

Planning Applications Committee 17th September 2015

Supplementary Agenda (Modifications Sheet)

Item 5. Rainbow Industrial Estate, Approach Road, Raynes Park SW20 (14/P4287 and 14/P4288) (Raynes Park Ward).

Site and surroundings (page 14).

Insert at end of paragraph 2.3.

Paragraph 20.16 states “In recognition of the site-specific circumstances relating to the Locally Significant Industrial Sites at Rainbow Industrial Estate and Gap Road, a wider range of uses than B1(b), B1(c) B2 and B8 may be considered for each of these estates where these uses contribute to the site delivering Policy CS.12 and meet the terms of other policies in the development plan for Merton”.

Paragraph 3.4 amend to read: “The non-residential floorspace comprises the same amount of floorspace as the existing use and would be set out as follows”.

Paragraph 3.6 amend to read “15.2% of the dwellings would be provided as affordable housing as follows and follows...”(then as per report)

Consultations (page 20).

5.14 GLA comments. Affordable housing offer. Amend to read “15.2%”.

5.24 Merton Transport comments.

Insert after third paragraph.

“Transport planners are supportive of the findings of the applicant’s transport assessment which shows a decrease in vehicle trips from the development site during the AM and PM peak hours, a very significant reduction over the weekday 12 hour period, which would be a significant benefit of the scheme, and a significant reduction in HGV movements providing further benefits. Transport planners concur with the conclusions of the report on HGV movements namely i) that it is reasonable to assume that the residential element of the proposals would generate a negligible number of HGV movements. ii) that given the nature of the commercial use (i.e. B1 office and light industrial) it is also unlikely to generate a material number of HGV movements (notwithstanding that any movements associated with uses on the Network Rail land to the north would remain unaltered and would continue to generate a small number of movements); and iii) servicing activity and therefore deliveries by goods vehicles, are likely to comprise small to medium sized vehicles with only the occasional delivery by HGVs.

Planning considerations (page 35)

Amend sub heading before paragraph 7.90 to “Kiss and Ride, access road and signalisation under bridge”.

Insert after paragraph 7.90.

The brief acknowledges that the entrance to the site between Grand Drive and the railway underpass will be one of the most crucial parts of the development. The brief acknowledges that it will have several functions including both a visual function in terms of enhancing the quality of the urban environment approaching Raynes Park but also integral as part of a route for pedestrians crossing the entrance to the site and for vehicles pedestrians and cyclists accessing the Rainbow development.

With a variety of functions to be performed, the brief recognizes the need for a safe and legible environment to support the range of movements and that is must be attractive, of a good quality and well managed. The area is described as being currently a shabby poorly maintained and somewhat hostile area.

Without the alterations to provide the upgrading of the area at the entrance to the site to deliver the Kiss and Ride taking place it is considered that redevelopment to provide a major new mixed use development introducing over 200 new dwellings would fail to achieve safe and adequate access arrangements to the development and would prejudice the safety of pedestrians, cyclists, drivers and other road users at this key interface with the public highway with the potential to have a detrimental impact on the general conditions of highway safety and free flow of traffic on the adjoining highway.

Insert after paragraph 7.92

The brief also examines the layout of the road through the railway bridge and identifies shortcomings in terms of the surface treatment, the inability for larger vehicles to pass and pedestrian safety. The brief examines the potential for remodelling the route and improving the overall environment for both the safety of pedestrians and vehicles. The applicant’s proposals respond to these shortcomings and include the introduction of signals under the bridge.

Paragraph 7.94. Amend to read “ Failure to provide the Kiss and Ride facility and the upgrade to the link road including appropriate signalisation of the route under the bridge to the business and residential element of the mixed use development would conflict with the wider objectives to comprehensively deliver the re-development of the Rainbow Industrial Estate. Officers recommend that occupation of the redeveloped Rainbow Industrial Estate is made conditional upon completion of the Kiss and Ride facility and upgrading of the link road including signalisation under the bridge, thereby linking the delivery of the two applications.

Paragraph 7.100 Amend to delete “..and a swale.”

Recommendation (page 54).

Application A.

S106.

2. Amend to read "To ensure that the dwellings would be permit free".

Additional conditions.

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

Reason: to improve local employment opportunities in accordance with policies CS12 and DM.E.4 of Merton's adopted Development Plans 2011 and 2014.

Condition 10. Amend to read.

Roosting and Bird Nesting Facilities Survey. Prior to the commencement of development details of the number and locations of artificial bat roosting and bird nesting boxes and other appropriate spaces (then as per condition).

Reason. Amend to include London Plan policy 7.19.

Condition 15. Amend to read "The traffic signal scheme such as is approved in accordance with condition 6 planning permission 14/P4288 shall be fully implemented in accordance with the approved plans prior to first occupation of the development and shall thereafter be fully maintained and operational. Reason. To ensure the safe movement of traffic into and out of the development, to avoid the potential for queueing vehicles to impact on the free flow of traffic and the safe operation of the adjoining public highway and to comply with policy CS.20 of Merton LDF Core Planning Strategy (2011) and the Council's adopted SPD".

Condition 19. Amend to include.

"..and in order to avoid negative effects on nocturnal fauna".

Reason. Amend to include "..and in order to avoid negative effects on nocturnal fauna" and "London Plan Policy 7.19".

Condition 23.

Reason. Amend to include " and to ensure the provision of appropriate play spaces in accordance with the London Plan policy 3.6 and the Mayor of London's 'Play and Informal Recreation' (SPG 2012)" and " ... to ensure biodiversity enhancement in accordance with London Plan policy 7.19 and policy DM O2 of Merton's Sites & Policies Plan (2014)".

Condition 27.

Amend to refer to green and brown roofs.

Condition 28.

Reason. Amend to include “..and to comply with London Plan policy 5.11 (‘Green Roofs and Development Site Environs’).

Condition 38. Amend to read “The Kiss and Ride scheme and all other highways works such as is approved in accordance with conditions 2 and 3 attached to planning permission 14/P4288 shall be completed and ready for use...” then as per agenda.

Application B.

Condition 2.

Amend text to read “.... The said highway works shall thereafter be maintained and the area allocated for the temporary stopping of vehicles for purposes including setting down and picking up passengers, shall be used for no other purpose”.

Reason. To ensure its satisfactory design and construction to provide a safe and seamless access to the development approved under planning permission 14/P4287, to ensure the safety of those using the setting down and picking up area, to ensure its operation does not prejudice the free flow of traffic or safe functioning of the adjoining public highway and to comply with the policy CS.20 of Merton LDF Core Planning Strategy (2011) and the Council’s adopted SPD.

Condition 3.

Amend text to read “... for all land comprising part of the application site including the setting down and picking up area shall be submitted to and approved in writing..” then as per agenda.

Amend text for Reason for condition to read “...planning permission reference 14/P4287..” and to comply with policy CS.20 of Merton LDF Core Planning Strategy (2011) and the Council’s adopted SPD.

Insert Condition 6 (incorrectly assigned to Proposal A)

No part of the development approved under planning permission 14/P4287 shall be occupied until full details associated with the traffic signal arrangements, including design / specification, maintenance and fault repair have been submitted to and approved in writing by the Local Planning Authority. The approved details should be fully implemented in accordance with the approved plans prior to first occupation of the development approved under planning permission 14/P4287. Reason. To ensure the safe movement of traffic into and out of the development, to avoid the potential for queueing vehicles to impact on the free flow of traffic and the safe operation of the adjoining public highway and to comply with policy CS.20 of Merton LDF Core Planning Strategy (2011) and the Council’s adopted SPD.

Item 6. Land to the rear of 81 and 83 Ashbourne Road, Mitcham (15/P1982)(Graveney Ward)

No modifications.

Item 7. Land to the rear of 81 and 83 Ashbourne Road, Mitcham (15/P2166)(Graveney Ward)

No modifications.

Item 8. 2B Belvedere Drive, Wimbledon SW19 (15/P1087)(Village Ward)

Ward (page 145) – Change from Village to Hillside

Site and surroundings (page 146) Existing property is a three storey building, not two storeys, as set out in section 2.1 of report.

Delete following sentence from section 2.2 of report - *The rear boundary of the application site therefore sits at the bottom of an embankment to Wimbledon Hill Road.*

Insert: There are limited ground differences between Wimbledon Hill Road and the rear boundary of the application site. Changes in ground levels relate to the highway between Wimbledon Hill Road and Belvedere Drive.

Planning considerations (page 157)

Amend paragraph 7.3.1. Arboriculturist is Wharton Arboriculture Ltd not Keith Macgregor.

Recommendation (page 159)

Add the following conditions:

No development approved by this permission shall be commenced until a scheme to reduce the potential impact of groundwater ingress both to and from the proposed development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall address the risks both during and post construction, as highlighted in the Chelmer Site Investigation Laboratories Ltd Report (CCS Ref: GEO/5020, dated 10th February 2015). This will be informed by baseline and ongoing monitoring of groundwater levels for a period of a year after completion of works, unless otherwise agreed by the Local Planning Authority. A survey of the thresholds of apertures of neighbouring properties shall be undertaken and inform any onsite mitigation required, such as passive drainage measures, to reduce the risk of a significant rise in groundwater levels elsewhere.

Reason: To ensure the risk of groundwater ingress to and from the development is managed appropriately and to reduce the risk of flooding in compliance with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policies, DM D2 and DM F2 of Merton's Sites and Policies Plan 2014.

No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of

the potential for disposing of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy 5.13 and the advice contained within the National SuDS Standards. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay (attenuate) and control the rate of surface water discharged from the site as close to greenfield runoff rates, as reasonably practicable, and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption authority and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To ensure satisfactory means of surface water drainage, to reduce the risk of flooding and to comply with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F2 of Merton's Sites and Polices Plan 2014.

Item 9. 2 Caithness Rd, Mitcham (15/P1841)(Graveney Ward)

Recommendation (page 173)

Amend to read; GRANT PLANNING PERMISSION subject to the completion of a S106 agreement and planning conditions.

Checklist information (page 173).

Amend Heads of agreement to "Yes – affordable housing contribution".

Planning considerations (page 177).

Insert after paragraph 7.2

Affordable housing contribution

LDF policy CS.8 seeks the provision of a mix of housing types including affordable housing. The Council seeks financial contributions towards affordable housing for scheme creating between 1 and 9 additional units under the terms of adopted policy. In this instance the financial contribution required in order to comply with policy CS 8 for affordable housing between 1 and 9 units is calculated at £31,369 based on the provision of two additional one bedroom flats. The applicant has agreed to provide this contribution.

Recommendation (page 180).

Amend to read:

Grant planning permission subject to planning conditions and the completion of a S106 agreement covering the following heads of terms:

- 1) Affordable housing contribution (£31,369);
- 2) The applicant agreeing to meet the Council's costs of preparing drafting and monitoring the section 106 obligations.

Item 10. 87 Cottenham Park Road SW20 (15/P2510)(Raynes Park Ward).

Add after drawings.

- Appeal decision letter.
- Plans and elevations showing proposals refused and dismissed at appeal.

Item 11. 48 Richmond Road SW20 (15/P2716) (Raynes Park Ward)

The applicant has requested the following clarifications;

Current proposals (page 224)

Para 3.2. 4th line. The covered area would extend rearwards by 2.64m, not 2.96m.

Para 3.2 9th line. The rear extension dimension depth is 5.185m from the existing house wall (4.85m + 0.335m (external wall)), not 4.85m which is the internal dimension.

Para 3.2 the document states “the kitchen will have a long narrow window above the units”. For the avoidance of doubt my clients would prefer that be amended to “...window between the counter top and the wall cupboards”

Planning considerations (page 226)

In keeping with the requirements set out in para 7.9, (lines 1-3), Condition 4 should apply to windows in the south east facing elevation at First Floor level ONLY. The current wording of Condition 4 implies all windows to this elevation (ie including those at Ground Floor, which para 7.9 confirms: “will not directly overlook habitable rooms and will be at a height such that they would be below fence height”).

Item 12. 8 St. Mary’s Road SW19 (15/P2556)

12 late representations from reconsultation on amended plans

Neighbour at 6 St Mary’s Road

- Loss of daylight and sunlight to side bay window.
- Size of house would affect sunlight to garden during summer months.
- Failure to address concerns previously raised

Other representations mainly reiterate earlier concerns.

- Overdevelopment of site
- Building line forward of existing building line.
- Ridge height still too high.
- Rear elevation projects beyond neighbouring properties.
- Amended plans do not address previous concerns.
- The ground levels between 8 and 6 St Mary’s Road differ (with number 6 being lower) and the new house would dominate number 6.
- The basement would affect subterranean water flows.

-The adjacent property at 10 St Mary's Road has not been built in accordance with the approved plans, therefore number 10 should not be used to justify the proposals for number 8.

-The revisions to the design of the rear elevation of the proposed house do not materially alter its impact.

-A two metre boundary fence would affect light and outlook (due to difference in ground levels).

Item 11. Planning Appeal decisions.

No modifications.

Item 12. Planning Enforcement.

No modifications.