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Merton Council

Planning Applications Committee Agenda

Membership

Councillors:

Dave Ward (Chair)
Stephen Crowe (Vice-Chair)
Stephen Alambritis MBE
Billy Christie
David Dean
Nick Draper
Joan Henry
Simon McGrath
Carl Quilliam
Peter Southgate

Co-opted members:

Substitute Members:

Edward Foley
Edward Gretton
Najeeb Latif
John Dehaney
Dennis Pearce

Date: Thursday 17 March 2022

Time: 7.15 pm

Venue: Council chamber - Merton Civic Centre, London Road, Morden SM4 5DX

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Planning Applications Committee Agenda

17 March 2022

12 Planning Enforcement - Summary of Current Cases 1 - 14

Officer Recommendation:

That Members note the contents of the report.

Note on declarations of interest

Members are advised to declare any Disclosable Pecuniary Interest in any matter to be considered at the meeting. If a pecuniary interest is declared they should withdraw from the meeting room during the whole of the consideration of that matter and must not participate in any vote on that matter. For further advice please speak with the Managing Director, South London Legal Partnership.

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**Planning Applications Committee
17th March 2022
Supplementary Agenda
Modifications Sheet.**

Item 5 26 Harewood Road, London, SW19 (21/P4198)

1. Consultation Para 5 (page 14)

Late comments/objections - following the receipt of the amendments to the drawings, further comments were received by 24 Harewood Road and 28 Harewood Road with concerns regarding the accuracy of the plans as follows:

- The internal areas as summarised in the table "Internal Space Provision in Residential Conversion" on Drawing No. 2133_PL_102 RevA do not add up to the total GIA.
- The proposed plan shows a larger second floor level floor area than the side elevation plan shows.
- The section and site plan shows a different version of the dormer increasing the floor area.
- The section and site plan shows the boundary in the incorrect location. The drawing shows the boundary moving further on to the neighbouring property as it goes down the garden. The boundary is equidistant between the two properties and the side access is approximately 1.5 metres wide along the entire length.

Officer Comment:

The GIA is calculated as the whole internal floor area of each flat (including dividing internal walls etc). The case officer confirms that all units comply with GIA standards.

The depth of the mansard over the rear outrigger projects 3.5m from the rear wall of the property. This is consistent with the floor plans, site plan, sections and elevations. If planning permission is approved by members, to ensure that there are no discrepancies on the plans, officers could require the applicant to update their drawings to include annotations (depth of mansard etc). This would ensure there are no differences in elevations and floor plans before planning approval is issued by officers.

Officers have no evidence that the site boundary is shown incorrectly. If it becomes clear from third party discussions between the applicant and neighbours that the boundary is in fact incorrect, the applicant can simply apply for a non-material amendment to the approved plans to show the correct boundary line and altered walkway to each flats rear garden. This change (if applicable) would not affect the decision before members.

2. National Planning Policy Framework (NPPF)

Delete references to NPPF 2019 and sited paragraphs within report. The NPPF 2019 has been replaced by NPPF 2021 (relevant to paras 7.5.2, 7.4.4, 7.51, 19.2 and 19.3

in committee report. Note – NPPF 2021 (section 11) still seeks to make effective use of land.

Item 6 16-20 Morden Road, South Wimbledon, SW19 3BN (21/P2028)

Consultation Para 6.17 (Page 57)

Comments have now been received from the financial viability consultants employed by the Council.

The assessment highlights some areas of disagreement, in particular in relation to the benchmark land value (BLV), which the applicant concludes has a value of £3,816,000 but the viability consultants conclude that this value should be £2,895,600.

In addition, there are areas of disagreement over the build costs, with the applicant concluding a build cost of £7,998,400 and the viability consultants concluding a cost of £7,998,400.

However, notwithstanding these areas of disagreement, the applicant shows a scheme deficit against the BLV of £2,977,559 compared to Altair deficit of £482,461. Therefore, the scheme is not sufficiently profitable to secure any contributions towards affordable housing.

Officer comment:

As with the previous application, the lack of affordable housing on site or a commuted sum is disappointing but it has been reasonably demonstrated to be financially unviable to provide a contribution, which is permissible under the national and local policy framework. Notwithstanding this, an early and late stage review is recommended to ensure that any potential future uplift in profit is captured by the s.106 agreement.

The report sets out the key findings of the Inspector. However, the full decision is shown below.



Appeal Decision

Site Visit made on 30 November 2021

by **William Cooper BA (Hons) MA CMLI**

an Inspector appointed by the Secretary of State

Decision date: 20th December 2021

Appeal Ref: APP/T5720/W/21/3272193

16-20 Morden Road, South Wimbledon, London SW19 3BN

- The appeal is made under section 78 of the Town and Country Planning Act 1990 as amended against a refusal to grant planning permission.
 - The appeal is made by Peer Securities Ltd against the decision of the Council of the London Borough of Merton.
 - The application Ref: 19/P3772, dated 21 October 2019, was refused by notice dated 8 January 2020.
 - The development proposed is demolition of existing bank (Class A2) and erection of a new residential block (Class C3), comprising 26 x self-contained flats with associated parking and landscaping.
-

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The description in the banner heading above is taken from the appeal form and decision notice in the interests of precision.
3. A new version of the London Plan (LnP) was published in March 2021 and a new version of the National Planning Policy Framework (the Framework) was published in July 2021. The parties have had opportunity to comment on the engagement of these new policy documents in relation to the appeal, and so will not be disadvantaged by my consideration of them.

Main Issues

4. The main issues in this case are:
 - Whether the proposed development would provide suitable living conditions for its future occupants, with particular regard to the effects of traffic, frontage design and landscaping, outdoor amenity space and single aspect dwellings; and
 - The effect of the proposal on the character and appearance of the area.

Reasons

Living conditions of future occupants

5. The appeal site comprises a vacant three-storey bank and offices building and its external areas, located on the southern approach to the crossroads of the

A219 Morden Road and the A238. A multi-lane road layout passes the front of the site, approaching the intersection of these urban London 'A' roads.

6. Judging by the road layout and location, and what I saw of the traffic during my site visit, albeit a snapshot in time, the following factors are particularly noticeable on the A219 at the front of the appeal site. An apparently steady flow of several lanes of queuing northbound traffic passes in front of the appeal site on the approach to the crossroads. Vehicles idling, slowing down and speeding up in the northbound queues generate noise and fumes, as does southbound traffic. Buses pulling up to and away from the northbound bus shelter in front of the adjacent Spur House, and the southbound bus shelter opposite the appeal site add to the vehicle activity. There is also frequent siren noise from emergency services vehicles, which I observed on a weekday, travelled past the front of the appeal site around every ten minutes.
7. This corridor of intense vehicle activity, with associated noise and air pollution on the A219, passes around 6m from the location of the proposed block's front elevation. This results in a dominant and intrusive traffic presence at the location of the front of the proposed residential building, which would house six floors of dwellings, including on the ground floor.
8. Proposed landscaped areas with low front walling and compact hedging, together with compact street trees would provide some relief from the traffic's dominance, for future occupants entering and exiting the proposed block, including those who would look out from and reside at the three proposed front-facing ground floor flats.
9. Also, glazed, partly recessed balcony areas are proposed as 'winter gardens'. These would provide some sound, heat and noise insulation, and visual and spatial relief from the traffic's dominance for future occupants of the 15 flats located from floors one to five, facing onto the A219. Some future residents may well use these spaces for indoor plants, with associated therapeutic value.
10. Furthermore, outdoor amenity space would be provided to the rear of the proposed block, in the form of private space for the rear ground floor flats, and a communal garden for residents. There would be a roof garden on the fifth floor. Also, the appeal site is located within a reasonable walking distance of public open space at the Abbey Rec, Merton Park Green Walks and Nelson Gardens. Consequently, the occupants of the proposed development would have access to a variety of outdoor amenity space.
11. However, an established approach of deeper front garden and forecourt setbacks in front of dwellings on the A219's southern approach to the appeal site, is articulated for example at the neighbouring Falcon House and terraced housing, and the Gilbert Close and Priory Close blocks opposite. These landscaped setbacks provide visual and spatial relief from the traffic's dominance for residential properties. By contrast, the depth of the landscaped frontage area for the proposed residential building would be substantially shallower.
12. Furthermore, the depth of the proposed landscaped frontage area, including space for hedging and tree planting, would appear limited in proportion to the substantial hard, dominant presence of the highway corridor, and the scale and height of the proposed residential block. This would limit the volume, visual presence and possibly also the longevity of planting mass in the streetscene,

and result in the landscaped frontage area appearing and feeling 'skinny' within its context. This is likely to limit the visual and psychological relief from the traffic's dominance and the built-up elements which the proposed frontage landscaping would provide for future occupants, including those entering and exiting the block, and living in the front ground floor flats.

13. The limited nature of such setback space and urban greening for the proposed scale of residential development, in proximity to the intense traffic activity and dominance of the A219 road corridor, would impede the achievement of comfortable living conditions for future residents of the block.
14. Moreover, the absence of hallways would result in front doors entering directly into the main living space of the proposed front ground floor flats. This would exacerbate the sense of intrusiveness of the traffic for occupants of these dwellings.
15. That the proposal would be set slightly further back from the A219 than the adjoining Spur House, which does not appear to have residential use at ground floor level, and the existing non-residential building on the site, does not alter my above findings.
16. Regarding single aspect dwellings, Housing standards and quality Policy D6 of the LnP seeks to 'normally' avoid these, and maximise dual aspect development in new development. That said, LnP Policies D3 and D6 together allow for the possibility of denser, single aspect development in locations that are highly accessible by public transport, cycling and walking, as the appeal site is, subject to achieving, among other things, appropriately high quality, comfortable living conditions for Londoners.
17. Supporting text paragraph 3.6.5 under Policy D6 of the LnP, and Standard 29 of the London Plan Housing Supplementary Planning Guidance (SPG) together indicate a range of concerns about single aspect dwellings. These include potential difficulties in achieving passive cross-ventilation, and risk of overheating within a context of climate warming and urban heat island considerations. Among other things, paragraph C of Policy D6 includes a requirement for proposed single aspect dwellings to demonstrate adequate passive ventilation and avoidance of overheating. Furthermore, paragraph 3.6.5 of the LnP specifies that the design of single aspect dwellings 'must' demonstrate how they will avoid overheating without reliance on energy intensive mechanical cooling systems.
18. In the appeal proposal, single aspect dwellings would be limited, in the sense of scale, to less than three bedrooms. Also, single aspect dwellings would be contained as a numerical proportion to nine units, leaving around a two-thirds majority as dual aspect dwellings. The building frontage would be relatively open and expansive, assisting with receipt of light to dwellings. Also, the proposed single aspect dwellings' windows would face other than northwards. As such, the proposed development would go some way towards meeting some of the guideline criteria for 'good' single aspect homes, which are set out in supporting text paragraph 2.3.40 for Standard 29 of the SPG.
19. However, no substantive cooling and ventilation assessment of the proposed nine single aspect dwellings, to decisively demonstrate that they would avoid overheating without reliance on energy intensive mechanical cooling systems, is presented.

20. Full details of the High Path residential regeneration scheme on other land in the area¹, and the rationale behind its approvals are not before me. Also, it appears² that the High Path scheme differs from the current appeal proposal in several ways, such as setback from the road, and provision of entrances into hallways. Moreover, while the appellant's Statement of Case³ refers to a High Path scheme layout extract as showing 'residential units at ground floor with front door openings directly onto Morden Road', this layout appears to show development several blocks back from Morden Road, facing onto Pincott Road. It is also not clearly demonstrated that the 'illustrative view' brochure image of potential development facing the appeal site on Morden Road⁴ depicts approved design detail for the High Path scheme.
21. The above together limits the extent to which the approved High Path scheme is analogous to the current appeal proposal, and the weight it carries in this case, in terms of the living conditions aspects of the Morden Road interface. Moreover, the information presented on the High Path scheme does not outweigh the specific concerns identified above regarding future occupants' living conditions in this appeal case, nor alter my consequent findings.
22. I conclude that the proposal would not provide suitable living conditions for future occupants, in terms of the dominance of traffic, frontage design and landscaping, and ventilation and cooling of single aspect dwellings. As such, the proposal would conflict with Policy DM D2 of the Merton Sites and Policies Plan (SPP), Policy CS 14 of the Merton Core Planning Strategy (CS), and Policies D3 and D6 of the LnP. Together these policies seek to ensure that development achieves high design quality that protects residents' living conditions.

Character and appearance

23. The appeal site is located within a context of residential blocks to the north, south and east, and terraced housing in the locality. Housing styles from the Victorian period, twentieth and twenty first centuries combine with trade park and retail development on Morden Road. The emerging High Path residential regeneration scheme will add to this variety of character. Altogether, there is a sense of evolving character towards the crossroads with the A238, with a mix of traditional and modern housing.
24. Within this context, the proposed building's exterior style would combine modern architectural personality with a harmonious rhythm of fenestration and materials. Furthermore, it would provide a more gradual step down between the building heights of the taller Spur House to the lower Falcon House than the existing situation. This would moderate the blank expanse of the southern gable end of Spur House, and provide a visually smoother transition between the mass of these blocks. Also, soft landscaping would add some urban greening to the site and street.
25. However, as established earlier in this decision, the proposed landscaped frontage area would appear inadequate in proportion to the highway corridor, the proposed block, and more traditional landscaped setbacks between the highway and housing on Morden Road. This aspect of the residential proposal would be discordant with the character of the area, and fail to achieve a

¹ Planning Application Refs: 17/P1721 and 19/P1852.

² As indicated by paragraphs 8.6 and 8.13 of the Council's Appeal Statement.

³ Paragraph 7.11, page 21.

⁴ As illustrated in the High Path Masterplan image, attached with the Appellant's Rebuttal Statement.

suitably high quality balance of hard and softer, green elements at this prominent location.

26. I therefore conclude that the frontage area of the proposal would harm the character and appearance of the area. As such, it would conflict with Policy DM D2 of the SPP, Policy CS 14 of the CS and Policy D3 of the LnP, which together seek to ensure that development complements local character.

Other Matters

27. The existing building on the site is substantially smaller in scale than that proposed in the current appeal scheme, which limits the extent to which the two are analogous. Furthermore, that the appellant indicates they may seek to pursue an alternative scheme to convert the existing building on the site to flats, should the appeal fail, does not alter the above specifics in this case and my consequent findings.
28. The proposal would animate this brownfield site, and contribute to local housing supply in the form of 26 flats, with associated socio-economic benefits to the area during and after construction, including custom for local businesses, facilities and services. It would also moderate the appearance of the southern gable end of Spur House and add some greening to the streetscene in the form of frontage planting. Together, these benefits carry moderate weight and do not outweigh the significant totality of harm identified.
29. I appreciate that following engagement with the Design Review Panel and evolution of the scheme, the Planning Officer's Report to the Planning Applications Committee found insufficient harm to recommend refusal, but this does not alter my reasoning. In any case, Members reached a different conclusion.
30. Third party concerns have been expressed which go beyond the reasons for refusal, including regarding parking and privacy of neighbouring dwellings. As I am dismissing the appeal on other grounds, it is not necessary for me to consider these matters further in this instance.

Conclusion

31. The proposal would be contrary to the development plan and there are no other considerations which outweigh this finding. Accordingly, for the reasons given, the appeal fails.

William Cooper

INSPECTOR

Item 7 Rufus Business Centre, Ravensbury Terrace, Wimbledon Park, London, SW18 4RL

Page 94 – Consultation

Additional objections:

Late letters of objection received from Wimbledon Park Councillors. The letters raise the following concerns:

Councillor Edward Gretton:

There has been a tremendous amount of error throughout this application (e.g. the developer previously suggesting land ownership across the neighbouring third party land and their ability also to take over and eliminate an area of precious public woodland within the Durnsford Road Recreation Ground etc.)

There is real concern that the offering of a proper supply of affordable family housing is inadequate and residents have found problems (inability) through this week in being able to access the agreed financial viability assessments further to the previous PAC, to ensure that the suggested quantum for remediation (and any opportunity for recovery from the offending polluters) have been properly and fully assessed, in order to reduce any exceptional costs in assessing the true available net development margin.

Only then can it be known whether or not the likely £10m developer margin on this current (£50m++) development has any capacity or headroom to facilitate a better, proper affordable housing offering for families. (A further £1m or £2m to support a better offering of affordable housing for families would still allow an attractive / market net development margin for the developer).

Similarly there is further serious and fundamental error with regard to the inconsistent and incorrect statements from the developer regarding the availability of road and through access to open up the neighbouring Wellington Works for further housing and affordable housing opportunities: on the one hand, in denying the key access to Wellington Works, the developer suggests the road would need to be an extension of Earlsfield Place itself (a very wide nine metres), whilst elsewhere in the application, the developer claimed the narrow passage leading off Dawlish Avenue (at an extremely narrow *three* metres width) would be sufficient (ignoring the previous findings of the Council and Planning Inspectorate that Dawlish Passage would clearly be far too narrow to allow access). In truth, an access route along the railway embankment of 5.5 metres (from Rufus directly into Wellington Works) would work well to open up access for further affordable housing at Wellington Works and this has unfortunately been misrepresented in the current application.

Obviously the bulk, height and density concerns (per our previous representations below) still apply, in addition to the overriding concern regarding the inadequacy of affordable housing per the concerns rightfully raised by Cllrs Draper and Alambritis in the recent PAC.

(We also note the extremely disappointing urban “greening” on Earlsfield Place, where a “green” pocket park would appear to have been built using plastic astroturf - this also clearly requires urgent rectification by our planners please).

Wimbledon Park Councillors: Cllr Edward Gretton, Cllr Oonagh Moulton, Cllr Janice Howard:

1. Bulk and height – the developer was hoping for (and requested) several more storeys than the current eight storey height, so we their overall approach to development is clear: even at the current proposed level of eight storeys, it remains far too high and overbearing for our local REC (the Durnsford Rd Recreation Ground) – the flats in the local King Georges Park in Wandsworth (being four or even five storeys with the top floor set well back) would present much better height and architectural design models that would give back to and improve our local community and amenity – the application should therefore be rejected in its current form
2. Density – the entire project is overly dense and based primarily on tiny 50m2 single bed flats, which are inappropriate for the area – there are hardly any three bedroom flats for families (only four out of nearly 100 units!)
3. Inadequate affordable housing – only eight of the 96 units provide affordable housing, this is an unacceptably low level
4. There is no access route for vehicles provided alongside the railway line directly from the Rufus site that is the subject of the application leading into 1-3 Wellington Works, which route is both feasible and commercially viable, and would resolve the longstanding very limited (‘dangerous’) access path attempted today via Dawlish Avenue passage, which passage provides a daily / weekly hazard to all residents and local families; no attempts appear to have been made by the developer with regard to facilitating an acceptable new access route from Rufus directly into 1-3 Wellington Works
5. Urban Greening – Merton Council has still not managed to establish its own UGF (Urban Greening Factor) requirements within our borough’s local planning policies, and so remains dependent on the GLA’s general recommended levels – all developments should exceed the GLA threshold as a minimum, especially in Wimbledon Park – this development does not meet even the minimum GLA level
6. Inadequate s106 contribution levels – in any event, the level of s106 contribution offered remains woefully inadequate: ward councillors request that in the event that the PAC is minded to approve the proposed development (notwithstanding the above objections), the developer should be invited to provide a public confirmation at the PAC, and commit as a minimum to the following levels of s106 funding on top of the current limited offerings:
 - a. Wandle Trail missing link support: £150k+ (the developer has made a number of public statements about their support for the Wandle trail, so this level of commitment should be an absolute minimum)
 - b. 12A Ravensbury Road footbridge: £50k+ (this has been ongoing for a very long time, Rufus flats will gain a premium of a direct access route to Earlsfield train station and the shops and so may be likely to result in a premium for the developer, thus +£50k should be the absolute minimum level of support, perhaps £100k would be a more realistic level of support for the footbridge)
 - c. Durnsford Road Rec: £50k for play and trees, greening, new beds etc (not the £15k currently offered)

Officer response – Officers acknowledge the merits of the points raised regarding access (as Wellington Works could be land locked for future residential purposes), however officers have limited power and no planning policy justification which specifically states that the redevelopment of Rufus Business Centre must provide a vehicular access to a neighbouring site (Wellington Works). Officers encouraged the applicant to look at providing a vehicular access to Wellington Works, however the applicant states that due to flooding constraints on the site (flood zones 2 and 3 – medium and high probability of flooding respectively) a new road would affect flood displacement. The applicant has confirmed that during discussions with the Councils Flood officer and Environment Agency:

The proposals for development at Rufus Business Centre include a retaining wall along part of the southern boundary. This wall has been specifically set to a level of 8.95m AODN to restrict the amount of floodwater reaching Durnsford Rec (and surrounding properties) as a result of flooding from the River Wandle. The proposed pedestrian access from Rufus onto the access road has been set to a level of 8.83m AODN for the same reason. Reducing the length of the retaining wall or lowering land levels in these areas would create an increased risk of flooding to nearby properties, by allowing too much water from the River Wandle to flow onto the Recreation Ground and into the surrounding area. Equally, raising these levels would have the opposite effect by reducing the amount of floodwater that can reach the Recreation Ground, and would consequently increase the risk of flooding to the properties on Haselmere Avenue and Ravensbury Terrace. As such, it is advised against changing the land levels along the access road to facilitate a new vehicular access through the development site.

Other matters relating to a new road include increased costs, under optimisation of the site (potential loss of affordable housing) and part of the land sits outside the applicants ownership. As set out in the committee report, officers have safeguarded potential pedestrian/cycling routes as required by planning policy.

The affordable housing offer has been reviewed by the Council's independent assessor and confirms that 8 units is the maximum amount of affordable housing that can be delivered.

It should be noted that Wellington Works Site is currently a commercial unit (long standing use) and attempts to provide residential on the site have been refused planning permission by the Council on inappropriate access/highway safety grounds. These decisions have been defended at a public inquiry (LBM Ref 17/P1400 - use of both Wellington Works and Dawlish Avenue access) and the recent planning refusals (LBM ref 20/P1675 & 20/P1665) is now subject of a pending appeal.

Additional comments made in support of the proposal from the Agent:

- A letter from BTP Construction Cost Consultants (16th March 2022) which confirms that the total costs relating to the contamination & remediation of the adjacent former Haslemere Industrial Estate totalled £3,996,616.71. As has been made clear in our planning application, the costs of contamination &

remediation of the application site at Rufus Business Centre have been applied to the viability appraisal as a result of the actual evidence we have from dealing with Haslemere, and these have been accepted by Altair, the Council's independent viability advisors.

- Copy of a final account document from Vertase (one of the contractors involved with the contamination of the Haslemere site) confirming their agreed final account of £2,230,000 (as evidenced within the BTP letter).

Clarification

Page 126 - Paragraph 7.5.29 updated (typo) to confirm development has been designed based on compliance with Part B of the Building Regulations 2019 not 2010 as originally sited. Paragraph 7.5.29 updated as follows:

7.5.29 The application is accompanied by an independent Fire Strategy Statement by Mr Salisbury, a Chartered Fire Engineer at Salisburyfire. Mr Salisbury graduated with BEng (Hons) in Fire Engineering from the University of Leeds (1999) and is a member of the Institution of Fire Engineers and member of the Society of Fire Protection Engineers. The Statement provides a summary of the key fire safety features of the building. This is based on compliance with Part B of the Building Regulations 2019. In order to ensure that the development is carried out in accordance with regulations, a planning condition requiring full details of Fire Strategy measures, including evidence of agreement from an approved Building Control body (approved inspector) can be secured via planning condition.

Item 8 225 Streatham Road, Streatham, London SW16 6NZ (21/P3808)

Following the publication of the agenda, the planning agent has contacted officers to request that the consideration of the application be deferred to a subsequent meeting to allow the applicant to provide a Transport Statement and additional information and justification relating to noise impacts.

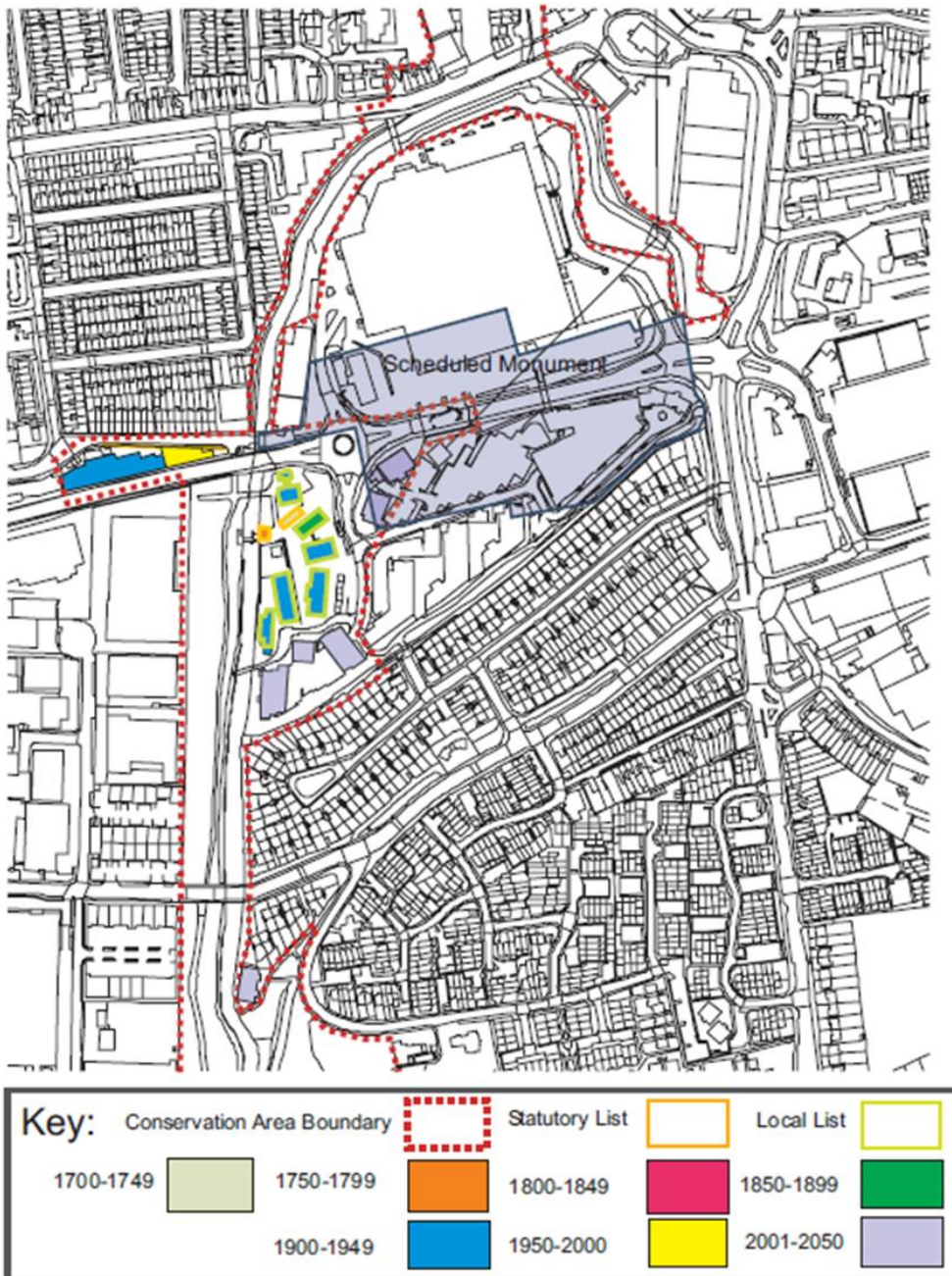
The application is on the agenda and is due for consideration. However, should Members wish they can choose to defer the application to allow for the submission of additional information, or the application can reasonably be determined as it stands.

Item 9 Bennets Courtyard, Watermill Way, SW19 2RW (20/P3364)

In order to assist Members' understanding of the location of nearby Listed Buildings, the plan below (from a previous, unrelated planning application) is included. The historic building referred to in the plan are:

- Bennets Courtyard, the subject of this application. Locally Listed
- The Apprentice Shop. Locally listed
- The Long Shop. Locally Listed
- The 1929 Shop. Locally Listed
- William Morris pub. Locally Listed
- The Coles Shop. Locally Listed
- The Colour House Theatre. Grade II Listed

Sub Area 3: Merton Priory - Age of Buildings Map



The separation distance to the Long Shop, the closest historic building in the immediate vicinity, is approximately 11m, with the separation distance to the two Grade II listed Buildings being approximately 82m.

The Ancient Scheduled Monument is the Augustinian Priory, also known as the Merton Priory (is the pink area on the top right of the map above with dots in it).

In terms of the impact on the setting of nearby Locally Listed and Grade II Listed Buildings, the more modern flatted buildings to the south and east of Merton Abbey Mills form a visual backdrop against which the more historic and lower level buildings

are viewed. For the reason set out in the Committee Report the additional floor is not considered to adversely affect the nearby heritage assets or their setting (including the Conservation Area, Statutory listed buildings, locally listed buildings or the nearby Scheduled Ancient Monument). In addition, Officers conclude that the proposed development would satisfactorily preserve the character and appearance of the Conservation Area.

Item 10 41-47 Wimbledon Hill Road, Wimbledon, London, SW19 7NA

Consultation – Page 272

Conservation Officer:

I generally welcome the new approach to this historic building. It will be less invasive on the existing building than the previously approved applications. However, they do propose to remove much of the upper floor interiors to form the hotel suits. I do have concerns regarding the end section of the building on the corner with Alwyn Road originally built as a doctor's house and surgery. This section of the building still retains its original form. It would be historically beneficial if this form could be retained in the design of the hotel suits at this end of the building. The proposed entrance to the hotel will use the entrance to the doctor's house which is commendable.

We need a condition to cover the detailed design of the replacement shopfronts and a general materials condition to cover bricks, tiles and mouldings. Replacement windows must be timber framed.