

Merton Council
Planning Applications Committee
18 June 2020
Supplementary agenda

14 Modifications Sheet

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Planning Applications Committee 18th June 2020 Supplementary Agenda (Modifications Sheet)

Item 5. Tooting and Mitcham FC Bishopdford Road, SM4 – 19/P4094 – Ravensbury Ward

Request from applicant to withdraw from the agenda.

Item 6. Units 2, 3 and 3A, 32-34 Bushey Road, SW20 – 19/P3746 – Raynes Park Ward.

No modifications.

Item 7. 1-4 Francis Grove, SW19 – 19/P3814 – Hillside Ward.

Page 106 - Amend last sentence of paragraph 2.2 to read:

Office buildings are also located immediately to the south (Tuition House – seven storeys) and west (34 Francis Grove – three storeys) of the application site. Also in close proximity to the site (directly adjacent to Tuition House) is St George's House which is 8 storeys. In terms of the wider context building heights generally range between three and eight storeys.

Page 107 - Amend paragraph 4.4 to read:

In October 2018, pre-application was sought for the demolition of existing site and erection of 11 storey office building (LBM Ref: 18/P3965)

Page 107 - Add additional paragraph 4.5 to read:

A Request for a Screening Opinion for a ground plus nine storey building was submitted in September 2019 (LBM Ref: 19/P3753) and it was concluded that an Environmental Impact Assessment was not required.

Page 108 - Amend second sentence of paragraph 6.1 to read:

In response, 63 letters of objection and 96 of letters of support were received.

Page 109 - Amend first sentence of paragraph 6.5 to read:

The letters of support, which includes letters of support from Love Wimbledon and the Merton Chamber of Commerce, are on the following grounds:

Page 115 - Add additional Climate Change Officer comments to paragraph 6.47:

The BRUKL output documentation submitted for the proposed development indicates that it should achieve a 38% improvement in CO2 emissions on Part L 2013. This exceeds the 35% improvement over Part L required for major developments under Policy 5.2 of the London Plan (2016) and is therefore policy compliant.

Furthermore, the energy and sustainability statement submitted for the development indicates that it will achieve a 17% saving in CO2 emissions through fabric performance with the remainder secured through the proposed use of electric heating and solar PV. I am satisfied that, in the absence of an existing heat network, this approach is compliant with the Mayor's energy hierarchy approach outlined in Policy 5.2 of the London Plan (2016) and Policy CS15 of Merton's Core Planning Strategy (2011).

However, whilst there is no current decentralised heat network in Merton, the council is keen to ensure that new developments with centralised site-wide heating and cooling are designed in such a way as to enable future connection to a decentralised heat network.

Page 121 - Amend paragraph 7.24 to read:

The BREEAM design stage assessment provided by the applicant indicates that the development should achieve BREEAM 'Excellent' which exceeds Merton's Core Planning Strategy Policy CS15 and Policy 5.2 of the London Plan 2016. The Council's Climate Change Officer has assessed the application and has confirmed that the application would comply with policies on climate change and water usage. Appropriate conditions are recommended.

Page 123 - Amend **condition 7** to read:

The development hereby permitted shall not be occupied until the cycle parking, washing and locker facilities shown on approved plan Nos. 052-A-11- 09 C & 10 C have been provided and made available for use. These facilities shall be retained for the occupants of and visitors to the development at all times.

Page 124 - Amend **condition 10** to read:

Prior to the commencement of the development hereby permitted, a detailed Demolition Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented throughout the demolition of the existing building, unless the prior written approval of the Local Planning Authority is first obtained to any variation.

Page 124 - Amend **condition 11** to read:

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

Page 124 - Amend **condition 12** to read:

No development excluding demolition shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been submitted to and approved

in Page 124 writing by the local planning authority. The drainage scheme will include detailed drainage layout construction drawings and dispose of surface water by means of a sustainable drainage system (SuDS) at a restricted runoff rate (no more than 1l/s), in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards.

Page 125 - Amend **condition 13** to read:

No development excluding demolition shall be commenced until a detailed proposal on how drainage and groundwater will be managed and mitigated during construction and post construction (permanent phase), for example through the implementation of passive drainage measures around the basement structure, is submitted and approved by the Local Planning Authority.

Page 126 - Additional **condition 17** to read:

Prior to the construction of the development hereby permitted, a detailed Construction Logistic Plan (including a Construction Management plan) shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented throughout the construction of the development, unless the prior written approval of the Local Planning Authority is first obtained to any variation.

Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

Page 126 - Additional **condition 18** to read:

No development shall commence until the applicant submits to, and has secured written approval from, the Local Planning Authority on evidence demonstrating that the development has been designed to enable connection of the site to an existing or future district heating network, in accordance with the Technical Standards of the London Heat Network Manual (2014).

Reason: To demonstrate that the site heat network has been designed to link all building uses on site (domestic and non-domestic) and to demonstrate that sufficient space has been allocated in the plant room for future connection to wider district heating in accordance with London Plan (2016) policies 5.5 and 5.6.

Page 126 - Additional **condition 19** to read:

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), the development shall be used for office use (Use Class B1(a)) and for no other purpose, without planning permission first obtained from the Local Planning Authority.

Reason: To ensure that there is an adequate supply of suitable sites and premises in locations that optimise opportunities and co-locational advantages for offices and minimise negative effects on other users and to comply with the following

Development Plan policies for Merton: Policy DM E2 of Merton's Sites and Policies Plan 2014 and policy CS12 of the Core Planning Strategy 2011.

Page 126 - Additional Informative to read:

Carbon emissions evidence requirements for Post Construction stage assessment includes:

- Detailed documentary evidence confirming the Target Emission Rate (TER), Building Emission Rate (BER) and percentage improvement of BER over TER based on 'As Built' BRUKL model outputs;
- A copy of the Building Regulations Output Document from the approved software. The output documents must be based on the 'as built' stage of analysis and must account for any changes to the specification during construction;
- A BREEAM post-construction certificate demonstrating that the development has achieved a BREEAM rating of not less than the standards equivalent to 'excellent'.

Item 8. Benedict Wharf, Hallowfield Way, CR4 – 19/P2383 – Cricket Green Ward.

Page 192-Clarification

- Paragraph 3.2 states: "*This activity would relocate to a new site acquired by the applicants in Sutton, **adjacent to a site they already operate for this purpose.***" – To clarify the applicants do not own another site in Sutton.

P276- Amendment to document names

- Para 7.21 refers to an Air Quality Assessment dated April 2019. This is for the 600 unit proposal and the revised document for the 850 unit scheme is dated March 2020;
- Para 7.22 refers to a Noise Assessment dated April 2019 – the correct amended document is dated Feb 2020.

P281 - Amendment to document names

- Paras 7.26.2 and 7.26.3 refer to an Environmental Impact Assessment – this should be 'Ecological Impact Assessment'.

Item 9. 271-273 Haydon's Road SW19 – 20/P0906 – Trinity Ward.

No modifications.

Item 10. 33 Lingfield Road, SW19 – 19/P2611 – Village Ward.

Page 357 - Additional Internal Consultee:

Paragraph 5.19 Jim Rogers 18.06.20- Business and Customer Services Manager (Environment and Regeneration)

Parking pressure remains high in this and other neighbouring village CPZs.

Having looked at the map of the VC CPZ, many of the properties within this CPZ benefit from access to off street parking which restricts available kerb space for resident and visitor parking, while still being eligible to apply for permits for use within this zone.

In addition, as a result of its location, there are a number of bays within this zone, particularly in proximity to the shops, which are for pay and display customers only, further reducing the overall number bays for residents during CPZ operating hours.

Page 348 - Additional Representation:

A summary of a written statement written on behalf of the owners of 12 Lingfield Road, (Mr & Mrs P. Downing) and 13 Lingfield Road, (Mr & Mrs M. Taylor)

- The Ownership Certificate in the present application identifies the owner as Belcome Property Ltd, a foreign company, of Albert Street, Belize City, Belize to whom the required notice has been given. Belcome Property Ltd is not the owner of the property. The Title Number of the property is SGL383852. The registered owner shown in the Title is Belcome Trading Limited. The property is currently rented to a family. The current application should be rejected and re-submitted.
- In relation to such a substantial planning proposal as this, it would be usual for the Developer to discuss the plans with local residents. No such approach has been made.
- It is difficult to understand why a similar decision prohibiting demolition at 1A Lingfield Road ((16/P3059) has not have been reached in respect of the current application. The applicants for this property subsequently submitted
- During the planning process Planning Officers advised the developers that the design of any replacement building should have regard to *the scale of development within the area in terms of width, depth and height and the amenity of neighbouring properties*. This seems to have been ignored by the Developer.
- The proposal is twice as wide as the existing property, there is no longer a feeling of space, the proposed new building comes close to filling the width of the plot and is virtually 50% wider than other neighbouring Victorian properties in the area. It also has a roofline which is substantially higher than other neighbouring properties.
- A Daylight, Sunlight & Overshadowing Report ignores the fact that the proposal being built will cause overshadowing on the opposite side of the road. On pages 84 and 85, suncast images show that Nos 11, 12 and 13 Lingfield Road will, at various times, be cast into shadow. This impact on amenity can only be remedied if the proposal is reduced in height.
- The A Daylight, Sunlight & Overshadowing Report is in draft. A final version should be submitted.

- The proposed new building line is too far forward of Lingfield Court. The proposal is taking up approximately half of the front garden.
- The Council's Transport Planning and Projects Officer in recent comments has drawn attention to the parking layout being unsatisfactory. The 4 parking spaces would make it impossible for all the inhabitants and visitors to park at the property. They can't park in the road as there are rarely if ever any parking spaces available.
- In relation to the proposed parking area, the Council's Tree Officer has raised concerns about trees T14 and T16 being within 20% of the trees RPA and that this has not been assessed in the arboricultural report.
- The Council's Tree Officer has made the comments The CBS 5837:2012 advises that no more than 20% of an unsurfaced area within the root protection area (rpa) can be covered with new permanent hard surfacing. This is likely to exceed the acceptable limit in relation to trees T14 & T16." Her recommendation is that "every effort (...should be...made) to keep any new hard surfacing outside of the rpa of the T14 & T16.
- The proposal wishes to remove a healthy lime tree which is expected to have an additional life expectancy of another 20 years. The tree report proposes to mitigate the loss of the lime and a small holly with tree planting. To which the comment is made that "It is not obvious to this officer how this can be achieved given the proposed layout"

Item 11. 1 Montana Road, SW20 – 19/P4208 – Raynes Park Ward

No modifications.

Item 14. Appeals. Summary of recent decisions.

No modifications.