proposed new dwellings or the first planting season following occupation landscaping shall be in place that is in accordance with a landscaping scheme that has previously been submitted to and approved in writing by the Local Planning Authority with the landscaping scheme to include on a plan, full details of the size, species, spacing, quantities and location of plants, and measures to increase biodiversity together with any hard surfacing. Reason for condition: To enhance the appearance of the development in the interest of the amenities of the area and to comply with policy CS13 of the Adopted Merton Core Planning Strategy 2011.
13. Amended standard condition [Landscaping retention] Within a period of 5 years from planting if any trees that form of the approved landscape plan die, if they are removed, if they become seriously damaged or diseased or are dying, they shall be replaced in the next planting season with others of same approved specification, unless the Local Planning Authority gives written consent to any variation. Reason for condition: To enhance the appearance of the development in the interest of the amenities of the area, to ensure the provision sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policies 5.1, 7.5 and 7.21 of the London Plan 2011, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, F2 and O2 of Merton's Sites and Policies Plan 2014.
14. Amended standard condition [Code for Sustainable Homes Pre-Commencement - New build residential] Prior to the commencement of development [excluding demolition] a copy of a letter shall be submitted to and approved in writing by the Local Planning Authority from a person that is

licensed with the Building Research Establishment (BRE) or other equivalent assessors as a Code for Sustainable Homes assessor confirming that the development is registered with BRE or other equivalent assessors under Code For Sustainable Homes and a Design Stage Assessment Report shall be submitted demonstrating that the development will achieve not less than Code for Sustainable Homes Level 4 together with a minimum improvement in the dwelling emissions rate in accordance with the most up to date London Plan policy. Reason for condition: To ensure the development achieves a high standard of sustainability and makes efficient use of resources and to comply with policies 5.2 of the Adopted London Plan 2011 and CS 15 of the Adopted Merton Core Planning Strategy 2011.

15. Amended standard condition [Code for Sustainable Homes Pre-Occupation-New build residential] Prior to first occupation of the proposed new dwellings a Building Research Establishment or other equivalent assessors Final Code Certificate shall be submitted to, and acknowledged in writing by the Local Planning Authority providing confirmation that the development has achieved not less than a Code 4 level for Sustainable Homes together with confirmation that a minimum improvement in the dwelling emissions rate has been achieved in accordance with the most up to date London Plan policy. Reason for condition: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with policies 5.2 of the Adopted London Plan 2011 and CS 15 of the Adopted Merton Core Planning Strategy 2011.
16. Amended standard condition [Lifetime homes] Prior to first occupation of the proposed new dwellings written evidence shall be submitted to and approved by the Local Planning Authority that confirms that the new dwelling units meet Lifetime Homes Standards based on the relevant criteria. Reason for condition: To meet the changing needs of households and comply with policy CS8 of the Adopted Core Strategy [July 2011].
17. Amended standard condition [Screening of external amenity areas] Prior to first occupation of the proposed new dwellings screening to the proposed external amenity areas above ground floor shall be in place that is in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority with the approved screening maintained permanently thereafter. Reason for condition: To safeguard the privacy and amenities of the occupiers of neighbouring properties and to comply with Sites and Policies policy DM D2 and policy CS14 of the Adopted Merton Core Planning Strategy 2011.
18. Non-standard condition [Cycle storage and parking] Prior to first occupation of the proposed new dwellings cycle storage for occupiers shall be in place that is accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority, with the cycle storage retained in accordance with the approved details permanently thereafter. Reason for condition: To ensure the provision of satisfactory facilities for the storage of cycles and to comply with policy CS18 of the Adopted Core Strategy [July 2011].

19. Non-standard condition [Refuse and recycling facilities] Prior to first occupation of the proposed new dwellings refuse and recycling facilities shall be in place that are in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority, with the refuse and recycling facilities retained in accordance with the approved details permanently thereafter. Reason for condition: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with policies CS13 and CS14 of the Adopted Core Strategy [July 2011].
20. Amended standard condition [External lighting] Any new external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary. Reason for condition In order to safeguard the amenities of the area and occupiers of neighbouring properties and to ensure compliance with policy DM D2 and policy CS14 of the Adopted Merton Core Planning Strategy 2011.
21. Amended standard condition [External lighting and treatment of access road] Prior to first occupation of the proposed new dwellings details of a scheme to surface and light the access road to the site shall have been submitted to and approved in writing by the local planning authority and such details as are approved shall have been completed. Reason for condition In order to ensure access to the new flats provides a safe and secure environment for future occupiers, to safeguard the amenities of occupiers of neighbouring properties and to ensure compliance with policy 7.2 of the London Plan, policy DM D2 of the Merton Sites and Policies Plan and policy CS14 of the Adopted Merton Core Planning Strategy 2011.
22. Non-standard condition [Land contamination – site investigation] No development shall commence until a scheme to deal with the risks associated with contamination of the site has been submitted to and approved by the Local Planning Authority with agreed measures in place prior to first occupation of any residential unit. Reason for condition: In order to protect controlled waters as the site may be affected by historic contamination.
23. Non-standard condition [Land contamination – site investigation] The submitted scheme to deal with the risks associated with contamination of the site shall include 1) a preliminary risk assessment identifying all previous uses and potential contaminants, a conceptual model of the site indicating sources, pathways and receptors and potentially unacceptable risks arising from contamination. 2) A site investigation scheme, based on 1 providing information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 3) The results of the site investigation and detailed risk assessment including an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in 3 are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements

for contingency action. Reason for condition: In order to protect the health of future occupiers of the site and adjoining areas in accordance with Sites and Polices policy DM EP4 and to protect controlled waters as the site may be affected by historic contamination.

24. Non-standard condition [Land contamination – construction phase] If during development further contamination is encountered which has not previously been identified and considered the Council's Environmental Health Section shall be notified immediately and (unless otherwise agreed in writing with the Local Planning Authority) no further development shall take place until remediation proposals (detailing all investigative works and sampling, together with the results of analysis, risk assessment to any receptors and proposed remediation strategy detailing proposals for remediation) have been submitted to and approved by the Local Planning Authority and the approved remediation measures/treatments implemented in full. Reason for condition: In order to protect the health of future occupiers of the site and adjoining areas in accordance with Sites and Polices policy DM EP4 and to protect controlled waters as the site may be affected by historic contamination.
25. Non-standard condition [Land contamination – validation] Prior to first occupation of the proposed new dwellings a verification report shall be submitted to and approved, in writing, by the local planning authority demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the local planning authority. Any long-term monitoring and maintenance plan shall be implemented as approved. Reason for condition: In order to protect the health of future occupiers of the site and adjoining areas in accordance with Sites and Polices policy DM EP4 and to protect controlled waters as the site may be affected by historic contamination.

INFORMATIVES:

- a) The applicant is advised that details of the Lifetime Homes standards can be found at www.lifetimehomes.org.uk.
- b) The applicant is advised that the demolition works 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 (telephone: 020 7831 6922).

- c) The applicant is advised that the written scheme of investigation in relation to archaeology will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity occurs.
- d) The applicant is advised that in accordance with paragraphs 186 and 187 of the National Planning Policy Framework, The London Borough of Merton takes a positive and proactive approach to development proposals focused on solutions. The London Borough of Merton works with applicants or agents in a positive and proactive manner by suggesting solutions to secure a successful outcome; and updating applicants or agents of any issues that may arise in the processing of their application. . In this instance the Planning Committee considered the application where the applicant or agent had the opportunity to speak to the committee and promote the application.
- e) The applicant is advised that the demolition works 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 be 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 (telephone: 020 7831 6922).
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