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Merton Council

Planning Applications Committee

Membership

Councillors

Linda Kirby (Chair)
Najeeb Latif (Vice-Chair)
Billy Christie
David Dean
Joan Henry
Rebecca Lanning
Russell Makin
Simon McGrath
Peter Southgate
Dave Ward

Substitute Members:

Eloise Bailey
David Chung
Stephen Crowe
Nick Draper
Edward Foley
Daniel Holden

A meeting of the Planning Applications Committee will be held on:

Date: 16 July 2020

Time: 7.15 pm

Venue: This will be a virtual meeting and therefore will not take place in a physical location, in accordance with s78 of the Coronavirus Act 2020.

This is a public meeting and can be viewed by following this link www.youtube.com/user/MertonCouncil.

If you wish to speak at the meeting please see notes after the list of agenda items. For more information about the agenda and the decision making process contact democratic.services@merton.gov.uk or telephone 020 8545 3616
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Planning Applications Committee

16 July 2020

- 1 Apologies for absence
- 2 Declarations of Pecuniary Interest
- 3 Minutes of the previous meeting 1 - 4
- 4 Town Planning Applications
The Chair will announce the order of Items at the beginning of the Meeting.
A Supplementary Agenda with any modifications will be published on the day of the meeting.
Note: there is no written report for this item
- 5 Abbey Wall Works, Station Road, Colliers Wood, SW19 2LP 5 - 112
Application Number: 20/P1412 & 20/P1672
Ward: Abbey

Officer Recommendations:
GRANT Planning Permission subject to S106 agreement and conditions.
GRANT Listed Building Consent subject to conditions.
- 6 300 Beverley Way and 265 Burlington Road New Malden KT3 4PJ 113 - 124
Application Number: 19/P3085 Ward: Dundonald

Officer Recommendations: GRANT Permission subject to conditions
- 7 247 Burlington Road, New Malden, KT3 4NF 125 - 144
Application Number: 19/P2578 Ward: West Barnes

Officer Recommendations: GRANT Permission subject to conditions and s106 legal agreement
- 8 Elm Nursery Car Park, London Road, Mitcham, 145 - 194
Application Number: 19/P4047 Ward: Figges Marsh

Officer Recommendations: GRANT Permission subject to the completion of any enabling agreement and conditions
- 9 Farm Road Church, Farm Road, Morden, SM4 6RA 195 - 238
Application Number: 19/P4046 Ward: St Helier

Officer Recommendations: GRANT Permission subject to the completion of any enabling agreement and conditions
- 10 Development Site North of 11 to 17 Madeira Road, 239 - 284

Mitcham

Application Number: 19/P4050 Ward: Cricket Green

Officer Recommendations: GRANT Permission subject to the completion of any enabling agreement and conditions

11 Car Park, Raleigh Gardens, Mitcham 285 - 332

Application Number: 19/P4048 Ward: Cricket Green

Officer Recommendations: GRANT Permission subject to the completion of any enabling agreement and conditions

12 Merantun Affordable Housing Report 333 - 342

This report supplements the four reports for items 8-11 on the agenda.

13 Planning Appeal Decisions 343 - 346

Officer Recommendation:

That Members note the contents of the report.

Declarations of Pecuniary Interests

Members are reminded of the need to have regard to the items published with this agenda and, where necessary to declare at this meeting any Disclosable Pecuniary Interest (as defined in the The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012) 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. If members consider they should not participate because of a non pecuniary interest which may give rise to a perception of bias, they should declare this, withdraw and not participate in consideration of the item. For further advice please speak with the Council's Managing Director, South London Legal Partnership.

Declarations of Pecuniary Interests – Members of the Design and Review Panel (DRP)

Members of the Planning Applications Committee (PAC), who are also members of the DRP, are advised that they should not participate in an item which has previously been to DRP where they have voted or associated themselves with a conclusion reached or recommendation made. Any member of the PAC who has also sat on DRP in relation to items on this PAC agenda must indicate whether or not they voted in such a matter. If the member has so voted they should withdraw from the meeting.

Human Rights Implications:

The applications in this Agenda have been considered in the light of the Human Rights Act 1998 and in particular, the First Protocol of Article 1 (Protection of Property); Article 6 (Rights to a Fair Trial) and Article 8 (Private and Family Life).

Consideration has been given to the impact of each application on the people living and working in the vicinity of that particular application site and to the impact of the proposals on the persons who have made written representations

on the planning merits of the case. A full assessment of material planning considerations has been included in each Committee report.

Third party representations and details of the application proposals are summarised in each Committee report. It may be that the policies and proposals contained within the Development Plan and/or other material planning considerations will outweigh the views of third parties and/or those of the applicant.

Order of items: Applications on this agenda are ordered alphabetically. At the meeting the Chair may change this order to bring forward items with the greatest number of public speakers. The new order will be announced by the Chair at the start of the meeting.

Speaking at Planning Committee: All public speaking at Planning Committee is at the discretion of the Chair. The following people may register to speak:

Members of the Public who have submitted a written representation objecting to an application. A maximum of 6 minutes is allowed for objectors. If only one person registers they will get 3 minutes to speak, a second person will also get 3 minutes. If further people want to speak then the 6 minutes may be shared between them

Agents/Applicants will be able to speak but only if members of the public have registered to speak in opposition to the application. Applicants/agents will get an equal amount of time. If an application is brought to Committee with an Officer recommendation for Refusal then the Applicant/Agent will get 3 minutes to speak.

All Speakers MUST register in advance, by contacting The Planning Department no later than 12 noon on the day before the meeting.

PHONE: 020-8545-3445/3448

e-mail: planning@merton.gov.uk)

Ward Councillors/Other Councillors who are not members of the Planning Committee may also register to speak and will be allocated 3 minutes each. Please register with Development Control Administration or Democratic Services no later than 12 noon on the day before the meeting

Submission of additional information before the meeting: Any additional information relating to an item on this Agenda should be sent to the Planning Department before 12 noon on the day before the meeting (using email above).

Please note:

There is no opportunity to make a visual presentation when speaking at Planning Committee

That the distribution of any documents by the public during the course of the meeting will not be permitted.

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e-mail – democratic.services@merton.gov.uk

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Agenda Item 3

All minutes are draft until agreed at the next meeting of the committee/panel. To find out the date of the next meeting please check the calendar of events at your local library or online at www.merton.gov.uk/committee.

PLANNING APPLICATIONS COMMITTEE

2 JULY 2020

(7.15 pm - 7.59 pm)

PRESENT: Councillors Councillor Linda Kirby (in the Chair),
Councillor Najeeb Latif, Councillor Billy Christie,
Councillor David Dean, Councillor Joan Henry,
Councillor Rebecca Lanning, Councillor Russell Makin,
Councillor Simon McGrath, Councillor Peter Southgate and
Councillor Dave Ward

ALSO PRESENT: Neil Milligan (Development Control Manager, ENVR), Tim
Bryson (Development Control Team Leader (North)), Jonathan
Lewis (Development Control Team Leader (South)), Sarath
Attanayake (Transport Planning Project Officer), Louise Fleming
(Senior Democratic Services Officer) and Rosie Mckeever
(Scrutiny Officer)

1 APOLOGIES FOR ABSENCE (Agenda Item 1)

There were no apologies for absence.

2 DECLARATIONS OF PECUNIARY INTEREST (Agenda Item 2)

There were no declarations of interest.

3 MINUTES OF THE PREVIOUS MEETING (Agenda Item 3)

RESOLVED: That the minutes of the meeting held on 18 June 2020 are agreed as an accurate record.

4 TOWN PLANNING APPLICATIONS (Agenda Item 4)

There were no modifications to the planning applications published and the applications were considered in the order in which they appeared in the agenda.

5 91 DORIEN ROAD, RAYNES PARK, SW20 8EL (Agenda Item 5)

Proposal: Erection of single storey rear extension, rear roof extension with insertion of 2x rooflights to the front slope, and the conversion of single dwellinghouse into 2x1b self-contained units.

The Committee noted the report and presentation of the Planning officer.

In response to questions from Members, the Development Control Team Leader (North) advised that

- Although the scheme was identical to a previous application, the supplementary planning guidance in operation at the time of the previous application was no longer in operation and therefore could not be relied upon in this case.
- The application to demolish the adjacent garages did not come to committee for consideration due to the limited objections received. There was no side access due to the proximity to the scheme next door and therefore no outdoor amenity space had been included. It would be difficult to include balcony space due to overlooking of neighbouring properties. It was acknowledged that there was a shortfall, but officers were of the view that it was not enough to justify a refusal in this case.

In response to a Member question, the Transport Planning Officer advised that one parking permit would be allocated per dwelling.

At the invitation of the Chair, Members made the following comments:

- It was felt that small family homes in the area should be protected to ensure local people who could not afford million pound properties to stay in the area. There should be a focus on building homes which were fair for the people who would be living there.
- There was concern over residents living in a property with no outdoor amenity space in the event of another lockdown. Although it was felt that a refusal would not be upheld, the loss of small family sized accommodation would be regretted.
- Clarification was sought on the nearest outdoor public space and it was noted that it was a significant walking distance.
- Members had sympathy for the loss of smaller family homes in the borough, as a number had been lost in other parts of the borough.

A proposal to refuse the application on the grounds of the loss of outdoor space and family homes was seconded. The Chair put the proposal to the vote and it was lost.

The Chair then put the officer recommendation to the vote, as set out in the report and it was

RESOLVED that Planning Permission for Application 20/P0795 be GRANTED subject to S106 obligation or any other enabling agreement and conditions.

6 34 LANGDALE AVENUE, MITCHAM, CR4 4AF (Agenda Item 6)

Proposal: Creation of 5 x self-contained flats, involving the erection of a 2 storey (plus roof) side extension, a part single, part 2 storey rear extension and rear roof extensions. sub-division of rear garden and the creation of new refuse and cycle parking facilities.

The Committee noted the report and presentation of the Planning officer.

In response to questions from Members, the Development Control Team Leader (South) advised that

- It was acknowledged that the census data quoted in the report was now 9 years old, however it was the most up to date accurate and reliable national data on population and housing types.
- The cycle storage would be located at the back of the site, through a security gate which was preferable to having it located at the front of the property.
- Officers were satisfied with the survey carried out and that the plans were an accurate representation of the new planting beds and the provision of adequate space for refuse bins and access to the rear communal space.
- The gap that would remain between the proposed building and the adjacent property was reasonably and the dimensions fit into the streetscene without crowding out the neighbouring properties.

At the conclusion of the debate the Chair called for a vote on the officer recommendation and it was

RESOLVED that Planning Permission for Application 20/P0087 be **GRANTED** subject to S106 obligation of any other enabling agreement and conditions.

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Agenda Item 5

PLANNING APPLICATIONS COMMITTEE
16th July 2020

Item No:

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	(1) 20/P1412 & (2) 20/P1672	07/05/2020 & 14/05/2020
Address/Site	Abbey Wall Works, Station Road, Colliers Wood, SW19 2LP	
Ward	Abbey	
Proposal:	<p>(1) Demolition of existing buildings and redevelopment of site to provide a part three, part four, part five storey block of 54 flats and a commercial unit (204 sqm) at ground floor level (comprising flexible A1 (excluding supermarket), A2, A3, B1 and D1 uses) and associated landscaping, bin/cycle storage, parking, highway works and alterations to listed wall.</p> <p>(2) Listed Building Consent for demolition of existing buildings and redevelopment of site to provide a part three, part four, part five storey block of 54 flats and a commercial unit (204 sqm) at ground floor level (comprising flexible A1 (excluding supermarket), A2, A3, B1 and D1 uses) and an associated landscaping, bin/cycle storage, parking, highway works and alterations to listed wall.</p>	
Drawing Nos	<p>(1) 319_GA-00 Rev 2, 319_GA-01 Rev 3, 319_GA-02 Rev 3, 319_GA-03 Rev 1, 319_GA-04 Rev 1, 19_GA-RF Rev 1, 319_BP-01-, 319_cE01-, 319_cE02-, 319_cE03-, 319_Ex-BP-01-, 319_EX-GA-00-, 19_EX-GE-01-, 319_EX-RF-00-319_GE-01-, 319_GE-02-, 319_GE-03-, 319_GS-01-, 319_GS-02-, 319_GS-03-, 319_GS-04- and 319_S-01-</p> <p>(2) 319_GA-00 Rev 2, 319_GA-01 Rev 3, 319_GA-02 Rev 3, 319_GA-03 Rev 1, 319_GA-04 Rev 1, 19_GA-RF Rev 1, 319_BP-01-, 319_cE01-, 319_cE02-, 319_cE03-, 319_Ex-BP-01-, 319_EX-GA-00-, 19_EX-GE-01-, 319_EX-RF-00-319_GE-01-, 319_GE-02-,</p>	

319_GE-03-, 319_GS-01-, 319_GS-02-, 319_GS-03-,
319_GS-04- and 319_S-01-

Contact Officer: Stuart Adams (0208 545 3147)

RECOMMENDATION

(1) GRANT Planning Permission subject S106 agreement and conditions.

(2) GRANT Listed Building Consent subject to conditions.

CHECKLIST INFORMATION.

Heads of agreement: Affordable Housing, Permit Free, Car Club Membership, CPZ Consultation (18k), Highway Works (double yellow lines & increased width of footpath), Restoration of Listed Lampposts, Travel Plan, Air Quality Contribution (3k), Carbon shortfall (63k) and Highway Works (raised table – contribution 15k).

Is a screening opinion required: No

Is an Environmental Statement required: No

Has an Environmental Impact Assessment been submitted – No

Press notice – Yes

Site notice – Yes

Design Review Panel consulted – Yes (pre-application stage only)

Number of neighbours consulted – 210

External consultations – Historic England, MET Police, Environment Agency, Thames Water, Transport for London (TFL), Natural England, Greater London Archeology Advice Service and Canal & River Trust.

PTAL score – 3-4

Controlled Parking Zone (CPZ) – No (adjacent to CPZ SW)

1. **INTRODUCTION**

- 1.1 The application has been brought before the Planning Applications Committee for consideration in light of the number of objections received and the application has been called in by Cllr Stringer.

2. **SITE AND SURROUNDINGS**

- 2.1 The application site is located between Station Road and Merantun Way (A24 road) to the west of the River Wandle and the east of High Path. The site is an irregular/triangular shape with an area of approximately 0.2ha.
- 2.2 The existing uses are a mix of B2 (General Industrial) and Sui Generis. The buildings in association with these are low lying industrial type buildings. The existing uses are garages/car wash and service/repair. The existing buildings occupy a gross internal area (GIA) of 1,297sqm and is considered that there are currently 15 existing employees across the site.
- 2.3 The neighbouring houses to the north of the application site in Station Road are two storey terraced housing. Many properties have converted their front gardens into car parking spaces.

Wandle Valley Conservation Area.

- 2.4 The subject site is located within Sub Area 3 (Merton Priory) of the Merton (Wandle Valley) Conservation Area. Sub area 3 is an area extending between Merton High Street to the north and Windsor Avenue to the South, it embraces part of the site of Merton Priory, and includes the present Merton Abbey Mills Craft Market. It has been the site of various industries since the dissolution of the Priory in the 16th Century.

Grade II statutorily listed wall

- 2.5 There is a Grade II statutorily listed wall along the northern boundary of the site. The Grade II listed wall refers to the remains of a wall that was once part of the Merton Priory. The buildings fronting onto Station Road that are within the Conservation Area are set behind the section of wall that runs the length of the south side of the road. The wall is built of flint and random ashlar stone from the ruins of Merton Priory and incorporates corbelled brick courses beneath brick gabled copings. The east end of the wall has been re-built and terminates in a jamb to a re-built doorway which incorporates some 20th Century fragments. Sections of the wall have been re-built and repaired over time and the quality of repairs is varied.

Grade II listed lamp posts

- 2.6 There are two Grade II listed lamp posts along Station Road (opposite No. 12 and 34 Station Road). These are two early historic cast-iron street lamps.

Merton Abbey Mills

- 2.7 To the south east is the historic site Merton Abbey Mills. Merton Abbey Mills is a former textile factory near the site of the medieval Merton Priory, now the home of a variety of businesses, mostly retailers. The site contains two listed buildings; the Grade II listed Wheel House and the Grade II listed Colour House at Mistery Liberty's Print Works.

Merton Priory Chapter House

- 2.8 The scheduled area of Merton Priory covers the site of the Church and domestic buildings of the former Augustinian Priory of St. Mary, which was founded in 1114 and demolished in 1538. The area was subsequently used for calico printing after demolition of the Priory, including the old Liberty Print Works.

Highways

- 2.9 To the north, the site is bound by Station Road, from which it is accessed, while to the south, the site is bound by the A24 Merantun Way, which forms part of the Transport for London Road Network (TLRN). Established commercial properties border the site to the west, whilst an existing footway / cycleway link, which connects Station Road with Merantun Way, borders the site to the east, beyond which is the River Wandle. Station Road is essentially a 150m long cul-de-sac, forming a simple priority junction with High Path/Abbey Road to the west, terminating east of the River Wandle where it provides access to a children's play centre (42 Station Road).
- 2.10 The application site is not located within a Controlled Parking Zone (CPZ), but is to the south of CPZ SW with restrictions in place Mon - Sat 8:30 - 18:30. The site has a PTAL score of between 3 and 4 (good).

Other

- 2.11 The site is located within Flood Zone 1, which is considered to be at low risk of flooding from pluvial sources, groundwater, artificial sources, and sewer surcharge.
- 2.12 The site is located within an Air Quality Management Area

- 2.13 The site is located within the Wandle Valley / Colliers Wood Archaeological Priority Zone (Tier 2).
- 2.14 The Archaeological Priority Zone (Merton Place) was built around 1700, between village of Merton and River Wandle – possibly on site of earlier, medieval, moated structure. House is noted as being owned by Admiral Nelson who converted moat into garden feature and called it ‘The Nile’
- 2.15 The application site is adjacent to the following ecological/open space designations:
- WVRP (Wandle Valley Regional Park) buffer 400m (Brangwyn Crescent),
 - Wandle Trail Nature Park and Lower River Wandle, Phipps Bridge and London Road Playing Fields Green Corridor,
 - WVRP (Merton Abbey Mills),
 - Open Space (Land Adjacent River Wandle),
 - Metropolitan Open Land (Wandle Valley).

Wider Regeneration

- 2.16 The site is located within an area that is currently experiencing wider regeneration, with the Harris Academy at 59-63 High Path (application reference 18/P1921) currently being constructed. This will deliver a sixth form entry secondary school for approximately 1,150 pupils, with limited on-site car parking reserved for minibus and disabled parking, due to open September 2020.
- 2.17 The site is also located adjacent to the High Path Regeneration Scheme, which was granted outline planning permission in April 2019 (application reference 17/P1721) for a comprehensive redevelopment that will demolish approximately 600 existing residential units and deliver approximately 1,570 residential units, along with community, public open space and employment floorspace.
- 2.18 Station Road itself has also experienced recent redevelopment, with 40 Station Road benefiting from planning approval in November 2016 (15/P1156) for the demolition of a retail warehouse and the construction of 9 residential units supported by 4 off-street parking spaces.

3. PROPOSAL

- 3.1 Demolition of existing buildings and redevelopment of site to provide a part three, part four, part five storey block of 54 flats and a commercial unit (204 sqm) at ground floor level (comprising flexible A1 (excluding

supermarket), A2, A3, B1 and D1 uses) and associated landscaping, bin/cycle storage, parking, highway works and alterations to listed wall.

Commercial

- 3.2 The applicant is seeking a flexible approach to the proposed commercial unit. The commercial unit, located at ground floor within the western section of the building would have a floor area of 204sqm. The proposed uses for the commercial unit are as follows:

Class A1 (Shops) - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.

Note – the applicant has agreed to remove supermarket from the proposed Class A1 use. A planning condition can ensure that supermarket is exempt from the proposed Class A1 use.

Class A2 (Financial and professional services) - Financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies.

Class A3 (Restaurants and cafés) - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes

Class B1 (B1 Business) – Uses which can be carried out in a residential area without detriment to its amenity. This class is formed of three parts:

- B1(a) Offices - Other than a use within Class A2 (see above)
- B1(b) Research and development of products or processes
- B1(c) Industrial processes

Class D1 (Non-residential institutions) - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres

Entrances

- 3.3 The commercial entrance would be accessed directly from Station Road, via two pedestrian gates, one in the gap between the listed wall and one at the end of the wall towards Abbey Road.

Residential

- 3.4 The residential accommodation would be provided within all parts of the proposed building. There would be 54 flats (2 studios, 12 x 1 bed, 32 x 2 bed and 8 x 3 bed). Each flat would have direct access to either a balcony or garden. In addition, communal amenity space is provide at ground floor level at the rear of the building via small garden and via two large roof top gardens at third floor level. Three on-site disabled parking spaces are proposed to serve the residential flats.

Design

- 3.5 The design of the building would be spilt into three distinctive elements, divided by two, recessed three storey links. The proposed building would have an industrial design approach with some art and crafts detailing reflecting on the historic nature of the area. This includes metal balustrading, window arrangements vary between arched and squared reveals and William Morris inspired reflect pattern in copper metal panelling to the surrounds of the residential entrances will reflect the areas arts and crafts character.
- 3.6 The proposed pitched roofs reflect the nature of the existing roofs in the area whilst maintaining habitable internal space. The direction of the pitch is orientated along the north-south axis.

Materials

- 3.7 The predominant material proposed is a yellow/buff brick which reflects the local context. A secondary material is copper panels, this will be used at roof level and within the three storey links.

Entrances

- 3.8 The two 'link' blocks will act as the principal entrances to the main blocks. They are located broadly opposite the existing breaks within the listed boundary wall. The plan form consists of three cores, accessed via two individual entrances (A and B) across the length of the facade.
- 3.9 The entrances have also been planned so that they run through the building and future access can be provided directly from Merantun Way once proposed cycle ways and footpaths are adopted within the adjacent carriage way (should that go ahead).

Landscaping

- 3.10 The proposed building line is set back from Merantun Way, to give space to the existing trees and provide areas behind the boundary wall. There is potential scope to provide a new tree adjacent to the proposed onsite disabled car parking spaces. This would be subject to further investigations by the applicant in regards to ground conditions and underground services. There would be two communal roof gardens at third floor level. Each space would include soft landscaping proposals and play space equipment.

Listed Wall

- 3.11 To mark the historic boundary line of the Abbey Wall the current openings along the Station Road elevation will be in filled with iron gates. This will provide a permeability between the pavement and amenity space but also security for the development. The posts for the gates will be isolated from the existing wall, to achieve a clear distinction between old and new. The gates will seek to provide visual openness to provide way finding to the building entrances.
- 3.12 Along Merantun Way, a 2m high boundary fence has been shown on the submitted details. However, following discussions with the Councils Design Officer, a planning condition will be required to secure a solid boundary wall and railing/gates. The gates in the communal areas would provide future access onto Merantun Way if the proposed footpath/cycle line is delivered.

Highways

Car Parking

- 3.13 The proposed scheme will be car-free, excluding three disabled bays which are located at the eastern part of the site.
- 3.14 The application includes creating a new parking bay with passing area on the southern side of Station Road. On the north side of Station Road, there will be new double yellow lines. The new car parking bays would be created by the introduction of two sets of 2m wide parallel parking bays totaling approximately 70m in length, which is sufficient to accommodate 12 vehicles. The bays are divided by a 21.2m long section of kerb subject to double yellow line with no waiting controls, which will act as a passing place for conflicting vehicle movements and a space from which refuse/service vehicles can access/serve the site.

Cycle Parking

- 3.15 The proposed scheme will provide 102 secure and sheltered residential cycle parking spaces. The majority of cycle parking is two-tier racks, but the cycle parking mix includes a proportion (10%) of Sheffield stands to support larger bikes. The proposals also include the provision of a single Sheffield stand (2 spaces) externally adjacent to Entrance B to meet the visitor cycle parking requirement of 1 space per 40 units.
- 3.16 In terms of the proposed commercial use, the flexible uses proposed makes it unreasonable to fix the exact cycle parking requirement at this stage. The previous application (19/P4266) established an agreement that whatever land use eventually occupied the space the equivalent cycle parking requirement would need to be provided and this agreement can continue to be applied to the current application.

Pedestrian

- 3.17 Pedestrian access to the building is directly from Station Road, either between the existing gaps in the listed wall or from new openings. The southern footpath on Station Road will be widened to provide a footpath pavement that is 1.8m in width.

Delivery and Service

- 3.18 Service and delivery vehicles will utilise the main access road i.e. Station Road, as existing. The original plans included a loading bay along the western section of Station Road, however, this has been removed from the scheme and replaced with double yellow lines following recommendations from the Councils Transport Planner.

Refuse Storage

- 3.19 Two refuse storage areas are provided adjacent to entrances A and B within the residential blocks. The storage areas are located at the ground floor level of each block close to the gaps in the existing boundary wall so that they can be serviced easily.

4. PLANNING HISTORY

- 4.1 19/P4266 - Demolition of existing buildings and redevelopment of site to provide a part three, part five and part six storey block of 70 flats and a commercial unit (204 sqm) at ground floor level (comprising flexible A1 (excluding supermarket), A2, A3, B1, & D1 uses) and an associated landscaping, bin/cycle storage, parking, highway works and alterations to listed wall – Refused on 27/03/2020 for the following reasons:

1. The proposed building by reason of its bulk, height, massing

and scale would result in a dominant form of development that would be out of keeping with the surrounding area, which would be detrimental to the visual amenities of the area, contrary to Policy DM D2 (Design Considerations in all developments) of the Merton's Adopted Sites and Policies Plan (July 2014).

2. The proposed building by reason of its bulk, height, massing and scale would result in a harmful impact on daylight and sunlight to the neighbouring properties on Station Road to the north, which would be detrimental to the amenity of the occupiers of those properties. The proposed building, as a result of the proportion of single aspect units proposed, would provide a poor standard of accommodation for new occupiers. This would be contrary to Policy DM D2 (Design Considerations in all developments) of the Merton's Adopted Sites and Policies Plan (July 2014).
3. In the absence of a legal agreement securing on-site Affordable Housing and early and late stage viability reviews, the proposal would be contrary to policies DM H3 (support for affordable housing) of Merton's Adopted Sites and Policies Plan (July 2014), CS8 (Housing Choice) of Merton's Adopted Core Planning Strategy (July 2011), 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan (March 2016), Merton's Development Viability SPD 2018 and the Mayor of London Affordable Housing and Viability SPG 2017.
4. The proposed development would generate additional pressure on parking in the area, and in the absence of a legal agreement securing a 'car free' agreement and contribution towards a Controlled Parking Zone (CPZ) consultation, the proposal would be contrary to Policies DM T1 (support for sustainable transport and active travel), DM T3 (Car parking and servicing standards) of Merton's Adopted Sites and Policies Plan (July 2014) and CS20 of Merton's Adopted Core Planning Strategy (July 2011).
5. In the absence of a signed legal agreement, the applicant has failed to secure appropriate contributions towards monitoring air quality, a Travel Plan, securing a 3 year Car Club membership and the Carbon Off-set contribution, contrary to Policies CS15 and CS18 of the Core Strategy 2011 and Policy 5.2 of the London Plan 2016.
6. In the absence of a signed legal agreement, the proposed development would fail to adequately secure improvements to

the public highway (specifically Station Road shared surface, Merantun Way pedestrian and cycle way, widening of Station Road pavement and formalising on-street parking bays and double yellow lines) and listed lampposts, which would be contrary to policies of DM D1 (Urban design and the public realm), DM O1 (Open space) and DM T2 (Transport impacts of development) of Merton's Adopted Sites and Policies Plan (July 2014) and CS13 (Open space, nature conservation, leisure and culture) and CS14 (Design) of Merton's the Adopted Core Planning Strategy (July 2011).

Appeal lodged – Appeal pending.

- 4.2 19/P4268 - Listed building consent for demolition of existing buildings and redevelopment of site to provide a part three, part five and part six story block of 72 flats and A commercial unit (204 sqm) at ground floor level (comprising flexible A1 (excluding supermarket), A2, A3, B1, & D1 uses) and an associated landscaping, bin/cycle storage, parking, highway works and alterations to listed wall – Granted - 27/03/2020
- 4.3 17/P3992 - Application for listed building consent for the formation of a new opening in existing listed wall to facilitate improvements including new surfacing and widening to the roadway between station road and Merantun Way cycle paths – Granted - 29/05/2018.
- 4.2 15/P1909 - Application for advertisement consent for the display of non-illuminated business signs – Granted - 08/04/2016
- 4.3 05/P2007 - Repair to the listed 'priory wall' – Granted - 07/11/2005
- 4.4 88/P1613 - Formation and layout of a turning head in station road – Granted - 19/01/1989
- 4.5 88/P1610 - Erection of two timber huts and boundary wall enclosure – Granted - 19/01/1989
- 4.6 87/P1571 - Application for listed building consent for alterations to listed priory wall – Granted - 19/01/1989
- 4.7 M/M6865 - Erection of a covered way – Granted - 16/12/1954
- 4.8 M/M7183 - Extension to existing factory – Granted - 18/04/1956
- 4.9 M/M7381 - Erection of lavatory accommodation – Granted - 16/01/1957
- 4.10 M/M6735 - Extension to factory – Granted - 18/06/1954

4.11 M/M8455 - Addition to factory including demolition of store shed – Granted - 14/09/1960

4.12 M/M9205 - Extension to factory – Granted - 12/12/1962

Other relevant planning history

4.13 18/P1921 (59-63 High Path): Erection of a five storey building to provide a school, with sixth form facilities, associated parking, play area and landscaping, following demolition of existing community and commercial buildings on site – 17/01/2019;

4.14 17/P1721 (High Path Estate): Outline planning application (with all matters reserved, except in relation to parameter plans) for the comprehensive phased regeneration of high path estate comprising demolition of all existing buildings and structures; erection of new buildings ranging from 1 to 10 storeys max, providing up to 1570 residential units (C3 use class); provision of up to 9,900 sqm of commercial and community floorspace (inc replacement and new floorspace, comprising: up to 2,700 sqm of use class a1 and/or a2, and/or a3 and/or a4 floorspace, up to 4,100 sqm of use class b1 (office) floorspace, up to 1,250 sqm of flexible work units (use class b1), up to 1,250 sqm of use class d1 (community) floorspace; up to 600 sqm of use Class D2 (gym) floorspace); provision of new neighbourhood park and other communal amenity spaces, incl. children's play space; public realm, landscaping, lighting; cycle parking (incl visitor cycle parking) and car parking (inc within ground level podiums), associated highways and utilities works – Grant - 29/04/2019.

4.15 15/P1156 (40 Station Road): Demolition of existing retail warehouse and the construction of 9 residential units including 2 four bedroom houses fronting Station Road arranged over two floors and the roof space and a part two storey, part three storey block of flats providing 2 one bedroom, 3 two bedroom and 2 three bedroom flats with 4 off street car parking spaces accessed from Station Road and associated amenity space – Permission granted subject to conditions 17/11/2016;

5. **CONSULTATION**

5.1 The application has been advertised by major site notice procedure and letters of notification to the occupiers of neighbouring properties.

5.1.1 In response to the consultation, 10 letters of objection (including Wandle Heritage and Merton Green Party) have been received relating to the full planning permission application (1). The letters of objection raise the following points:

Design

- Still too high
- The design needs to be more in keeping with existing houses.
- 2 Storey buildings would be more in keeping
- Out of scale with Station Road
- Should be more like 40 Station Road
- Sorting equipment on balconies can detract from design of the building.
- Significant number of single aspect flats still exists. The single aspect flats that face north on to Station Road will receive no direct sunlight at any time of the year
- Single aspect flats on the ground floor will look out onto Meratun Way or the 2m high Abbey Wall thus restricting their light
- The potential amount and size of individual signage and lighting on the building to advertise the businesses is a concern.
- Design more suitable to high street
- Scale and density still remain unacceptable for residential area
- Pastiche appearance of fake industrial architectural detailing features and balconies and roof terraces
- Overdevelopment

Neighbour Impact

- Overlooking
- Loss of light
- Loss of view
- Outlook onto Meratum Way for future occupiers
- excess noise,
- air pollution
- High pollution risks

Highways

- Road unable to accommodate cycling and servicing
- Cars speed along Merantun Way, there is no footpath for residents to walk along
- Some of the proposed residents may have cars even with restrictions in place.
- South facing flats will be subject of intense heat in the summer
- Increased construction traffic
- It is unclear how strongly this car-free development will be enforced as I am of the understanding that it would be up to the residents to ask the council to make the road a controlled parking zone. Should

we decide not to do this, after all we have driveways, the stipulation that the proposed development must be car free simply could not be enforced as free parking would be available along the development side of the road.

- People buying 3 bed flats in the new development are more than likely going to own cars.
- The proposed widening of the pavement alongside the listed wall will make a narrow road even narrower
- Emergency vehicles as well as delivery lorries are already compromised on occasions, especially when selfish motorists park over dropped kerbs.

The additional inevitable parking and traffic caused by the nearby Harris Academy will impact also. The amount of car parking spaces available seems to have been over estimated. The recent survey assumes that the cars in the road mostly belong to Station Road residents. This is not true.

The CPZ in Abbey Road causes residents there to use Station Road as free parking without having to buy a permit. The Merton bus garage employees also use Station Road as a place to park for free.

- Permitted land use types will inevitably generate car parking in an area already congested at peak times due to the road width restrictions in Abbey Road.
- I cannot envisage how the site will be accessed by large machinery for demolition and piling for instance whilst keeping the wall intact.
- Will make the junction between High Path and Abbey Road more dangerous.
- Large numbers of visitors. Not enough space for vehicles to use the road

Other

- Same objections still stand
- The Grade II listed Abbey Wall will need protecting from service entrances as well as all construction work, once all archaeological surveys are complete
- Low number of affordable units
- Loss of trees
- Timing of application submission during lockdown

5.1.2 Wandle Heritage Limited

Wandle Heritage Ltd. was founded two decades ago and is the charity responsible for managing and maintaining the Grade II listed Merton Abbey Mills Wheelhouse and its immediate surroundings within the Wandle Valley Conservation Area (Merton Priory Sub Area).

We wrote objecting to the previous application for this scheme (19/P4266), and are writing to re-iterate our objection to the new application for reasons we do not feel have changed:

Suitability of the development in the conservation area

The Conservation Area includes Merton Abbey Mills (the former Liberty silk printing works), the remains of Merton Priory (i.e. the Chapter House foundations, the Merton Abbey Mills Colour House, and the remaining stretches of the Priory precinct wall in Station Road, Windsor Avenue and the Pickle Ditch area), and in addition the present course of the Wandle (through the historic sites of both Liberty's and William Morris's works) as well as its original route via Bennett's Ditch and the Pickle Ditch.

As such the Area defines a complex of heritage attractions which has long been recognised as a key asset to the Borough. These features and their importance are comprehensively described in the Council's Post Consultation Character Appraisal dated February 2007.

The Character Appraisal is naturally concerned with the relationship of any new development with the Conservation Area and its potential negative impact, and it sets down clear criteria - somewhat after the event, indeed, for we have been here before. The development of the "2CV" land neighbouring Merton Abbey Mills in 2001-2003 produced a hotel, a fitness club, two fast-food outlets and a number of high-rise residential blocks, in a jarring variety of system-built designs, none of which blend with or reflect the sensitivity of their surroundings, and which fail as a group to achieve any consistency, in a site that could have been a gift to an imaginative architect as what is virtually a self-contained "island village".

Most of these buildings were just outside the defined Conservation Area, though they inevitably impacted upon it; but for the two proposed blocks that lay within it planning permission was refused, and they were subsequently redesigned in a much more sympathetic and harmonious manner by specialist conservation architects Fielden Clegg Bradley.

The Council's own Character Appraisal, written four years afterwards, pulls no punches in its criticism (p.26) - not least in its reappraisal of "the detrimental impact" of Merantun Way (p.27) - and we strongly urge that the lessons of the unfortunate 2CV development should not be ignored, especially as the proposed scheme falls specifically within the Conservation Area, with which we suggest its scale and design are wholly out of keeping.

The need for archaeological investigation

The Character Appraisal makes particular reference (p.11) to the site of the proposed development as an "APZ" (Archaeological Priority Zone). We would suggest that any scheme to redevelop this extremely sensitive area should be preceded as a matter of course by a proper archaeological investigation, rather than relying, as we understand this one does, on a mere archaeological desk survey - whose surely inaccurate description of the Priory wall fragments in Station Road as "C17th" incidentally casts some doubt on its value.

In any case the remains of the Priory are so few and so precious that in our view any opportunity for further archaeology shouldn't be let go by default - we can't know if there's anything left of their foundations, but the walls of what was the main approach road to the West front of the great Priory church were certainly still extant in the above map, which dates from between 1870 and 1910.

Treatment of the listed wall

While we welcome the acknowledgement in the proposals of the importance of the remaining fragments of the wall, and the stated intention to restore them, we have two observations:

- (i) the fragments should not be seamlessly blended into the overall boundary wall (which would simply mark a change of texture), but should stand noticeably out for what they are - i.e. historic remains which cry out for special recognition. A solution might, for example, be the use of railings either side of them rather than a solid wall; or else a treatment in which they stand well proud of any adjoining wall.
- (ii) The fragments as they exist at present are not dominated by the low-rise buildings behind them; in the proposed scheme we feel they will be thoroughly dwarfed and their significance overlooked.

Excessive size of the scheme

The above considerations aside, we note that the height of the proposed development has now been reduced, and some adjustments made to the number and size of the flats. However, these revisions do not in our view address the main issues of density of accommodation and dominance over the houses in Station Road and the surrounding streets, which we feel are quite unsuitable to a modest residential backwater. A particular concern is vehicular access - there is no scope for any additional approach roads or access from Merantun Way. Even in an explicitly car-free development as this is, one cannot simply wish away the

considerable daily increase in delivery traffic that over 70 new dwellings would generate - let alone access for plant and traffic during construction. In our view this is a very narrow and circumscribed plot for so big a development, even as presented in its revised form, and our view is unchanged that the proposal should be rejected.

5.1.3 Merton Green Party

Comment: Policy CS8 in the council's core planning strategy sets a borough-wide affordable housing target of 40% for developments of 10 or more units. The applicant's application form states that 3 of the 58 units will be affordable housing (5%). We ask the Council to require that its 40% target be met.

5.2 Councils Highways Officer

Highways comments are that any proposals for any changes to the public highway must be agreed with Highways and that all licences must be in place before any demolition or construction take place.

5.3 Councils Transport Planning Officer

Location and Existing Use

The site is currently used for vehicle repair services, including garages, workshops and MOT services, with B2 (general industrial) and Sui Generis land use classification.

Station Road is essentially a 150m long cul-de-sac, forming a simple priority junction with High Path/Abbey Road to the west, terminating east of the River Wandle where it provides access to a children's play centre (42 Station Road).

The majority of properties in this road already benefit from dropped kerbs and off street parking.

As Station Road is a cul-de-sac, with a lack of turning facilities, existing delivery and servicing vehicles, including refuse collection vehicles tend to reverse from junction of High Path/Abbey Road; some, however, do use the open section of a private property at the end of the cul-de-sac. Given the low numbers of properties at the present time, there have not been any reported issues. The Council does not and cannot support vehicles, particularly service vehicles, reversing for such a length of public highway. As a rule, there is an expectation that any new development accommodate their servicing off the public highway; however, in this instance, due to the fact that the property line is subject to a listed wall,

on-site servicing cannot be accommodated.

Prior to this application the Council and TfL had a proposal to introduce a shared surface and reinstate a small section of carriageway that is currently used as free parking to footway; given the potential increase in service vehicles due to the development, the Council proposes to retain this section of carriageway so as to provide a small turning area.

As a way of improving this section of the road it is proposed to introduce a shared surface that will provide a better facility for pedestrians and cyclists.

Development Proposals

The development is 54 residential units, with 204sqm of flexible commercial use.

The proposed commercial floor space is accommodated at ground floor level within the western most part of the site. The applicant have confirmed the proposed A1 category would exclude super market type retail uses which will reduce commercial vehicle activity within the site.

Car Parking

The site is within an area of PTAL 3, which is considered to be a moderate rating. A moderate PTAL rating suggests that it is possible to plan regular journeys such as daily work trips or trips to and from school using public transport. The site is within a walking distance of Collierswood and South Wimbledon tube stations; the area is also well served by buses.

The proposals include no allocated car parking other than three disabled parking bays. The disabled parking bays should adopt Electric Vehicle Charging Points (EVCP).

There is great potential for improving the quality of the street in Station Road with the removal of cars parked on the footway. This footway should be widened slightly and resurfaced. Given the cul de sac nature of the road, it is not thought necessary to have a segregated cycle facility as this is a quiet route where on-street cycling should be safe. The northern footway accommodates crossovers for most part and as part of a parking and access parking on the northern side would need to be banned. The parking would need to be managed by either a CPZ or marked free parking along the southern side of the carriageway. Provisions should be given for car clubs, electric vehicles charging points and servicing.

The neighbouring roads are subject to a CPZ but Station Road is not. The

Council will seek to secure funding via a S106 legal agreement to consult and implement a CPZ in Station Road. However, if CPZ were to be introduced no occupant within this development would be eligible to purchase or procure a parking permit.

The Council's policy is to discourage car ownership and promote sustainable modes of travel in high PTAL areas. Therefore all units must be permit free irrelevant of the number of bedrooms allocated per each unit or any parking capacity which appear to be assessed on current conditions. This requirement is consistent with all new developments in the borough. Additionally when considering a CPZ, it is for the Council to agree the extent of any Zone. In the event of the introduction of a CPZ, this development will be excluded from the zone.

Parking arrangements on the southern side as shown on the plan are indicative, i.e. for the purpose the consultation process, LBM will assess the on-street parking arrangements in more details and adopt a parking scheme as appropriate.

Double yellow lines are proposed on the southern side of Station Road to prevent parking on both sides of Station Road. It should be noted that the current situation in Station Road includes parking on both sides of the street which is problematic in terms of vehicles movement. Therefore regardless of the redevelopment of the application site, double yellow lines will be introduced along the northern section of Station Road for reasons of safety and access at all times.

Car Club Membership

The applicant to provide and secure free car club membership for all new residents for a period of three years.

Cycle Parking

The draft London Plan sets out the minimum residential cycle parking standards required, as follows:

The applicant is providing 102 cycle parking which is in line with the Draft London Plan cycle parking standards. Cycle parking provision is satisfactory.

Servicing and delivery

Servicing and delivery will take place on street as there is no allocated area within the site for servicing.

The site boundary includes an existing Grade II listed Abbey Wall which

runs along the site frontage, to the rear of the Station Road footway, a constraint that has influenced the adopted access strategies.

Based on comments within the observations paragraph, the proposed servicing is acceptable.

Refuse:

Given there is an already established collection route along this road, it is not considered that proposal would have a detrimental impact on the waste collection services in the area. Due to density of the development and the length of time that would be required for collection, the appropriate length of parking restrictions will be introduced to accommodate this need; it will also serve as a passing gap in ensuring that flow of traffic and access to properties on the norther side is not impeded.

Details of number of refuse storage bins, collection and recycling arrangements needed for the proposal should be submitted to the LPA approval.

Travel Plan

The application includes a draft travel plan and this is broadly welcomed. The details of the travel plan should be subject to detailed agreement and monitoring over a five year period. A sum of £2,000 (two thousand pounds) is sought to meet the costs of monitoring the travel plan over five years, secured via the Section106 process.

Recommendation:

The proposed development will not have a detrimental severe impact on the surrounding highway network in terms of capacity or highway safety. No objections are raised subject to:

- The applicant enters into a Unilateral Undertaking which would restrict occupiers of the units from obtaining an on-street residential parking permit to park in any existing or future controlled parking zones to be secured by via S106 legal agreement.
- Disabled parking with EVCP maintained as shown on plan.
- Condition requiring cycle parking (secure & undercover).
- Condition requiring Refuse collection.
- Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.
- A sum of £2,000 (two thousand pounds) is sought to meet the costs of monitoring the travel plan over five years, secured via the

Section 106 process.

- A sum of £18k for the consultation and implementation of a CPZ and / or the introduction of safe parking arrangements to be secured via Section 106.
- 15k contribution toward the implementation of a raised table at the location of an existing turning head on Station to be secured via Section 106.
- Provide free car club membership for all new residents for three years.
- To enter S278s for all necessary highway works. All costs including legal costs payable by the applicant.

Informative: Highways must be contacted regarding costings for carriageway widening/formation of footway and new crossings proposed. All works on the public highway are to be carried out by L B Merton and to Merton's specification. (Contact Martin Smith on 0208-5453136).

5.4 Councils Urban Design Officer

I have looked at the revisions and the reduction in height will clearly have less of an impact on the houses to the north and will not undermine the design proportions of the development.

As I have mentioned before, the western end of the development has a more fragmented and untidy roof profile that does not match well with the overall design concept of the remainder of the development. Furthermore, due to the reduced height this will become more apparent when viewed from the surroundings. I would therefore feel that there is a stronger argument for a uniform height throughout.

Page 64 of the DAS identifies dual and single aspect units. This does not accord with the Mayor's Housing SPG definition of single and dual aspect units (Para 2.3.38) or its 2020 update (C5.2.1. and definitions). A single side window does not make a flat dual aspect as it does not achieve key benefits of dual aspect – through ventilation, light penetration and literally different views of a different side of the building. The applicant needs to be clear and accurate on this as many of the units will only have an aspect onto the busy Merantun Way. The design needs to justify that this is appropriate in design terms and will provide suitable quality accommodation.

5.5 Councils Conservation Officer

Happy that they have reduced the height by a storey in comparison to the previous application. That is what I wanted them to do. It reduces the negative impact on the adjacent Abbey Mills and listed buildings. It also

reduces the impact on the Victorian Terraces on the north side of Station Road. The terraces will have more sunlight and not be so oppressed with the reduction of height. I also think the reduction of height improves the overall proportions of the development and is visually beneficial. No objection.

5.6 Environment Agency

We have reviewed the document 'Phase I Geoenvironmental Desk Study' (PRA) by Wardell Armstrong (reference BM11813 001 V2.0 dated April 2020). The report has indicated the potential for ground contamination to be present and has recommended an intrusive investigation to assess this. We consider that planning permission should only be granted to the proposed development as submitted if the following planning conditions are imposed as set out below.

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority: 1) A site investigation scheme, based on the PRA, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 2) The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 3) 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 (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: For the protection of Controlled Waters. The site is located over a Secondary Aquifer & within SPZ2 and it is understood that the site may be affected by historic contamination.

Prior to occupation of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. 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: Should remediation be deemed necessary, the applicant should demonstrate that any remedial measures have been undertaken as agreed and the environmental risks have been satisfactorily managed so that the site is deemed suitable for use.

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason: There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters.

Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local

Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.

Reason: To protect the underlying groundwater from the risk of pollution. Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater.

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of

the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying groundwaters. We recommend that where soil contamination is present, a risk assessment is carried out in accordance with our guidance 'Piling into Contaminated Sites'. We will not permit piling activities on parts of a site where an unacceptable risk is posed to Controlled Waters.

5.7 Councils Flood Officer

Further to review of Flood Risk Assessment and Drainage Strategy, reference 19175-FRA02, prepared by Markides Associates please use the following condition:

No development approved by this permission shall be commenced until the details of the final drainage scheme is submitted, based on hydraulic calculations for the 1 in 100 year +40% climate change rainfall event. The drainage layout and calculations must be submitted to and approved in writing by the LPA, prior to commencement of development.

Note: The FRA has indicated: “a total of 61m³ attenuation storage will be provided to allow surface water runoff to be restricted to 14 l/s for all rainfall events up to and including the 1 in 100 year critical event (including a 40% allowance for climate change)”.

5.8 Thames Water – No response, however the same conditions suggested by Thames Water under 19/P4266 are still considered relevant.

(19/P4266 comments) With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission.

“No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.”

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes you need to follow if you’re considering working above or near our pipes or other structures.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:

“A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public

sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

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

Water Comments

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission.

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

- 5.9 Transport For London (TFL) – No response, however comments relating to 19/P4266 below:

With respect to the proposed footway width on Station Road, it is accepted that the proposals would benefit pedestrians by removing the on-footway parking. A footway width of 1.8m is considered acceptable according to TfL's Streetscape Design Guidance, when 2m is not possible due to physical constraints. However by widening the footway to only 1.8m and providing formalised car parking on-street will create a carriageway width that is considered unsafe for cyclists (see diagram below). Whilst it is noted that the existing situation with informal car parking is not ideal for cyclists and that Station Road is currently promoted as a cycle route, the proposed highway design should ensure that it does not create new highway safety issues. As Highway Authority it is ultimately the decision of

the Council, however TfL would encourage the Council to prioritise road safety in line with the Mayor's Vision Zero objective.

It is confirmed that the shared footway/cycleway on Merantun Way demonstrated by the applicant was only for indicative purposes to show that this could be achieved with the proposed development. As TfL does not support this proposed design it should be clear that this does not form part of any planning permission. However, as noted in TfL's initial comments to provide the shared footway/cycleway to the appropriate standards will require part of the existing verge. To compensate a loss of green infrastructure, the development should seek to provide a net increase on the southern boundary.

The provision of electric vehicle charging infrastructure in line with the intend to publish London Plan should be secured by condition.

Following changes to the proposed residential development, the total of 126 cycle parking spaces is accepted. This will include 14 Sheffield stands and include visitor cycle parking. It is noted that cycle parking for the commercial use is not provided at this stage since the specific use is not confirmed. The intend to publish London Plan policy T5 states that "where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied". It is requested that cycle parking compliant with the minimum London Plan standards is secured by condition and included in the tenant lease agreement.

The proposed trip generation is accepted, based on the intention to extend the CPZ which is supported by TfL.

With respect to servicing and deliveries, TfL raised concern about vehicles reversing along Station Road. An option has been suggested utilising the turning head, which although not ideal as it would still require some reversing manoeuvres, would be more suitable than reversing for a longer distance along Station Road.

5.10 Design and Review Panel (25 September 2019)

(Pre-application stage)

The Panel commended the applicant on the level of research undertaken of the local history and context and how this had been evolved into the proposed design. The Panel generally liked the design, felt it was skilful and felt it had a number of good features. The pitched roof form was also liked though this needed to have a clear relationship with the rest of the building.

The main issues the Panel raised were that it felt the site was overdeveloped and, for the number of units, did not have sufficient amenity space. This was in contrast to the general architecture and appearance, which the panel liked and thought accomplished.

These issues were apparent in a number of ways. The physical presence of the elevation was felt to be uncompromising, despite its accomplished appearance. This needed to be addressed by ensuring the three elements of the form were clearly distinguishable. This should be done by recessing significantly further the intermediate forms and lowering them.

The building was also felt to be too close to the listed wall to enable any meaningful landscaping to take place. The building should therefore be set back further from the wall. These two changes would create a lot more space around the building that could be used for amenity space. Recessing the arched entrances would also be of benefit.

The Panel were supportive of the high number of dual aspect units, but felt that some units were becoming quite deep. In conjunction with other suggested changes, the Panel were relaxed about removing one of the five cores to create more flexibility in the design. It was also suggested that the recessed intermediate forms should become solely cores and extend visually through the whole building – further reinforcing a sense of space. Once the amenity issues had been successfully addressed, the Panel had no objection in principle to some degree of upper floor cantilevering.

The general concerns about mass and imposing feel were also raised in the context of the effect on the houses to the north. Overall the building needed more breathing space and it was felt that it would not represent good quality family living given the number of families likely to live there. The proposals scores high on appearance, but poor on scale and how the development worked.

VERDICT: AMBER

- 5.11 Councils Tree and landscape Officer – No objection subject to conditions
- 5.12 Councils Green Spaces Team – No response
- 5.13 Natural England – No response (note no objection to 19/P4266)
- 5.14 Canal and River Trust – No response (note no objection to 19/P4266)
- 5.15 Councils Daylight/Sunlight Consultant

Thank you for inviting us to review the Daylight and Sunlight report prepared by Calford Seaden of April 2020 for the above development. This follows our original review report dated 3 February 2020 (enclosed) which considered an earlier version of Calford Seaden's report that accompanied the previous planning application (no. 19/P4266). We understand the development design has been amended since our previous review and part of the site has now been reduced in height by one storey.

Our interpretation of the results within Calford Seaden's report is undertaken with reference to the recommendations laid down in the Building Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight: a guide to good practice, 2nd Edition' by P J Littlefair 2011.

The results confirm that the proposed development does not fully comply with the standard BRE numerical guidelines. However, the BRE guide notes that the numerical guidelines should be interpreted flexibly since natural lighting is only one of many factors in site layout design.

In summary, whilst we do not agree with Calford Seaden's interpretation of the BRE guidance (and are of the opinion that some of the statements within the report could be considered misleading), we do agree that the levels of daylight/sunlight retained at existing neighbouring properties, after the proposed development, is acceptable. We note that the results confirm that the majority of the proposed rooms achieve compliance with the BRE recommendations. We are therefore also of the opinion that the level of compliance for the proposed dwellings themselves is acceptable.

5.16 Councils Climate Change Officer – No objection subject to conditions & S106 agreement.

5.17 Councils Air Quality Officer

I have reviewed the Air Quality Assessment (Ref: 3324r2 Date: 20th May 2020) prepared in support of planning application 20/P1412 and not much has changed in terms of air quality from the previous proposal (ref:19/P4268). Therefore I would recommend the following conditions and S106 Agreement if planning permission is granted:

1. Construction Environmental Management Plan / Dust Management Plan

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

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

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

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

Reason: To ensure the development does not raise local environment impacts and pollution.

2. Non-Road Mobile Machinery (NRMM)

All Non-road Mobile Machinery (NRMM) used during the course of the development that is within the scope of the GLA 'Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (SPG) dated July 2014, or any successor document, shall comply with the emissions requirements therein.

Reason: To ensure the development does not raise local environment impacts and pollution.

3. Ultra-Low NOX Boilers

1. Unless otherwise agreed in writing with the Local Planning Authority, no boiler or Combined Heat and Power (CHP) shall be installed within the development hereby approved, other than one that incorporates and has installed abatement technology to reduce emissions to below 0.04 gNOx/kWh.

2. All systems shall be maintained in accordance with the manufacturer's instructions.

Reason: To minimise the NOx emission.

Other Conditions to note but that are likely to be picked up by Transport colleagues; Construction Logistic Plan, Delivery and Servicing Plan, Cycle provision and Electric Charging provision – but if not I can send wording.

Request for Section 106 contribution to fund staffing

The Regulatory Service Partnership (RSP) currently have the responsibility to regulate the environmental impact of development in Merton including ensuring compliance with legal objects and the planning consent. It is a devolved service that has a number of responsibilities both proactive and reactive.

These responsibilities include, but are not limited to:

- Review and implementation of a number of important Site Management Plans including ensuring compliance and reporting.
- Dealing with complaints about, and requests for information about the site and its impact upon the surrounding areas.
- Monitoring and reporting activities during the development of the site
- Compliance monitoring of site equipment in line with the NRMM requirements.
- Site liaison, communication and partnership working.

Largescale demolition and construction sites, particularly where these have attracted a large number of objections can have a significant impact on staffing in the RSP. Therefore we seek additional resourcing to deal with the managing of any the environmental impact from the site that falls upon the local authority. This cost should fall to the developer and not the tax payer.

Based on the size of the site, we would recommend a contribution of £3K towards;

- The regulation of the site during the demolition and construction phases as defined above.
- Actions within the Air Quality Action Plan.

5.18 MET Police Design Officer

I have had a meeting with the architects and developers agent on 24th September 2019 where we discussed the incorporation of Secured by Design within the design.

Having given due consideration to the details of the security and safety features from the information provided, the only comment is towards seeking a condition.

Crime Prevention and community safety are material considerations. If London Borough of Merton are to consider granting consent, I would seek that the following conditions details below be attached. This is to mitigate the impact and deliver a safer development in line with Merton Core Strategy, London Plan, Section 17 Crime and Disorder Act 1988 and National Planning Policy Framework (NPPF)

Recommended two part condition wording:-

A. The development hereby permitted shall incorporate security measures to minimise the risk of crime and to meet the specific security needs of the development in accordance with the principles and objectives of Secured by Design. Details of these measures shall be submitted to and approved in writing by the local planning authority prior to commencement of the development and shall be implemented in accordance with the approved details prior to occupation.

Reason: In order to achieve the principles and objectives of Secured by Design to improve community safety and crime prevention in accordance with Policy 14 (22.17) of Merton Core Strategy: Design, and Strategic Objectives 2 (b) and 5 (f); and Policy 7.3 Designing out Crime of the London Plan.

B. Prior to occupation a Secured by Design final certificate shall be submitted to and approved by the Local Planning Authority.

Reason: In order to achieve the principles and objectives of Secured by Design to improve community safety and crime prevention in accordance with Policy 14 (22.17) of Merton Core Strategy: Design, and Strategic Objectives 2 (b) and 5 (f); and Policy 7.3 Designing out Crime of the London Plan.

5.19 Historic England

For this application we have recommended a compliance condition, as the applicant has already submitted the written scheme of investigation for the archaeological evaluation trenching. The condition wording states that the work should take place in accordance with the methodology set out in the specific WSI prepared by Compass Archaeology, and it should be undertaken by that organization

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the local plan: Wandle Valley/Colliers Wood. The site is inside the medieval precinct of the Augustinian priory of St Mary, Merton. A listed wall runs along the northern

boundary of the site, ending towards the western end of the site. This wall is thought to date to the 17th century, but could have earlier foundations. Historic map evidence provided in the Archaeological Desk-Based Assessment (Compass Archaeology, November 2019) shows that this wall formerly extended across the western part of the site and incorporated some arches or recesses, suggesting the presence of an earlier building within the site, or a gateway across Station Road at this point. If well preserved buried masonry remains exist relating to a medieval building here, then they would be of high significance and may merit preservation in situ, and potential interpretation and presentation to the public.

The proposed development comprises a comprehensive redevelopment of the site. No basements are proposed, however lift pits, attenuation tanks, and pile caps will all be deep enough to have an impact on any archaeological remains on the site. It is understood that the perimeter of the site will be piles, and preservation of archaeological remains in situ could be achieved by careful pile placement and appropriate load-bearing spanning structures.

I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation and foundation positions. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. A planning condition relating to submission of foundation design details is also recommended, and is set out below.

NPPF paragraphs 185 and 192 and Draft London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities.

I have reviewed the submitted archaeological written scheme of investigation: 'Archaeological Evaluation Plan Amended 11.06.2020, Compass Archaeology'. I am content that the submitted archaeological scheme of works is acceptable and I recommend that the work outlined in it be secured by a compliance condition on any consent, using the wording recommended below.

It will be important that the developer and their archaeologists liaise closely and follow the process set out in the submitted document, throughout the project. If significant archaeological remains are

encountered then demolition works may need to be rearranged to accommodate an investigation under Stage 2 of the condition, before demolition and remediation can progress.

I therefore recommend attaching the following condition:

Works shall take place in compliance with the Written Scheme of Investigation (WSI) titled 'STAGE 1 WRITTEN SCHEME OF INVESTIGATION FOR AN ARCHAEOLOGICAL EVALUATION – amended 11.06.2020", by Compass Archaeology.

No demolition or development shall take place other than in accordance with the agreed WSI, which is to be carried out by the nominated organisation (Compass Archaeology) as the competent person(s) or organisation to undertake the agreed works.

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

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

I also recommend the following condition:

No development shall take place until details of the foundation design and construction method to protect archaeological remains have been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

5.20 Environmental Health Officer (noise)

Further to your consultation in relation to the above planning application and having considered the information submitted I make the following

comments and observations regarding noise and nuisance. It is also noted that there does not seem to be any supporting information regarding any noise assessments which could influence a decision as to whether the development would be sensitive to the existing noise climate.

- 1) Noise levels, (expressed as the equivalent continuous sound level) LAeq (15 minutes), from any new plant/machinery from the commercial units across the site use shall not exceed LA90-5dB at the boundary with the closest residential property.
- 2) Due to the potential impact of the surrounding locality on the residential development, a scheme for protecting residents from noise shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing. The scheme is to include acoustic data for the glazing system and ventilation system. The internal noise levels shall meet those within BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings and ProPG: Planning and Noise – Professional Practice Guide, Publ: (ANC, IOA, CIEH) May 2017 as a minimum. The approved scheme shall be implemented in accordance with the agreed details.
- 3) Depending on the use of the commercial units additional mitigation/restrictions may need to be applied particularly with regards to noise, hours of opening and odour.
- 4) Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary
- 5) No development shall take place until a Demolition and Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period.

The Statement shall provide for:

- hours of operation
- the parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development
- the erection and maintenance of security hoarding including decorative -displays and facilities for public viewing, where appropriate
- wheel washing facilities
- measures to control the emission of noise and vibration during construction.
- measures to control the emission of dust and dirt during construction/demolition

-a scheme for recycling/disposing of waste resulting from demolition and construction.

5.21 Environmental Health Officer (contamination)

Recommend two-conditions regarding contaminated land:

- 1) A deskstudy, then an investigation shall be undertaken to consider the potential for contaminated-land, and if necessary, a detailed remediation scheme to bring the site to a suitable state for the intended use by removing unacceptable risks to health and the built environment, and submitted to the approval of the LPA.

Reason: To protect the health of future users of the site in accordance with policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's sites and policies plan 2014.

- 2) The approached remediation shall be completed prior to development. And a verification report, demonstrating the then effectiveness of the remediation, subject to the approval of the LPA.

Reason: To protect the health of future users of the site in accordance with policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's sites and policies plan 2014.

6. **POLICY CONTEXT**

6.1 Merton Sites and Policies Plan – 2014 (SPP)

DM C1 Community facilities
DM C2 Education for children and young people
DM E1 Employment areas in Merton
DM E3 Protection of scattered employment sites
DM E4 Local employment opportunities
DM H2 Housing mix
DM H3 Support for affordable housing
DM O2 Nature Conservation, trees, hedges and landscape features
DM D1 Urban design and the public realm
DM D2 Design considerations in all developments
DM D4 Managing Heritage Assets
DM EP2 Reducing and mitigating noise
DM EP3 Allowable solutions
DM EP4 Pollutants
DM F2 Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure
DM T1 Support for sustainable transport and active travel

DM T2 Transport impacts of development
DM T3 Car parking and servicing standards
DM T5 Access to the road network

6.2 Merton Local Development Framework Core Strategy – 2011 (Core Strategy)

CS1 Colliers Wood
CS8 Housing Choice
CS9 Housing Provision
CS11 Infrastructure
CS12 Economic Development
CS13 Open Space, Nature Conservation, Leisure and Culture
CS14 Design
CS15 Climate Change
CS16 Flood Risk Management
CS17 Waste Management
CS18 Active Transport
CS19 Public Transport
CS20 Parking, Servicing and Delivery

6.3 London Plan (2016)

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
3.10 Definition of affordable housing
3.11 Affordable housing targets
3.12 Negotiating affordable housing on individual private residential and mixed use schemes.
3.13 Affordable housing thresholds
4.1 Developing London's economy
4.7 Retail and town centre development
4.8 Supporting a successful and diverse retail sector and related facilities and services
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
5.11 Green roofs and development site environs
5.13 Sustainable drainage
5.15 Water use and supplies

- 5.17 waste capacity
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 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 and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- 7.21 Trees and woodland
- 8.2 Planning obligations
- 8.3 Community Infrastructure Levy

6.4 **Other**

- National Planning Policy Framework 2019
- National Planning Practice Guidance 2014
- London Plan 2016 - Housing SPG 2016
- Draft London Plan 2019
- Draft Local Plan 2020
- Merton's Viability SPD 2018
- Homes for Londoners - Affordable Housing and Viability SPG 2017
- National Design Guide (2019)

7. **PLANNING CONSIDERATIONS**

7.1 The principal planning considerations relate to the principle of development, design, visual impact and heritage assets, neighbour amenity, standard of residential accommodation, flooding and drainage, transport and parking, biodiversity, contamination, sustainability, archaeology, air quality, trees and affordable housing.

7.2 **Amendments**

7.2.1 Following discussion with officers, the scheme has been amended as follows:

- Internal changes to 8 flats with the removal of 4 x 1 and 4 x studio flats and replacement with 4 x 2 bedroom flats.
- Increase in number of dual aspect units as a result of internal changes

- Reduction in number of units from 58 to 54.

7.3 **Comparison to previously refused application 19/P4266**

7.3.1 Members of the planning committee refused planning application 19/P4266 in March 2020 for the reasons set out in section 4.1 of this committee report. The applicant has made the following changes in order to overcome the concerns raised by the planning committee:

- The height of the proposal has been reduced by one full storey across the whole site.
- Increase in the number of dual aspect units from 35 out of 70 units (50%) to 41 out of 54 units (76%). A 27% increase in the total amount of dual aspect units in comparison to the previously refused scheme.
- Internal changes to the layout of flats.
- The number of dwellings has been reduced from 70 to 54.
- The unit mix of units has changed as follows:

Current Scheme

Housing Mix	Number	Percentage	Merton's policy
Studio	2		
1 bed	12	26%	33%
2 bed	32	59%	33%
3 bed	8	15%	33%

Previous Scheme

Housing Mix	Number	Percentage	Merton's policy
Studio	5		
1 bed	21	37.14%	33%
2 bed	35	50%	33%
3 bed	9	12.86%	33%

7.3.2 In response to refusal reasons 3, 4, 5 and 6 of planning application 19/P4266 these reasons were imposed due to the absence of a signed legal agreement at the time of decision securing on-site affordable housing, 'car free' agreement, monitoring air quality, travel plan, 3 year car club membership and improvements to the public highway. The applicant has confirmed agreement with all the heads of terms set out in the recommendation section of this committee report. Securement of the heads of terms would overcome refusal reasons 3, 4, 5 and 6 of 19/P4266. If members of the planning committee take a resolution to grant

permission subject to conditions and S106 agreement, the Council and the applicant will finalise and agree the heads of terms in a S106 Agreement.

7.3.3 In relation to the main reasons for refusal (1 and 2), members of the planning committee considered that the size and design of the building under planning application 19/P4266 would result in poor standard of residential accommodation and would be an overly dominant building on the surrounding area and neighbouring amenity.

7.3.4 Applicant's response

Refusal reason 1:

The proposed building by reason of its bulk, height, massing and scale would result in a dominant form of development that would be out of keeping with the surrounding area, which would be detrimental to the visual amenities of the area, contrary to Policy DM D2 (Design Considerations in all developments) of the Merton's Adopted Sites and Policies Plan (July 2014).

In order to overcome the concerns raised by the member of the planning committee the applicant has made the following changes:

- The height of the proposal has been reduced by one full storey across the entire site.
- The overall floorspace is reduced by approximately 20%.

7.3.5 Applicant's response

Refusal reason 2

The proposed building by reason of its bulk, height, massing and scale would result in a harmful impact on daylight and sunlight to the neighbouring properties on Station Road to the north, which would be detrimental to the amenity of the occupiers of those properties. The proposed building, as a result of the proportion of single aspect units proposed, would provide a poor standard of accommodation for new occupiers. This would be contrary to Policy DM D2 (Design Considerations in all developments) of the Merton's Adopted Sites and Policies Plan (July 2014).

In order to overcome the concerns raised by the member of the planning committee the applicant has made the following changes:

- The height of the proposal has been reduced by one full storey across the entire site, resulting in a reduction in total residential

flats from 70 to 54.

- The number of dual aspect units has been increase from 50% to 76%. A 27% increase
- The number of single aspect units have decreased from 35 out of 70 units (50%) to 13 out of 54 units (23%). A 27% reduction in the total number of single aspect units.

7.3.6 The above points will be discussed in more detail in the relevant sections of the committee report below.

7.4 **Principle of development**

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

7.4.2 NPPF - Paragraph 122 explains planning decisions should support development that makes efficient use of land, taking into account the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; the desirability of maintaining an area's prevailing character and setting, and the importance of securing well-designed, attractive and healthy places.

7.4.3 NPPF Paragraph 123 states that it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

Loss of employment land and provision of Commercial Uses

7.4.4 The existing industrial uses are considered as an existing scattered employment site as they are an employment generating use which is located outside of a designated town centre and designated employment area. In this instance, the proposal would result in the complete loss of the existing type of employment use on the site. It is however proposed to include an element of commercial within the redevelopment of the site. In considering the principle of the proposed development it is necessary to acknowledge Policy DM E3 (Protection of scattered employment sites) of the Council's Sites and Policies Plan which seeks to protect scattered employment sites (such as the application site). The loss of scattered employment sites is resisted by DM E3 (a) except where;

- i. 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;
- ii. The size, configuration, access arrangements and other characteristics of the site makes it unsuitable and financially unviable for whole-site employment use; and,
- iii. It has been demonstrated to the council's satisfaction that there is no realistic prospect of employment or community use on this site in the future. This may be demonstrated by full and proper marketing of the site at reasonable prices for a period of 30 months (2½ years).

Policy DM E3 (b) states that the council will seek measures to mitigate against the loss of employment land which may include;

- i. Providing employment, as part of a mixed use scheme on-site; or,
- ii. Providing alternative sites for employment use (for instance, 'land swaps').

7.4.5 The existing uses on the site offer a limited number of jobs given the type of uses currently taking place (car repair garages). In principle, the loss of the existing employment use on the site is considered to be acceptable as it will be replaced with another type of employment use which is likely to offer a similar number of jobs.

7.4.6 The proposed commercial use would occupy a small commercial unit. The application seeks to provide some flexibility in the type of commercial use, to help ensure that the unit does not become vacant. There is a wide variety of different uses proposed that could take up the unit (see section 3.2 of committee report). The potential uses (for example hairdressers, dry cleaners, estate agents, offices, health centre or restaurants etc) will provide not only jobs but could provide useful services. These could directly benefit of both the existing population as well as the emerging uplift in residents with new developments being delivered, such as the High Path Estate regeneration. Sequentially this is a site that provides an opportunity to serve existing/proposed residents.

7.4.7 As such, it is considered that the principle of the proposed mixed use development, including the loss of the existing uses, is generally suitable given the number of jobs created, site characteristics, neighbouring residential properties and the existing use impacts. The previous application was not refused by the Council on the loss of the existing uses on the site.

Residential

7.4.8 The National Planning Policy Framework 2019 and London Plan policies

3.3 & 3.5 promote sustainable development that encourages the construction of additional dwellings at locations with good public transport accessibility.

7.4.9 Policy 3.3 of the London Plan states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher densities.

7.4.10 Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space.

7.4.11 Merton's overall housing target between 2011 and 2026 is 5,801 dwellings (Authority's Monitoring Report Draft 2017/19, p12). The latest (draft) Monitoring report confirms:

- All the main housing targets have been met for 2017/18.
- 665 additional new homes were built during the monitoring period, 254 above Merton's target of 411 new homes per year (London Plan 2015).
- 2013-18 provision: 2,686 net units (813 homes above target)
- For all the home completions between 2004 and 2017, Merton always met the London Plan target apart from 2009/10. In total Merton has exceeded the target by over 2,000 homes since 2004.

7.4.12 While a robust five years supply has been achieved in Merton, the housing need is increasing in London. The borough's Core Planning Strategy states that that it is expected that the delivery of new residential accommodation in the borough will be achieved in various ways including development in 'sustainable brownfield locations' and "ensuring that it is used efficiently" (supporting text to Policy CS9). The application site is on brownfield land and is in a sustainable location adjacent to other existing residential properties.

7.4.13 Table 3.1 of the London Plan identifies that LBM has an annual housing target of 411 units, or 4,107 over the next ten years. However, this minimum target is set to increase significantly to 918 set out in the 'London Plan Examination in Public Panel Report Appendix: Panel Recommendations October 2019', and which is expected to be adopted later this year. This significant increase will require a step change in housing delivery within the LBM.

7.4.14 The application seeks to create 54 residential units which will make a good contribution to meeting housing targets and would provide a mix of

unit sizes that will assist in the delivery of a mixed and balanced community in a sustainable location. New housing is considered to be in accordance with the objectives of the NPPF, London Plan targets, and LBM policies.

7.5 Design, visual impact and heritage assets.

7.5.1 The National Planning Policy Framework sets out that achieving high quality places and buildings is fundamental to the planning and development process. It also leads to improvements in the quality of existing environments. It states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

7.5.2 The regional planning policy advice in relation to design is found in the London Plan (2016), in Policy 7.4 - Local Character and 7.6 - Architecture. These policies state that Local Authorities should seek to ensure that developments promote high quality inclusive design, enhance the public realm, and seek to ensure that development promotes world class architecture and design.

7.5.3 Planning policy DM D2 (Design considerations in all development) of Merton's Site and Policies Plan 2014 seeks to achieve high quality design and protection of amenity within the Borough. Proposals are required to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of the surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area.

Demolition

7.5.4 The existing buildings on the site have little architectural merit. The existing buildings have been there for some time, however, these are industrial/warehouse in nature and do not make a positive aesthetic contribution to the visual amenities of the area. Therefore there is no objection to their demolition subject to a suitable development replacing them.

Form

7.5.5 The proposed building would be a part three, part four, part five storey building. Due to the context of the site, the building has been spilt into three elements, divided by two, recessed link sections. These links, would have a flat roof design and appear as a subordinate design approach with the rest of the building, being three stories in height and set back from both the front and rear building lines. The overall form of the building

seeks to make best use of the site, whilst having suitable visual breaks and set-backs in the building.

Aesthetics

- 7.5.6 The overall design approach and detailing is considered to be of a high standard. When compared to the previous application, there has been a change in the design of the upper floor windows from curved top to rectangle windows, however this change does not affect the overall design quality of the building. The predominate use of brickwork is welcomed by officers as this responds to the main building material in the area and would ensure a high quality lasting finish to the building. The building would also include references to the arts and crafts movement with its brickwork detailing, delicate metal balustrade designs and copper metal paneling patterns to the surrounds of the residential entrances. Materials and detailing on the main sections of the building are considered to give the building a traditional character and appearance. The linked sections would incorporate copper panels and a more modern design approach. This contrasting approach is supported as it adds visual interest to the design and helps break up the massing of the building. Requirements relating to the buildings detailing, including materials, window reveals and metal cladding can be secured via planning condition to ensure that these elements as shown on the submitted plans and CGI's are delivered to a high standard.

Height

- 7.5.7 The height of the building has been reduced with the removal of a whole floor when compared to the previous refusal, resulting in a reduction in height of 2.7m. The removal of a floor is considered to make a significant change to the bulk and height of the building as it has been done across the whole building. It is noted that the building would still be of greater height than adjacent two storey housing, however the reduced height brings the building down to a much better relationship and to a more domestic scale. The design, siting and differing materials of the roof element of the building will help reduce the perceived height of the building when viewed from street level and when viewed from adjacent residential properties.
- 7.5.8 Consideration of matters of massing and height may reasonably be informed by the application of both London Plan and local planning policies and supplemented by the Council's Tall Building Background paper which helped shape core strategy design policy and its justification.
- 7.5.9 The London Plan defines tall and large buildings as those buildings that are 'substantially taller than their surroundings, cause a significant change

on the skyline or are larger than the threshold sizes set for the referral of planning applications to the Mayor’.

7.5.10 Considering the London Plan definition, any building that has a significant impact on the existing scale and character of an area through height can be considered a tall building. In the context of Merton, where most of the borough is characterised by 2 storey suburban houses, any building of 4 storeys or higher could be considered a tall building in these locations.

7.5.11 The London Plan requires that ‘tall buildings should always be of the highest architectural quality, (especially prominent features such as roof tops) and should not have a negative impact on the amenity of surrounding uses’.

7.5.12 The LBM Tall Buildings paper indicates that “overall it is considered that suburban neighbourhoods in the borough are unsuitable locations for tall buildings, based on the distinct low scale and cohesive character of these areas, and their locations which are generally outside of centres in areas with low accessibility”.

7.5.13 The site is considered to be within a urban area, with the site fronting the busy Merantun Way, and being located in close proximity to existing large scale developments, including the High Path Estate and the new Harris Academy School. The building replaces the existing low-level industrial units and would be located opposite two storey Victorian housing. Therefore any redevelopment of the site, which seeks to maximise its redevelopment potential, as required by NPPF, would naturally result in a more intensive and a taller form of development.

7.5.14 In regards to context of the site, it is acknowledged that two storey housing to the north of the application site is more domestic in scale, however the surrounding area (including the sites within the Conservation Area), includes a number of higher dense developments within close proximity of the application site. For example:

- 40 Station Road - comprises a two story building with accommodation at roof level.
- 7 Abbey Road (Kemsscott House) - A four storey (10.8m high) block of flats is located opposite the application site to the north-west at the junction between, Station Road, High Path and Abbey Road.
- Merton Abbey Mills - ranges from large single storey commercial units, 2 storey historical core and up to seven storey residential buildings.
- 42 Station Road (Eddie Katz) – A large single storey unit industrial unit located at the eastern end of Station Road

- Sainsbury - A large double height superstore building located to the east of the application site.
- 59-63 High Path (Harris Academy) - A five storey school (21m high) to the west of the application site. Currently under construction and within the final stages of completion.
- High Path Estate - The area is also defined by the emerging regeneration of the High Path estate. The outline planning approval has permitted a range of buildings of high density ranging from 1 to 10 stories in height.

7.5.15 Paragraph 22.20 of the Core Planning strategy states:

“Merton's Tall Buildings Background Paper (2010) advises that tall buildings are generally not appropriate within the borough due to its predominately suburban low rise character, and will be resisted in all areas of the borough where they will be detrimental to this valued character. Tall buildings may be suitable in areas of the borough where all of the following factors are present:

- Regeneration or change is envisaged
- Good public transport accessibility
- Existing higher building precedent”

7.5.16 In response to these criteria, officers conclude that:

- The site is within an area where change is envisaged, particularly given the higher housing targets of the draft London Plan.
- Public transport in the vicinity of the site is moderate but would be improved by the proposed development, given the contributions to improved walking/cycling facilities.
- Higher buildings (similar or taller than that proposed) already exist in the area, see section 7.4.13 of committee report for details. It should also be noted that the higher element of the proposed design is located at the western end of the application site in order to address the corner.

7.5.17 The height of the proposed development, which has been significantly reduced compared to the previous refusal, is therefore considered to respond satisfactorily to the context of the street scene and wider context, whilst helping the site deliver the optimum amount of much needed housing.

Massing

7.5.18 As stated above, the design has been split the building into three distinctive elements, all of which are separated by two recessed, links.

This design approach is welcomed as the gaps and their recessed building lines will help reduce the overall massing of the building when viewed from neighbouring properties and within the street scene. The recessed design and change of materials of the roof levels are also considered to help deliver new housing whilst reducing the overall massing of the building. It should also be noted that the recessed fourth floor section at the western end of the building would not be clearly visible from street level or neighbouring houses in Station Road. This part of the building would read the same as the remaining building to east when viewed from street level and neighbouring residential properties.

7.5.19 As with the previous application, officers consider that the site can deliver a higher element at the western end of the site, as it sits on a wider section of highway and not directly opposite the frontages of adjacent housing. Further, the western section adds to the character of the development, providing a distinct bookend to the site.

7.5.20 Whilst it is noted that the massing is more substantial than the two storey houses on the opposite side of Station Road, the proposed massing would respond better with the two storey houses on Station Road when compared to the previous refusal and would not appear out of keeping with existing larger buildings in the area and emerging redevelopment of neighbouring sites. The reduction in height across the whole building is considered to have a significant effect on the appearance and massing of the building, making it more acceptable to the local area.

Landscaping

7.5.21 The proposal includes two soft landscaped roof-top amenity spaces at third floor level, which is considered to be an effective design feature that has been well designed into the scheme considering the constraints of the site (size and shape of plot). The amenity areas have been designed to provide communal outdoor spaces (in addition to private balconies and gardens) with soft landscaping and provision of playspace equipment (secured via condition). The landscaping proposals have also been designed (planting beds) to move persons away from the edge of the building to help restrict views towards the houses on the opposite side of Station Road.

7.5.22 There is scope to provide two Cherry Trees in the rear amenity spaces fronting Merantun Way (one in each area), potentially to the front of the building and a good quality tree (semi mature London Plain suggested) at the eastern end of the site, adjacent to the onsite disabled car parking spaces. The applicant has however stated that a tree adjacent to the car parking spaces had been considered but could be problematic given ground conditions (underground services). A planning condition requiring

full details of landscaping (including further investigation of new trees adjacent to the car parking space and in front of the building) can ensure that the site delivers high quality and successful landscaped areas.

Impact upon heritage assets

7.5.23 Merton's Site and Policies Plan policy DMD4 (Managing Heritage Assets) seeks to conserve and where appropriate enhance Merton's heritage assets and distinctive character. The policy states that proposals affecting a heritage asset or its setting should conserve and enhance the significance of the asset as well as its surroundings and have regard to the following:

- i. The conservation, or reinstatement if lost, of features that contribute to the asset or its setting. This may include original chimneys, windows and doors, boundary treatments and garden layouts, roof coverings or shop fronts. In listed buildings, internal features such as fireplaces, panelling, ceilings, doors and architraves as well as the proportion of individual rooms may also be of significance.

7.5.24 The NPPF 2019 Part 16 outlines the importance of preserving heritage assets and key tests for a planning application.

7.5.26 NPPF 2019 states that a Heritage asset is:

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

7.5.27 Paragraph 193 of NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

7.5.28 Paragraph 195 of NPPF states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

7.5.28 Paragraph 195 of NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

7.5.29 Paragraph 200 of NPPF states that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

7.5.30 Paragraph 201 of NPPF states that not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

7.5.31 In this instance, the heritage assets are as follows:

- Wandle Valley Conservation Area
- Grade II Listed Wall
- Listed Lampposts
- Merton Priory
- Merton Abbey Mills

Wandle Valley Conservation Area

7.5.32 The application site is located in the Wandle Valley Conservation, forming part of its western boundary. The Councils Character Assessment states

that the origins and development of the Conservation Area are entwined with the River Wandle on which the designation of the area is based, and which has been a focus for settlement and industry from and before the Roman period. The Wandle Valley Conservation Area has been spilt into 6 sub areas, the application site is located in sub area 3 – Merton Priory).

Sub area 3 is identified as:

“An area extending between Merton Once the site of several watermills, High Street to the north and Windsor one dating to Domesday. The Avenue to the south it embraces part of National Trust land is an important the site of Merton Priory, and includes riverine wet land area and is now the present Merton Abbey Mills Craft nature reserve. Market. It has been the site of various industries since the Dissolution of the Merton Council will take this character Priory in the 16th century”.

7.5.33 As set out above, the proposed development is considered to be a high quality design that responds positively to the character and appearance of the street scene and surrounding area. Whilst it is noted that the building would be a larger form of the development, particularly when seen adjacent to two storey housing, it should be noted that the Conservation Area is identified as having rich industrial history which is reflected by larger non-domestic buildings.

7.5.34 The proposal use of brickwork, window designs and roof forms take inspiration from the industrial context in the Conservation Area and the building detailing (brick detailing, detailed balustrades and copper pattern panels) take inspiration from the arts and crafts movement in Merton Abbey Mills.

7.5.35 The Councils Conservation Officer is supportive of the reduced height of the building which she states would improve the overall proportions of the development and is visually beneficial in comparison to the previously refused scheme. She states that the height reduction reduces the negative impact on the adjacent Abbey Mills, listed buildings and Victorian Terrace on the north side of Station Road.

7.5.36 The proposed building would be visible from both the east and west, however officers note that the application site would be separated from these heritage assets by the evolution of the Conservation Area, including new development (including buildings of a similar or taller height) and the Merantun Way carriageway (plus roundabout). These elements define the area and provide a physical barrier between the application site and the adjacent heritage assets. Officers consider that the design will be high quality and the scale and massing of the development is more domestic

when compared to the previous scheme. It is therefore considered that the proposed development would be high quality design which respects the context of the area, would not appear out of keeping and therefore would preserve the adjacent heritage assets, including the Wandle Valley Conservation Area.

Listed Wall

- 7.5.37 It must be noted that the applicant has gained Listed Building Consent already under the previous planning application (LBM Ref 19/P4268). However, there is no full planning permission to sit alongside the listed building consent. Therefore, listed building consent is proposed again to sit alongside the current full planning application. There are no changes to the design of the wall and the only the changes to the design of the proposed building are the reduced height and upper floor windows. Therefore there is no material changes to the design of the development, context of the site or planning policy that would result in a different conclusion to the impact on the listed wall than that considered under LBM ref 19/P4268.
- 7.5.38 Historic England originally raised no objection to the proposed works to the listed wall and the setting of the proposed development. They state that despite the walls special architectural and historic interest, and extensive conservation work in the mid-2000s, the presentation of the wall is poor in part due to its immediate light industrial context. The re-development of the site and works to the wall are therefore supported.
- 7.5.39 In general terms the proposals will allow the wall to be more plainly visible as a heritage asset within the context of Station Road, enhancing its primary role in the definition of the Conservation Area and re-instating its position as a boundary marker for the conservation area. The current condition of the wall on the southern face is, in places very poor and these areas will be repaired and made good as part of the scheme. The proposals will see the removal of the current gate fixings and replacement gates fitted. No new openings will be made and the gate piers will be repaired like-for-like were damaged.
- 7.5.40 The rhythm of the current spacing's between the various sections of the wall will be kept and the legibility of the wall enhanced by the opening up landscape. The new gates will provide a uniformity and visual clarity that is currently lacking along the length of the wall.
- 7.5.41 The existing industrial buildings and signage attached to the wall would be demolished/removed from the wall. This is considered to be a major improvement itself. The proposal would widen the southern footpath, address the poor parking in the street and the building would be set away

from the wall to give it some breathing space. Overall, the proposal is considered to enhance the listed wall, which is supported by officers.

Listed Lampposts

7.5.42 The two listed lampposts located outside 12 and 34 Station Road would not be affected by the proposed development. In fact, the improvements to the listed wall, opening up of the southern footpath and formal arrangement of car parking on the southern side of the Station Road are considered to improve the setting of the listed lampposts.

Merton Priory

7.5.43 The importance of Merton Priory is acknowledged, however it must be noted that the ancient monument is predominately located underground. The application site is located to the west of the monument and some distance away from the main part of the monument. The design of the proposed building is considered to be acceptable and therefore there is no demonstrable harm caused to the ancient monument to justify refusal of planning permission. Historic England have recommended suitable conditions in order to ensure that any archaeology remains discovered are captured.

Abbey Mills

7.5.44 To the south east is the historic site Merton Abbey Mills. Merton Abbey Mills is a former textile factory near the site of the medieval Merton Priory, now the home of a variety of businesses, mostly retailers. The site contains two listed buildings; the grade II listed Wheel House and the Grade II listed Colour House at Misters Liberty's Print Works. A large public highway separates the application site from Merton Abbey Mills. A number of large trees also provide some screening between the two sites. Therefore the proposed development is partly screened and well distanced from Merton Abbey Mills. In any event, the design of the proposed development is considered to be high quality and in keeping with the existing and proposed context in the area. It is therefore considered that the proposal would preserve the character, appearance and setting of Merton Abbey Mills and the listed buildings on the site.

Heritage Assets Conclusion

7.5.45 As set out above, the design of the development is considered to be of high quality in terms of appearance and character and would be appropriate in terms of height and massing in this context. At street level, the proposed development is considered to improve the visual amenities of the street scene, with improvements to the setting/condition of the listed

wall, formalisation of car parking on the southern section of Station Road only and widening of the public pavement. The proposed building would respect the context of the site, wider area and as such would preserve the setting and character of all the surrounding heritage assets. Overall, the proposal has a significant reduction in height across the whole building in comparison to the previously refused application, and therefore reducing its wider visual impact. It should be noted that the previous application was not refused on its impact on heritage assets.

Design, visual impact and heritage assets Conclusion

7.5.46 The proposal would replace the existing buildings on the site which have no architectural merit and given the light industrial uses poorly interact with the street scene in terms of urban design. The overall design approach to the proposed building is considered to be high quality.

7.5.47 Officers acknowledge that the proposed building would be larger than the two storey housing opposite in Station Road, however, the revised bulk and massing is now considered to have a much better relationship with adjacent housing and is of a more domestic scale. In addition, the site is located within an area where there already exists a mix of larger buildings, both in and outside the Wandle Valley Conservation Area. The existing site is considered to be capable of delivering a higher dense development than currently exists. The proposal is considered to be high quality and one that responds to the existing development in the area and the evolving wider context. The development is considered to preserve the Wandle Valley Conservation Area and would also be inline with the objectives of the NPPF which seeks to deliver developments that make optimal use of the potential of each site. Overall, the proposal is considered to add to the character of the area in a positive form.

7.6 **Density**

7.6.1 Table 3.2 of the London Plan identifies appropriate density ranges based on a site's setting and PTAL rating.

7.6.2 The area has a public transport accessibility level (PTAL) of 3-4, where 1 is poor and 6 is excellent. It is considered that the site is located within an urban area for the purposes of Table 3.2 of the London Plan, given the nature of surrounding built form and the criteria set out in the supporting text to Table 3.2 (density matrix) of the London Plan.

7.6.2 The proposed development would have a density of 270 dwellings per hectare.

7.6.3 The proposed density is above the relevant density range (45- 185 units per hectare and 200-700 habitable rooms per hectare), as set out in Table 3.2 for the setting (Urban) and PTAL 3.

7.6.4 In terms of the emerging London Plan, Policy D6 (Draft London plan Policy) sets out that:

“Development proposals must make the most efficient use of land and be developed at the optimum density. The optimum density of a development should result from a design-led approach to determine the capacity of the site. Particular consideration should be given to:

1. the site context
2. its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL)
3. the capacity of surrounding infrastructure”

7.6.5 The emerging London Plan does not include a density matrix as it does not necessarily provide a consistent means of comparing proposals.

7.6.6 Whilst density is a material consideration, it is not the overriding factor as to whether a development is acceptable; London Plan paragraph 3.28 states that it is not appropriate to apply the density range mechanically. The potential for additional residential development is better considered in the context of its bulk, scale, design, sustainability, the impact upon neighbouring amenity, living standards for prospective occupants and the desirability of protecting and enhancing the character of the area and the relationship with surrounding development.

7.6.7 The London Plan states that development at densities outside table 3.2 will still be considered, however require particularly clear demonstration of exceptional circumstances. In this instance, it is considered that the proposed residential quality is of an high enough standard to justify the higher density proposed in this medium PTAL location. It should be noted that the density proposed (270 dwellings per hectare) is less than the density of the previous application (350).

7.7 **Housing mix**

7.7.1 Planning policy DM H2 (Housing Mix) of the Sites and policies Plan state that to create socially mixed communities, creating for all sectors of the community by providing a choice of housing with respect to dwelling size and type in the Borough. In assessing development proposal the Council will take account of Merton’s Housing Strategy (2011-2015) borough level indicative proportions of 33% (one bed), 32% (two bed) and 35% (three

plus bed). The proposed development would have a housing mix as follows:

Housing Mix	Number	Percentage	Merton's policy
Studio	2		
1 bed	12	26%	33%
2 bed	32	59%	33%
3 bed	8	15%	33%

7.7.2 Whilst the proposal does not strictly meet the housing mix requirements, the Borough level is indicative having regard to the site circumstances, site location and economic provision such as financial viability. The proposal is considered to offer a good range of unit sizes, including 74% of family sized accommodation. The proposed mix is considered to be an improvement on the previously refused application which proposed a mix of:

Housing Mix	Number	Percentage	Merton's policy
Studio	5		
1 bed	21	37.14%	33%
2 bed	35	50%	33%
3 bed	9	12.86%	33%

7.8 **Neighbour Amenity**

7.8.1 London Plan policies 7.6 and 7.7, CS policy 14, and SPP policy DM D2 seek to ensure new developments do not unacceptably impact on the amenities of the occupiers of any adjoining and nearby surrounding properties. Planning policy DM D2 (Design considerations in all developments) states that amongst other planning considerations that proposals will be expected to ensure provision of appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy, to both proposed and adjoining buildings and gardens.

Sun and Daylight

7.8.2 In response to the Council's previous reasons for refusal, the applicant has reduced the height of the building by an entire floor. The reduction in the height of the building has both benefits in terms of outlook and sun and day light to neighbouring properties.

7.8.3 The Building Research Establishment (BRE) numerical guidelines should be considered in the context of the National Planning Policy Framework (NPPF), which stipulates that local planning authorities should take a

flexible approach to daylight and sunlight to ensure the efficient use of land. The NPPF states:

“Local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).”

- 7.8.4 It should be noted that the conclusions of the Councils independent sun and daylight consultant confirmed that the previous refused scheme would comply with BRE guidance. The applicant has since reduced the height of the building and thus would be an improvement in terms of sun and day light received to neighbouring properties.
- 7.8.5 The applicant has submitted an independent sun, daylight and overshadowing report produced by GIA. The report confirms that daylight, sunlight and overshadowing are compliant with BRE Guidelines. The report has again been independently assessed by Right of Lighting Consulting (as instructed by the Council). The independent assessor raised no objection to the previous application and has confirmed that the reduced sized building would comply with BRE Guidelines.

2 – 38 Station Road

- 7.8.6 These neighbouring properties are located to the north of the application site. These neighbouring properties would be located opposite the 3 storey (plus roof) elements of the proposed building. The proposed building would be separated from the application site by Station Road carriageway (approximately 5.7m (min) wide). There would be a separation distance of approximately 22m (max) and 20m (min) between the frontage of these neighbouring properties and the frontage of the proposed building. These neighbouring properties also have good sized front gardens/driveways, of approximately 9m in depth.
- 7.8.7 The design of the building includes two, recessed three storey links and recessed top floors within the roof design. These are considered to be affective design tools which help reduce the overall massing of the building.
- 7.8.8 It is acknowledged that the proposed building would be taller and more dominant in the street scene, however it must be noted that the application site is separated from these neighbours by a public highway and the

proposal would face the front of the houses. Having larger buildings opposite existing domestic scaled housing is not an uncommon relationship in urban areas. In addition, these neighbouring houses have good sized front gardens and front driveways, which helps provide some physical separation from the highway and further beyond to the application site. As set out above, the Councils independent assessor has confirmed agreement with the conclusions of the applicant's sun and daylight report and officers do not consider the proposal would be overbearing or have a harmful impact on outlook, or result in a harmful effect on daylight and sunlight.

7.8.9 The development would include windows and balconies facing towards the houses in Station Road. Whilst a degree of overlooking would take place, the application site and these neighbours are separated by a public highway. This relationship in an urban area is common place and as such it would be difficult to argue that there would be loss of amenity to warrant refusal of planning permission.

7.8.10 It should also be noted the application will bring some urban design benefits to both the general public and these neighbouring properties with the removal of the existing commercial units (with no architectural merit, impact on street car parking and overspill working onto the highway), improved setting of the listed wall/lampposts, formalised car parking (south side of Station Road only) and increased width of the southern pavement along Station Road.

1 Station Road (Brook Farm House)

7.8.11 The adjoining site directly to the west of the application site is currently in a commercial use. The proposed development would therefore have no undue impact upon this neighbouring building. However, it is anticipated that the adjoining site could come forward for redevelopment, particularly if the application site secures planning permission. The scheme has no side side facing windows in the roof of the western block and no side amenity spaces to safeguard the potential redevelopment of this neighbouring site.

70 – 72 Abbey Road

7.8.12 These neighbouring properties are orientated at a right angle to the application site. Station Road itself provides a physical barrier between the application site and these neighbouring properties. The property does include some side facing windows, however these appears to be secondary openings or serving non-habitable rooms. In any event, the proposed development is considered to be located far enough away from this neighbouring property to ensure that there would be no undue loss of amenity in this urban area. Officers acknowledge that the rear outdoor

garden of 70 – 72 would have visual interaction with the proposal, however, in the urban context, officers do not consider this would be harmful.

57 High Path (Car Wash)

7.8.13 The neighbouring site located to the west of the application site is currently being used as a car wash. Like the relationship with 1 Station Road, the development has been amended to ensure that the proposal does not prejudice future redevelopment of this neighbouring site. The neighbouring site is within a commercial use and is well distanced away to ensure that there would be no undue loss of amenity.

7.9 Standard of Residential Accommodation

7.9.1 London Plan policies 3.5, 3.6, 3.7 & 3.8, CS policy CS 14, and SPP policies DM D1 and DM D2 seek to ensure that new residential development is of a high standard of design both internally and externally and provides accommodation capable of adaptation for an ageing population and for those with disabilities, whilst offering a mix of unit size reflective of local need.

7.9.2 Planning policy CS 14 (Design) of Merton’s Core planning Strategy seeks to encourage well designed housing in the Borough by ensuring that all residential development complies with the most appropriate minimum space standards. The most up-to-date standards are the housing standards, minor alterations to the London Plan (March 2016).

7.9.3 Proposed GIA standards:

Flat No.	Level	Type	Proposed GIA (sqm)	Required GIA (sqm)	Compliant
Flat 1	Ground	2B/4P	72	70	Yes
Flat 2	Ground	2B/4P	73	70	Yes
Flat 3	Ground	2B/4P	76	70	Yes
Flat 4	Ground	2B/4P	71	70	Yes
Flat 5	Ground	Studio	38	37	Yes
Flat 6	Ground	2B/4P	71	70	Yes
Flat 7	Ground	2B/3P	61	61	Yes
Flat 8	Ground	3B/5P	87	86	Yes
Flat 9	Ground	3B/5P	90	86	Yes
Flat 10	First Floor	2B/4P	71	70	Yes
Flat 11	First Floor	3B/5P	88	86	Yes
Flat 12	First Floor	1B/2P	53	50	Yes

Flat 13	First Floor	1B/2P	52	50	Yes
Flat 14	First Floor	2B/4P	96	70	Yes
Flat 15	First Floor	2B/4P	73	70	Yes
Flat 16	First Floor	2B/4P	76	70	Yes
Flat 17	First Floor	2B/3P	90	61	Yes
Flat 18	First Floor	2B/4P	73	70	Yes
Flat 19	First Floor	1B/2P	50	50	Yes
Flat 20	First Floor	1B/2P	52	50	Yes
Flat 21	First Floor	2B/4P	73	50	Yes
Flat 22	First Floor	2B/4P	70	70	Yes
Flat 23	First Floor	2B/3P	62	61	Yes
Flat 24	First Floor	1B/2P	51	50	Yes
Flat 25	First Floor	3B/5P	88	86	Yes
Flat 26	Second	2B/4P	71	70	Yes
Flat 27	Second	3B/5P	88	86	Yes
Flat 28	Second	1B/2P	53	50	Yes
Flat 29	Second	1B/2P	52	50	Yes
Flat 30	Second	2B/4P	96	70	Yes
Flat 31	Second	2B/4P	73	70	Yes
Flat 32	Second	2B/4P	76	70	Yes
Flat 33	Second	2B/3P	90	61	Yes
Flat 34	Second	2B/4P	73	70	Yes
Flat 35	Second	1B/2P	50	50	Yes
Flat 36	Second	1B/2P	52	50	Yes
Flat 37	Second	2B/4P	73	50	Yes
Flat 38	Second	2B/4P	70	70	Yes
Flat 39	Second	2B/3P	62	61	Yes
Flat 40	Second	1B/2P	51	50	Yes
Flat 41	Second	3B/5P	88	86	Yes
Flat 42	Third Floor	3B/4P	71	70	Yes
Flat 43	Third Floor	3B/5P	88	86	Yes
Flat 44	Third Floor	2B/4P	81	70	Yes
Flat 45	Third Floor	2B/4P	76	70	Yes
Flat 46	Third Floor	3B/4P	75	74	Yes
Flat 47	Third Floor	1B/2P	51	50	Yes
Flat 48	Third Floor	2B/4P	71	70	Yes
Flat 49	Third Floor	2B/4P	70	70	Yes
Flat 50	Third Floor	Studio	42	39	Yes
Flat 51	Third Floor	2B/3P	68	61	
Flat 52	Fourth	2B/3P	61	61	Yes
Flat 53	Fourth	2B/4P	70	70	Yes
Flat 54	Fourth	1B/2P	51	50	Yes

Private Amenity Space

7.9.4 The London Plan 2016 (London Housing Design Guide) states that all dwellings should provide a minimum of 5 sq m private outdoor space for 1-2 bedroom dwellings and an extra 1 sq m for each additional occupant. The Policy also stipulates that the minimum depth and width for all balconies and other private external spaces should be 1.5m. All new flats would have direct access to appropriate private amenity space in addition to outdoor communal areas at ground and third floor levels. Some balconies would have an irregular shape due to the site constraints and shape of proposed building. However, overall it is considered that a good balance is struck between the provision of private outdoor space and size/shape of individual units.

Proposed external (private) amenity space

(this does not include the communal amenity areas at third floor level):

Flat No.	Level	Type	Proposed external amenity space (sqm)	Required external amenity space (sqm)	Compliant
Flat 1	Ground	2B/4P	7	7	Yes
Flat 2	Ground	2B/4P	8	7	Yes
Flat 3	Ground	2B/4P	14	7	Yes
Flat 4	Ground	2B/4P	7	7	Yes
Flat 5	Ground	Studio	5	5	Yes
Flat 6	Ground	2B/4P	11	7	Yes
Flat 7	Ground	2B/3P	17	6	Yes
Flat 8	Ground	3B/5P	8	8	Yes
Flat 9	Ground	3B/5P	22	8	Yes
Flat 10	First Floor	2B/4P	7	7	Yes
Flat 11	First Floor	3B/5P	8	8	Yes
Flat 12	First Floor	1B/2P	5	5	Yes
Flat 13	First Floor	1B/2P	5	5	Yes
Flat 14	First Floor	2B/4P	10	7	Yes
Flat 15	First Floor	2B/4P	8	7	Yes
Flat 16	First Floor	2B/4P	7	7	Yes
Flat 17	First Floor	2B/4P	10	7	Yes
Flat 18	First Floor	3B/5P	8	8	Yes
Flat 19	First Floor	1B/2P	6	5	Yes
Flat 20	First Floor	1B/2P	6	5	Yes

Flat 21	First Floor	2B/4P	8	7	Yes
Flat 22	First Floor	2B/4P	7	7	Yes
Flat 23	First Floor	2B/3P	6	6	Yes
Flat 24	First Floor	1B/2P	6	5	Yes
Flat 25	First Floor	3B/5P	8	8	Yes
Flat 26	Second	2B/4P	7	7	Yes
Flat 27	Second	3B/5P	8	8	Yes
Flat 28	Second	1B/2P	5	5	Yes
Flat 29	Second	1B/2P	5	5	Yes
Flat 30	Second	2B/4P	10	7	Yes
Flat 31	Second	2B/4P	8	7	Yes
Flat 32	Second	2B/4P	7	7	Yes
Flat 33	Second	2B/4P	10	7	Yes
Flat 34	Second	3B/5P	8	8	Yes
Flat 35	Second	1B/2P	6	5	Yes
Flat 36	Second	1B/2P	6	5	Yes
Flat 37	Second	2B/4P	8	7	Yes
Flat 38	Second	2B/4P	7	7	Yes
Flat 39	Second	2B/3P	6	6	Yes
Flat 40	Second	1B/2P	6	5	Yes
Flat 41	Second	3B/5P	8	8	Yes
Flat 42	Third Floor	2B/4P	7	7	Yes
Flat 43	Third Floor	3B/5P	8	8	Yes
Flat 44	Third Floor	2B/4P	32	7	Yes
Flat 45	Third Floor	2B/4P	8	7	Yes
Flat 46	Third Floor	3B/4P	16	7	Yes
Flat 47	Third Floor	1B/2P	21	5	Yes
Flat 48	Third Floor	2B/4P	25	7	Yes
Flat 49	Third Floor	2B/4P	8	7	Yes
Flat 50	Third Floor	Studio	24	5	Yes
Flat 51	Third Floor	2B/3P	25	6	Yes
Flat 52	Fourth	2B/3P	16	6	Yes
Flat 53	Fourth	2B/4P	17	7	Yes
Flat 54	Fourth	1B/2P	27	5	Yes

7.9.5 In terms of the quality of the accommodation proposed, it is considered that the proposed flats would provide a satisfactory standard of accommodation for future occupiers. The proposed flats would exceed/meet minimum London Plan Gross Internal Area, room size and amenity space standards. Each habitable room would receive suitable light levels and adequate outlook. Given the shape of the site, some of the

units have an unconventional layout, however each unit would meet minimum space standards.

Single/Dual Aspect

- 7.9.6 When refusing planning application 19/P4266 members of the planning committee raised concerns with the proportion of single aspect units. The Mayor's Housing Supplementary Planning Guidance (SPG) - (March 2016) provides guidance for planning applications. It is to be applied with appropriate flexibility and is guidance only (not policy). As set out in paragraph 2.1.17 of the SPG, 'application of standards through the planning system provides some flexibility. Consideration should be given to these standards alongside achievement of other policies of the London Plan. In particular, regard should be had to overall viability and the need to ensure an appropriate level of housing supply in changing economic circumstances'.
- 7.6.7 The Mayor of London's Housing Supplementary Planning Guidance (March 2016) provides guidance on both single and dual aspect units. The Mayor of London's Housing Supplementary Planning Guidance (March 2016) states that single/dual aspect units are:

2.3.37 Dual aspect dwellings with opening windows on at least two sides have many inherent benefits. These include better daylight, a greater chance of direct sunlight for longer periods, natural cross ventilation and a greater capacity to address overheating, mitigating pollution, offering a choice of views, access to a quiet side of the building, greater flexibility in the use of rooms, and more potential for future adaptability by altering the use of rooms. Where possible the provision of dual aspect dwellings should be maximised in a development proposal.

2.3.38 A dual aspect dwelling is defined as one with openable windows on two external walls, which may be either on opposite sides of a dwelling or on adjacent sides of a dwelling where the external walls of a dwelling wrap around the corner of a building (the provision of a bay window does not constitute dual aspect). One aspect may be towards an external access deck or courtyard, although the layout of the dwelling needs to be carefully considered in these cases to maintain privacy.

Standard 29 Developments should minimise the number of single aspect dwellings. Single aspect dwellings that are north facing, or exposed to noise levels above which significant adverse effects on health and quality of life occur, or which contain three or more bedrooms should be avoided.

2.3.39 Single aspect dwellings are more difficult to ventilate naturally and more likely to overheat (see Standard 29 and Policy 5.9). This is an increasing concern in London due to anticipated temperature increases related to climate change, coupled with the urban heat island effect that is experienced in high density areas of the city. The design of single aspect flats will need to demonstrate that all habitable rooms and the kitchen are provided with adequate ventilation, privacy and daylight and the orientation enhances amenity, including views. North facing single aspect dwellings should be avoided wherever possible. However, in applying this, standard consideration should also be given to other planning and design objectives for a site, for example the aim to maximise active frontages and minimise inactive frontages.

2.3.40 Good single aspect one and two bedroom homes are possible where limited numbers of rooms are required, the frontage is generous, the plan is shallow, the orientation and or outlook is favourable, and care is taken to mitigate the potential for overheating without the need for mechanical cooling. Single aspect dwellings may also be appropriate when being used to wrap podium level car parks or large retail units with active frontages.

2.3.41 In single aspect dwellings with more than two bedrooms it is difficult to achieve adequate natural ventilation and daylight to all rooms in an efficient plan layout which avoids long internal corridors. Single aspect dwellings containing three or more bedrooms should therefore be avoided. The design of single aspect ground floor dwellings will require particular consideration to maintain privacy and adequate levels of daylight.

Dual Aspect

- 7.9.8 In response to concerns raised by members of planning committee, the applicant has made internal changes to the layout and number of flats to address the previous reason for refusal. In addition, following comments raised by the Councils Design Officer, the applicant has worked with officers to increase the number of dual aspect units. Officers are content that the dual aspect units shown would meet the guidance set out above. The resulting amendments to the scheme has resulted in an increase in the number of dual aspect units from 35 units out of 70 (50%) under the refused application to 41 units out of 54 (76%). The current application therefore would result in an increase of 26% dual aspect units when compared to the refused scheme. A total of 76% dual aspect units is considered to be a good proportion of dual aspects given the long and narrow nature of the site.

Single Aspect

7.9.9 In response to concerns raised by members the applicant has amended the scheme so that:

- The total number of single aspect units has been reduced by 27% compared to the refused scheme. Refused scheme (35 out of 70 units = 50%). Proposed scheme (13 out of 54 units = 23%).
- Of the 13 single aspect dwellings, none are 3 bed or larger (predominantly 1 bed or studio units and only 4 are 2-bed dwellings).
- Of these 13 dwellings, 9 are north facing. However these are smaller dwellings (1 bedroom or studio) and all benefit from a secondary view over, and access onto, a private balcony area.
- All 13 dwellings meet or exceed the minimum space standards for dwelling sizes.
- All are provided with private amenity space, in the form of balconies that meet or exceed the minimum space requirements.
- All dwellings benefit from access to generous and high quality communal amenity space.
- All dwellings will benefit from separation distances from the nearest neighbouring residential properties of at least 21m, thereby providing good standards of privacy and outlook for new occupiers.
- All dwellings, including single aspect dwellings, will benefit from passive ventilation standards which accord with Building Regulations requirements.

7.9.10 As set out above, The Mayor of London's Housing Supplementary Planning Guidance (March 2016) is only guidance. Each application must be treated on its own merits and constraints of the site. The applicant has set out the following explanation in response to the SPG, design evolution of the scheme and the single aspect units:

The supporting text for Standard 29 (paragraph 2.3.39) states whilst north facing single aspect flats should be avoided wherever possible, it also recognises that in applying this standard, consideration should also be given to other planning and design objectives for a site. This includes the overarching national and local policy objective of seeking to make optimum use of brownfield sites in sustainable locations such as this one.

Of the 13 dwellings, 9 are north facing. These dwellings are all one bed or studio properties. Every effort has been made to reduce the overall number of single aspect units in the scheme, and in particular the number of north facing properties. However, a certain number of single aspect units is inevitable and unavoidable on a

long thin linear site such as this. The fact that the site is orientated North / South means that inevitably some units will predominantly look North while others will look predominantly South.

To ensure that all dwellings provide a good standard of accommodation, we have ensured that all single aspect units have more than one aspect / outlook. The second aspect for these units is over a recessed corner of the building, or an internal balcony, and therefore does not constitute a dual aspect dwelling, but will provide amenity benefits in terms of lighting, ventilation and views. We have also ensured that window sizes are maximised to allow natural daylight and ventilation deep into all apartments (including those single aspect apartments) to ensure that the internal quality of the apartments is not compromised. There are no single aspect units of three or more bedrooms and all North facing single aspect units are one bed or studio units. Out of the 13 single aspect units only 4 are two bed units and face South, again, with views across a recess in the building or an internal balcony with large window / door openings maximising daylight and ventilation and covered balconies reducing overheating from mid day direct sunlight.

Children's Play Space

7.9.12 The strategic planning policy requirement to provide for children's play space is set out at Policy 3.6 (Children and Young People's Play and Informal Recreation Facilities) of the London Plan 2016. This policy uses the Mayor's child yield calculator to determine what amount of play space is required.

7.9.13 The proposed development would create a potential child yield of 19.9 children and 199.4 sqm of the associated playspace. With the low yield of children expected, the only requirement is to cater for under 5s within the site. The proposed development would provide 262 sqm of on-site doorstep playable space for the under 5s. There would be 2 areas of doorstep playable space (each no smaller than 100 sqm) on separate podium decks, including:

- Amenity lawns with localised mounding and bespoke naturalistic play features for toddler play;
- Feature planting including multi-stem trees, hedgerows and feature shrubs to perimeter to add sensory value
- Decking and feature paving encouraging interactive play;
- Playful seating elements set within hard landscape

Facilities for ages 5 to 11 (off-site within 400m).

7.9.14 The nearest existing play facilities are at Abbey Recreation Play Area, which is located 600m to the west of the Site. The Approved High Path Scheme is located within 400m and will provide a central new neighbourhood park with play facilities.

Facilities for 12+ (off-site within 800m)

7.9.15 Wandle Park and Abbey Recreation Ground are located within 800m to the north east and west respectively. The Approved High Path Scheme is located within 400m and will provide a central new neighbourhood park with play facilities.

7.9.16 A planning condition requiring full details of playspace equipment can be secured to ensure that the development provides the appropriate onsite facilities.

Bin and Recycling Storage

7.9.17 The residential units would have access to three internal bin storage areas. Two large bin storage areas are located adjacent to entrance A and one smaller bin storage area adjacent to entrance B. The proposed amount of bin/recycling storage is considered to be acceptable. The proposal would include a 21.5m wide area on street for loading. The bins would be accessed through the gaps in the wall and out to the service lorry.

7.10 Flooding and Drainage

7.10.1 The NPPF and London Plan policies 5.12, 5.13, Merton's policy CS 16 and SPP policies DMF1, DM F2 and DMD2 all seek to ensure that adequate flood risk reduction measures, mitigation, and emergency planning are in place to ensure there is no increase in flood risk offsite or to the proposed development.

7.10.2 The application site is located within flood zone 1, which is considered to be at low risk of flooding from pluvial sources, groundwater, artificial sources, and sewer surcharge.

7.10.3 The applicant has provided an independent Flood Risk Assessment & Drainage Strategy by Markides Associates. The report stated that in the preparation of this FRA, all sources of flooding were considered which may affect the development proposals and the surrounding areas, in accordance with the requirements of the current flood risk legislation and policy of the NPPF.

- 7.10.4 The proposed development will incorporate a Sustainable Drainage Systems (SuDS) as part of the surface water management strategy to increase biodiversity, provide amenity for residents and users, control discharge volumes and manage water quality. The proposal will include a drainage strategy that will incorporate SuDS within the roof gardens and permeable paving in the parking areas
- 7.10.5 The surface water drainage strategy will seek to connect to the existing Thames Water sewer in Station Road. A total of 61m³ attenuation storage will be provided to allow surface water runoff to be restricted to 14 l/s for all rainfall events up to and including the 1 in 100 year critical event. This will provide an 88% reduction compared to the pre-development scenario.
- 7.10.6 The Councils Flood Officer and the Environment Agency have both confirmed no objection to the proposal subject to conditions.

7.11 **Transport and Parking**

- 7.11.1 Policy 6.1 of the London Plan (2016) states that the Mayor will support developments, which generate high levels of trips at locations with high levels of public transport accessibility and which improves the capacity and accessibility of public transport, walking and cycling.
- 7.11.2 At a local level Policy CS.19 of the Core Planning Strategy states that the Council will ensure that all major development demonstrates the public transport impact through transport assessments. Travel plans will also be required to accompany all major developments. Policy CS.18 promotes active transport and encourages design that provides attractive, safe, covered cycle storage, cycle parking and other facilities (such as showers, bike cages and lockers).
- 7.11.3 London Plan policies 6.3 and 6.12, CS policies CS20 and CS18 and SPP policy DM T2 seek to reduce congestion of road networks, reduce conflict between walking and cycling, and other modes of transport, to increase safety and to not adversely effect on street parking or traffic management.

Existing Situation

- 7.11.4 The site is currently used for vehicle repair services, including garages, workshops and MOT services, with Class B2 (general industrial) and Sui Generis land use classification. The existing buildings occupy a gross internal area (GIA) of 1,297sqm.
- 7.11.5 The site is served by 5 separate vehicle crossovers from Station Road, which provide access to the workshop areas. Each of the current tenants are however observed to be heavily reliant on the use of Station Road as

an extended parking area for vehicles prior to and after they have been serviced, as well as associated vehicle manoeuvring.

7.11.6 Furthermore, the adopted car parking practice along the site frontage is for vehicles to straddle the footway and carriageway, essentially making the adjacent footway inaccessible for pedestrians.

Cycle parking

7.11.7 The London Plan currently requires 1 space per studio and 1 bedroom unit and 2 spaces are required for all other dwellings. One short term space is required per 40 units.

7.11.8 The cycle parking provision now totals 102 secure and sheltered residential cycle parking spaces (a 28 space reduction compared to 130 cycle spaces in the previous scheme). The development proposals also include a single Sheffield stand at the front of the site, to meet the visitor cycle parking standard of 1 space per 40 units, therefore 2 spaces. The proposed level of cycle parking is in accordance with the London Plan.

7.11.9 The chosen commercial space would need to comply with the London Plan standard for each use. It should be noted that all of the proposed commercial uses would only require a small level of cycle parking for each different use class. In the event, the proposed commercial unit cannot meet London Plan cycle standards, then the London Plan requires that for all land uses in all locations a minimum of 2 short-stay and 2 long-stay spaces must be provided. Officers are confident that this can be provided in the space to the front of the commercial unit.

Car parking

7.11.10 The proposal seeks to provide 3 disabled car parking spaces onsite. The level of disabled car parking is in accordance with London Plan standards.

7.11.11 On street car parking is proposed with the introduction of two sets of 2m wide parallel parking bays totaling approximately 70m in length, which is sufficient to accommodate 12 vehicles. The final designation of the car parking spaces as shown on the drawings would be subject to the consultation process with neighbours on a potential CPZ.

7.11.12 Should the CPZ be introduced (following consultation with neighbours), then the permit free requirement for the proposed development would ensure that future occupiers would not be able to obtain a car parking permit to use in the CPZ. If Station Road is not changed to a CPZ, then the new on-street bays would have an unrestricted availability for all road

users (as per the existing situation). Regardless of the above outcome, the development would still be a permit free development (this would safeguard any future adoption of the Station Road as a CPZ).

7.11.13 As part of the planning application, the applicant has confirmed their agreement to consult existing neighbours on the possibility of including Station Road within a CPZ. The applicant has agreed to make a financial contribution to the consultation process. This can be secured within the S106 agreement.

7.11.14 Double yellow lines are proposed on the northern side of Station Road to prevent parking on both sides of Station Road. It should be noted that the current situation in Station Road includes parking on both sides of the street which is problematic in terms of vehicle movement. Therefore regardless of the redevelopment of the application site, double yellow lines will be introduced along the northern section of Station Road for reasons of safety and access at all times.

7.11.15 The proposal seeks to formalise parking in a formal manner with proposed parking bays on the south side of Station Road. This would create a more manageable car parking arrangement in the street and one that is inline with London Plan maximum parking standards. A 21.1m wide double yellow line area is to be provided on the south side of Station Road to allow for servicing vehicles so that they do not halt traffic movement.

Car Club Membership

7.11.16 There is an existing, operational car club bay located on Mill Road, which is around 300m north of the site. This space is operated by ZipCar and currently provides access to a large, 5-door car.

7.11.17 The applicant has agreed to fund three years car club membership for new residents of the proposed development. The promotion of free car club membership will help inform new residents of sustainable modes of travel which is welcomed. The three year free Car Club Membership can be secured within the S106 agreement.

Pedestrians

7.11.18 Station Road itself does benefit from footway provision on both sides of the carriageway; however, on the southern side of the carriageway the footway widths are narrow to the west of the site, with a minimum width of approximately 1.3m, confounded by an existing practice of footway parking, essentially making this footway redundant. The proposals seek to increase the width of the footpath to 1.8m which is welcomed. The combination of the increased footpath width, formal arrangement of car

parking, removal of industrial units and restoration of the listed wall are considered to improve pedestrian movement and experience within Station Road.

Construction Phase

7.11.19 The Council can limit impact on neighbours and the highway by agreeing details of the construction phase by planning condition (construction logistics plan).

Servicing

7.11.20 The proposed commercial unit can be serviced directly in front of the building, via the double yellow lines which would allow loading. In addition, the passing area between the proposed parking bays on the southern section of Station Road can also accommodate loading. The double yellow lines would allow loading for all users. The proposed servicing arrangements are therefore considered to be acceptable.

Refuse

7.11.21 The proposals includes the introduction of two sets of 2m wide parallel parking bays totalling approximately 70m in length, which is sufficient to accommodate 12 vehicles. The bays are divided by a 21.1m long section of kerb subject to double yellow line no waiting controls, which will act as a passing place for conflicting vehicle movements and a space from which refuse/service vehicles can access the site, supported by drop-kerb access to move bins from the footway to carriageway. It is noted that the collection of refuse from 70 flats would take some time, however this would not be a frequent event and the design of the parking bays would allow the refuse truck to not obstruct the public highway during collection.

Merantun Way

7.11.22 The development proposals do not preclude aspirations to introduce a potential shared use footway/cycleway facility along the Merantun Way (joint TFL and Merton Council aspiration project). The applicant has demonstrated that any such proposal could be accommodated without reliance on any land within the control of the applicant. The applicant has agreed to make a 15k contribution towards the implementation of this potential project. This would be secured in the S106 agreement. This will help encourage sustainable modes of transport (walking/cycling) for future occupiers of the development.

Trip movement

7.11.23 In terms of vehicle trips, compared to the existing land use, the site would attract a significant reduction, amounting to 225 fewer vehicle trips during the day and approximately 20 fewer trips during each of the peak hours. This is based on the residential development being car free.

Travel Plan

7.11.24 The planning application is supported by a Travel Plan, which sets out a range of measures and management strategies to support and encourage the use of the most sustainable forms of travel, walking and cycling, thereby facilitating low car ownership levels. The Travel Plan can be secured within the S106 agreement.

Turning

7.11.25 The applicant has stated that they have observed vehicles reversing along the length of Station Road due to a lack of a turning facility. In order to improve turning in the street, the Council has recently introduced double yellow lines in the small turning area at the eastern end of Station Road. Previously cars would be parked in this location so vehicles would not be able to use this space. The introduction of the double yellow lines would ensure that this space is kept clear. Whilst it would take some larger vehicles multiple turns to navigate this turning area, it is considered to be an improvement on the current practice (vehicles reversing along Station Road). Reversing along Station Road cannot be supported by the Council given concerns relating to highway safety. The turning facility would therefore help alleviate vehicle movement during the construction process as well as long term improvements for all road users (including servicing the application site).

7.11.26 The Council has agreed with the applicant that this turning area will be kept free, however once the development is complete, a shared surface will be introduced to retain a turning area and improve pedestrian and cycle movement. A financial contribution towards these works can be secured within the S106 agreement.

7.12 **Biodiversity**

7.12.1 The site is boarded by roads and residential/commercial land uses to the north, west and south. The Wandle Meadow Nature Park and the Lower River Wandle Sites of Importance for Nature Conservation (SINC) runs to the east of the site with an associated tree line that connects the site to Morden Hall Park and Deen City Farm SINC to the south of the site.

7.12.2 Planning Policy DMO2 (Nature Conservation, Trees, hedges and

landscape features) of Merton's Sites and Policies Plan seeks to protect and enhance biodiversity, particularly on sites of recognised nature conservation interest. To protect trees, hedges and other landscape features of amenity value and to secure suitable replacements in instances where their loss is justified

7.12.3 The applicant has provided an independent ecology report with the planning application by Tyler Grange Ltd. The report:

- Uses available background data and results of field surveys to describe and evaluate the ecological features present within the likely 'zone of influence' (ZoI)² of the proposed development;
- Describes the actual or potential ecological issues and opportunities that may arise as a result of the sites' future redevelopment;
- Where appropriate, makes recommendations for mitigation of adverse effects and ecological enhancement, to ensure conformity with policy and legislation; and
- Identifies further work required to inform a future planning application if relevant.

7.12.4 The report concludes that as the site is predominantly hardstanding and buildings associated with the industrial units, the majority of the habitats to be lost as a result of the proposed development (buildings, hardstanding, introduced shrub) are of negligible ecological importance and no specific mitigation is required. Some habitats of ecological importance within the context of the site only (scrub and trees) will likely be lost as a result of the proposals. It is considered that this can be mitigated through suitable replacement planting, namely within the proposed green roof planting.

7.12.5 Tyler Grange Ltd state that where possible, existing habitats of ecological importance will be retained and enhanced, and new habitat created on-site, in line with local and national planning policy. In addition, enhancements for specific species groups could be provided, including bird boxes to increase the number of nest sites across the site and native planting on the green roof to increase foraging opportunities for bats and birds. As such, a net-gain in biodiversity is considered likely to be easily achievable as part of the development.

7.12.6 Those valuable ecological resources that exist, or could exist, at the site, could be accommodated by the adoption of design principles. Where impacts may occur, these could be more than mitigated through better management of retained habitats (notably scattered trees and scrub) and habitat creation within the site (namely green roof planting). In conclusion, officers consider that there are positive opportunities to enhance

biodiversity on the site through soft landscaping and appropriate mitigation measures as recommended.

7.13 **Contamination**

7.13.1 Merton's Sites and Policies Plan Policy DM EP4 (Pollutants) aims to reduce pollutants and reduce concentrations to levels that will have minimal adverse effects on people and the natural and physical environment.

7.13.2 The applicant has provided an independent phase 1 Geo-environmental desk study by Wardell Armstrong LLP with the planning application. The purpose of the report is to identify and examine in broad terms readily available information relating to the:

- Past and current uses of the site and surrounding area;
- Environmental setting including geology, mining, hydrogeology and hydrology;
- Potential contamination sources, pathways and receptors as part of a preliminary conceptual model;
- Potential stability and contamination constraints and liabilities that may arise in connection with the present use or proposed use of the site; and
- The requirement or otherwise for future studies including potential intrusive site investigation prior to redevelopment.

7.13.3 The report concludes that based on available information the application site is considered to present an overall Moderate risk from historical land use and current site use.

7.13.4 Due to the industrial nature of the current and historical site use and surrounding area, along with site observations as chemical storage and staining, Wardell Armstrong LLP state that there is a potential for soil contamination which could impact the proposed development. Therefore, it is considered that appropriate investigation should be carried out at a detailed design stage in order to determine the presence of contaminants within the soils. This assessment can be conditioned within the planning process.

7.13.5 Wardell Armstrong LLP state that asbestos may be present within the buildings on site and within the made ground associated with current and previous buildings. If not already undertaken, Wardell Armstrong LLP state it would be prudent to carry out an asbestos survey of the buildings and to investigate the potential for asbestos containing materials (ACMs) within the soils.

7.13.6 The site is recorded to be in an area where there is a moderate risk of unexploded ordnance in reference to the London Bombing Density Zetica UXO risk map. However, due to the site history and ground conditions beneath the site, there is considered to be a reduced risk of unexploded ordnance being present. Wardell Armstrong LLP state it would however be prudent to obtain a Preliminary UXO Assessment for the site prior to intrusive investigations at the site or undertaking any sub-surface construction.

7.13.7 Following site investigation works, and subject to any remedial works being undertaken in accordance with any planning conditions, Wardell Armstrong LLP state that it is anticipated that the site would be suitable for the proposed development.

7.13.8 The Councils Environmental Health Officer confirms no objection subject to conditions.

7.14 **Sustainability**

7.14.1 Planning policy CS15 (climate Change) of Merton's adopted Core Planning Strategy (2011) seeks to tackle climate change, reduce pollution, develop low carbon economy, consume fewer resources and use them more effectively.

7.14.2 Planning Policy 5.2 of the London Plan (2016) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be Green: use renewable energy

7.14.3 The applicant has submitted an updated energy statement. The Councils Climate Change Officer has confirmed that the development should achieve a 35 % improvement in CO2 emissions on Part L 2013. This meets the minimum sustainability requirements of Merton's Core Planning Strategy CS15 (2011) and Policy 5.2 of the London Plan (2106). A planning condition requiring evidence of compliance with CO2 reductions and water consumption can be imposed on the planning approval.

7.14.4 As the proposal is for a major residential development a S.106 agreement for the carbon offset cash in lieu contribution, calculated to be £63,060.60, will need to be finalised prior to planning approval in line with Policy 5.2 of the London Plan. Based on the carbon shortfall and offset contributions set out in the updated energy statement. In this instance, the carbon off-set shortfall would be secured within the S106 agreement.

7.15 **Archaeology**

- 7.15.1 The site is located within the Wandle/Colliers Wood Archaeology priority zone. The Wandle/Colliers Wood archaeology priority zones has particular focus for riverside industry from medieval period onwards with several corn mills being located during medieval period. Supplanted in post-medieval period by textile processing and finishing industries.
- 7.15.2 The proposed development comprises a comprehensive redevelopment of the site. No basements are proposed, however lift pits, attenuation tanks, and pile caps will all be deep enough to have an impact on any archaeological remains on the site. It is understood that the perimeter of the site will be piles, and preservation of archaeological remains in situ could be achieved by careful pile placement and appropriate load-bearing spanning structures.
- 7.15.3 Historic England advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation and foundation positions. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. A planning condition relating to submission of foundation design details is also recommended by Historic England.
- 7.15.4 Historic England have confirmed that archeology matters can be suitability controlled via planning condition.

7.16 **Air Quality**

- 7.16.1 Planning Policy DM EP4 of Merton's Adopted Sites and Policies plan (2104) seeks to minimise pollutants and to reduce concentrations to levels that have minimal adverse effects on people, the natural and physical environment in Merton. The policy states that to minimise pollutants, development:

- a) Should be designed to mitigate against its impact on air, land, light, noise and water both during the construction process and lifetime of the completed development.
- b) Individually or cumulatively, should not result in an adverse impact against human or natural environment.

- 7.16.2 Planning policy 7.14 (Improving Air Quality) of the London Plan 2016 recognises the importance of tackling air pollution and improving air quality to London's development and the health and wellbeing of its people. The London Plan states that the Mayor will work with strategic partners to ensure that the spatial, climate change, transport and design policies of the London Plan support implementation of Air Quality and Transport strategies to achieve reductions in pollutant emissions and minimize public exposure to pollution.
- 7.16.3 In accordance with the aims of the National Air Quality Strategy, the Mayor's Air Quality Strategy seeks to minimise the emissions of key pollutants and to reduce concentration to levels at which no, or minimal, effects on human health are likely to occur.
- 7.16.4 To meet the aims of the National Air Quality Objectives, the Council has designated the entire borough of Merton as an Air Quality Management Area (AQMA). Therefore, development that may result in an adverse air quality including during construction, may require an Air Quality Impact Assessment in order for the Council to consider any possible pollution impact linked to development proposals.
- 7.16.5 The applicant has provided an air quality assessment with the application. The independent air quality assessment states that:

During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. These were assessed in accordance with the Mayor of London's methodology. Assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by demolition, earthworks, construction and trackout activities was predicted to be not significant.

The proposal has the potential to expose future occupants to elevated pollution levels. Dispersion modelling was therefore undertaken using ADMS-Roads in order to predict concentrations as a result of emissions from the local highway network. Results were subsequently verified using monitoring data collected by LBoM.

The results of the dispersion modelling assessment indicated that predicted concentrations of NO₂ and PM₁₀ were below the relevant AQOs at all locations across the development. Pollutant levels at the boundary were categorised as APEC - A in accordance with the London Councils Air Quality and Planning

Guidance. As such, the site is considered suitable for the proposed use from an air quality perspective.

Potential emissions from the development were reviewed in the context of the air quality neutral requirements of the London Plan. This indicated an acceptable level of building and transport emissions from the scheme.

Based on the assessment results, air quality factors are not considered a constraint to planning consent for the development.

7.16.6 The Councils Air Quality Officer has reviewed the proposal and raises no objection subject to conditions, as per the previously refused application.

7.17 **Trees**

7.17.1 There are no trees on the application site worthy of retention. There is a row of trees long the parcel of land between the application site and Merantun Way. Whilst the existing trees would be located close to the proposed building, it is not considered that these would result in undue loss of amenity for future residents of the development. The trees fall under the control of TFL and should works be required to the trees, the applicant would require permission from TFL's Green Infrastructure team prior to commencing any works. A planning informative is attached to make the applicant aware of this requirement.

7.17.2 As set out above, it is proposed to replace the timber boundary fence along Merantun Way with a brick wall and section of railings. Details of the boundary treatment can be controlled via planning condition. Following this change, the Councils Tree Officer has confirmed that the proposed wall appears to be in the same position as the wall of the existing building. This means that there are foundations already in place, and therefore constructing a new wall should be fairly straightforward. The excavation of the foundations and erection of the new wall should be included in the arboricultural method statement and tree protection plan. This would, as with the other work, require arboricultural monitoring/supervision.

8 **Affordable Housing**

8.1.1 Planning policy CS 8 (Housing Choice) of Merton's Core Planning Strategy states that development proposals of 10 units or more require an on-site affordable housing target of 40% (60% social rented and 40% intermediate). In seeking affordable housing provision, the Council will have regard to site characteristics such as site size, its suitability and economics of provision such as financial viability issues and other planning contributions.

- 8.1.2 The amount of affordable housing this site can accommodate has been subject of a viability assessment. Following discussions, the Councils independent viability assessor (Altair) has confirmed that the scheme is not viable, however the applicant has put forward 3 affordable rent units. This is 5.5% of the total number of units on the site. These homes would be best targeted at a small Registered Provider given the number of affordable homes.
- 8.1.3 Altair recommend that Merton Council seeks three Affordable Rent units being offered. Altair also recommends that Merton apply the viability review mechanisms at early and late stages of development, as outlined within the Draft London Plan and Mayor's Affordable Housing and Viability SPG based on Altair appraisal.
- 8.1.4 The provision of on-site affordable housing contribution has been based on the viability of the scheme. The Councils independent assessors have concurred with the applicant's level of affordable housing that can be provided. The level of affordable housing is therefore considered to be acceptable.

9. Local Financial Considerations

- 9.1 The proposed development is liable to pay the Merton and Mayoral Community Infrastructure Levy (CIL), the funds for which will be applied by the Mayor towards the Crossrail project. Merton's Community Infrastructure Levy was implemented on 1st April 2014. This will enable the Council to raise, and pool, contributions from developers to help pay for things such as transport, decentralised energy, healthcare, schools, leisure and public open spaces - local infrastructure that is necessary to support new development. Merton's CIL has replaced Section 106 agreements as the principal means by which pooled developer contributions towards providing the necessary infrastructure should be collected.

10. SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS

- 10.1 The proposal is for major residential development and an Environmental Impact Assessment is not required in this instance.
- 10.2 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms on EIA submission.

11. CONCLUSION

- 11.1 NPPF paragraph 118 (c) states that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.
- 11.2 The delivery of this site for housing would provide a good contribution towards Merton's housing need, including the provision of affordable housing. The proposed development will provide 54 new residential dwellings and a 204sqm commercial unit at ground floor level. The principle of development is considered to be acceptable with a mixed use development retaining a source of employment and providing much needed new homes.
- 11.3 The standard of residential accommodation is considered to offer good accommodation that would meet the needs of future occupiers. Each unit would have direct access to private amenity space as well as communal areas at third floor level which would exceed minimum standards. The proposed housing mix is considered to offer a good range of unit types. The level of affordable housing is agreed due to viability considerations.
- 11.4 The design of the development is considered to be of high quality in terms of appearance and character and would be appropriate in terms of height and massing in this context. At street level, the proposed development is considered to improve the visual amenities of the street scene, with improvements to the setting/condition of the listed wall, formalisation of car parking on the southern section of Station Road only, widening of the public pavement and the applicants agreement to financial contributions towards improved pedestrian and cycling projects in both Station Road and Merantun Way. The proposed density range is considered acceptable in this instance given the quality of the design. The proposed building would respect the context of the site, wider area and as such would preserve the surrounding heritage assets (including the Wandle Valley Conservation Area).
- 11.5 The letters of objection from neighbouring properties have been assessed, however it is considered that the proposed development would not result in undue loss of neighbouring amenity. It is acknowledged, that the proposed building would result in a noticeable uplift in development on the site, however this is an urban area where it is not unusual for larger buildings to face each other across a public carriageway. The level of separation between the site and neighbours is considered to be reasonable to protect neighbouring amenity. In addition, the neighbouring properties opposite in Station Road have good sized front gardens/driveways which will help create some breathing space between

developments. The Councils independent sun and daylight consultant has confirms that daylight, sunlight and overshadowing is acceptable.

- 11.6 There would be no undue impact upon flooding, transport, biodiversity, contamination, sustainability, archaeology, air quality or trees.
- 11.7 The proposal is therefore considered to have overcome the previous reasons for refusal under 19/P4266.
- 11.7 The proposal is considered to be in accordance with Adopted Sites and Policies Plan, Core Planning Strategy and London Plan policies. The proposal is therefore recommended for approval subject to conditions and S106 agreement.

RECOMMENDATION

- (1) GRANT PLANNING PERMISSION (20/P1412)
- (2) GRANT LISTED BUILDING CONSENT (20/P1672)

- (1) Subject to the completion of a Section 106 Agreement covering the following heads of terms:-
 - 1. Affordable housing (3 on-site affordable rent units) - viability review mechanisms at early and late stages of development
 - 2. Designation of the development as permit-free and that on-street parking permits would not be issued for future residents of the proposed development.
 - 3. Car Club Membership (3 year free membership)
 - 4. Financial contribution toward CPZ Consultation (£18,000)
 - 5. Highway Works (double yellow lines, parking bays & increased width of footpath). Section 278 Agreement
 - 6. Restoration of Listed Lampposts (details to be agreed with Conservation Officer)
 - 7. Carbon shortfall Contribution – (£63,060.60).
 - 8. Highway Works contributions (Station Road shared surface (15k) and Merantun Way pedestrian and cycle way)
 - 9. Air Quality Contribution (3k)

10. Travel Plan (A sum of £2,000 (two thousand pounds) is sought to meet the costs of monitoring the travel plan over five years)

11. The developer agreeing to meet the Council's costs of preparing, drafting and monitoring the Section 106 Obligations.

And the following conditions:

1. A1 Commencement of Development (full application)
2. A7 Approved Plans
3. B.1 Materials to be approved, including detailed plans at a scale of 1;20 of some of the typical details
4. B.4 Details of Surface Treatment
5. B.5 Details of Walls/Fences
6. C07 Refuse & Recycling (Implementation)
7. D09 No External Lighting
8. D11 Construction Times
9. E05 Restriction – Use of Premises (no supermarket)
10. F01 Landscaping/Planting (scheme)
11. F02 Landscaping (Implementation)
12. F05 Tree Protection
13. F08 Site Supervision (trees)
14. F09 Hardstandings
15. H03 Redundant Crossovers
16. H06 Cycle Parking (details to be submitted)
17. H07 Cycle Parking (Implementation)
18. Disabled Car Parking retention with EVCP
19. H10 Construction Vehicles, Washdown Facilities etc

20. H13 Construction Logistic Plan

21. H14 Garages doors/gates

22. The development hereby permitted shall incorporate security measures to minimise the risk of crime and to meet the specific security needs of the development in accordance with the principles and objectives of Secured by Design. Details of these measures shall be submitted to and approved in writing by the local planning authority prior to commencement of the development and shall be implemented in accordance with the approved details prior to occupation.

Reason: In order to achieve the principles and objectives of Secured by Design to improve community safety and crime prevention in accordance with Policy 14 (22.17) of Merton Core Strategy: Design, and Strategic Objectives 2 (b) and 5 (f); and Policy 7.3 Designing out Crime of the London Plan.

22. Prior to occupation a Secured by Design final certificate shall be submitted to and approved by the Local Planning Authority.

Reason: In order to achieve the principles and objectives of Secured by Design to improve community safety and crime prevention in accordance with Policy 14 (22.17) of Merton Core Strategy: Design, and Strategic Objectives 2 (b) and 5 (f); and Policy 7.3 Designing out Crime of the London Plan.

23. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority: 1) A site investigation scheme, based on the PRA, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 2) The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 3) 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 (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: For the protection of Controlled Waters. The site is located over a Secondary Aquifer & within SPZ2 and it is understood that the site may be affected by historic contamination.

24. Prior to occupation of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. 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: Should remediation be deemed necessary, the applicant should demonstrate that any remedial measures have been undertaken as agreed and the environmental risks have been satisfactorily managed so that the site is deemed suitable for use.

25. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason: There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters.

26. Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning

Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.

Reason: To protect the underlying groundwater from the risk of pollution. Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater.

27. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying groundwaters. We recommend that where soil contamination is present, a risk assessment is carried out in accordance with our guidance 'Piling into Contaminated Sites'. We will not permit piling activities on parts of a site where an unacceptable risk is posed to Controlled Waters.

28. No development approved by this permission shall be commenced until the details of the final drainage scheme is submitted, based on hydraulic calculations for the 1 in 100 year +40% climate change rainfall event. The drainage layout and calculations must be submitted to and approved in writing by the LPA, prior to commencement of development.

29. Construction Environmental Management Plan / Dust Management Plan

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

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

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

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

Reason: To ensure the development does not raise local environment impacts and pollution.

30. Non-Road Mobile Machinery (NRMM)

All Non-road Mobile Machinery (NRMM) used during the course of the development that is within the scope of the GLA 'Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (SPG) dated July 2014, or any successor document, shall comply with the emissions requirements therein.

Reason: To ensure the development does not raise local environment impacts and pollution.

31. Ultra-Low NOX Boilers

1. Unless otherwise agreed in writing with the Local Planning Authority, no boiler or Combined Heat and Power (CHP) shall be installed within the development hereby approved, other than one that incorporates and has installed abatement technology to reduce emissions to below 0.04 gNO_x/kWh.

2. All systems shall be maintained in accordance with the manufacturer's instructions.

Reason: To minimise the NO_x emission.

32. Works shall take place in compliance with the Written Scheme of Investigation (WSI) titled 'STAGE 1 WRITTEN SCHEME OF INVESTIGATION FOR AN ARCHAEOLOGICAL EVALUATION – amended 11.06.2020', by Compass Archaeology.

33. No demolition or development shall take place other than in accordance with the agreed WSI, which is to be carried out by the nominated organisation (Compass Archaeology) as the competent person(s) or organisation to undertake the agreed works.

34. If heritage assets of archaeological interest are identified by stage 1

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

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

- 35. No development shall take place until details of the foundation design and construction method to protect archaeological remains have been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.
- 36. Noise levels, (expressed as the equivalent continuous sound level) LAeq (15 minutes), from any new plant/machinery from the commercial units across the site use shall not exceed LA90-5dB at the boundary with the closest residential property.
- 37. Due to the potential impact of the surrounding locality on the residential development, a scheme for protecting residents from noise shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing. The scheme is to include acoustic data for the glazing system and ventilation system. The internal noise levels shall meet those within BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings and ProPG; Planning and Noise – Professional Practice Guide, Publ: (ANC, IOA, CIEH) May 2017 as a minimum. The approved scheme shall be implemented in accordance with the agreed details.
- 38. Depending on the use of the commercial units additional mitigation/restrictions may need to be applied particularly with regards to noise, hours of opening and odour.

39. Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary
40. No development shall take place until a Demolition and Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period.
The Statement shall provide for:
- hours of operation
 - the parking of vehicles of site operatives and visitors
 - loading and unloading of plant and materials
 - storage of plant and materials used in constructing the development
 - the erection and maintenance of security hoarding including decorative -displays and facilities for public viewing, where appropriate
 - wheel washing facilities
 - measures to control the emission of noise and vibration during construction.
 - measures to control the emission of dust and dirt during construction/demolition
 - a scheme for recycling/disposing of waste resulting from demolition and construction.
41. A deskstudy, then an investigation shall be undertaken to consider the potential for contaminated-land, and if necessary, a detailed remediation scheme to bring the site to a suitable state for the intended use by removing unacceptable risks to health and the built environment, and submitted to the approval of the LPA. Reason: To protect the health of future users of the site in accordance with policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's sites and policies plan 2014.
42. The approached remediation shall be completed prior to development. And a verification report, demonstrating the then effectiveness of the remediation, subject to the approval of the LPA.

Reason: To protect the health of future users of the site in accordance with policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's sites and policies plan 2014.
43. Service and Delivery Plan
44. Suds condition

45. Details of playspace
46. Details of biodiversity measures (including bird/bat boxes and planting on the green roofs).
47. Signage
48. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.”

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes you need to follow if you’re considering working above or near our pipes or other structures.

49. No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the development has achieved CO2 reductions in accordance with those outlined in the approved plans (Energy Statement dated 2nd July 2020), and wholesome water consumption rates of no greater than 105 litres per person per day.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: Policy 5.2 of the London Plan 2016 and Policy CS15 of Merton's Core Planning Strategy 2011.

INFORMATIVES:

1. An Arboricultural Report has been submitted with the application which suggests that some pruning is required for the trees located on the A24. The applicant must obtain agreement with TfL’s Green Infrastructure team prior to commencing any works to the trees.

2. INF9 Works on the Public Highway

3. INF12 Works Affecting the Public Highway

4. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
5. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
6. Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
7. Asbestos survey
8. Preliminary UXO Assessment
9. Carbon emissions evidence requirements for Post Construction stage assessments must provide:
 - Detailed documentary evidence confirming the Target Emission Rate (TER), Dwelling Emission Rate (DER) and percentage improvement of DER over TER based on 'As Built' SAP outputs (i.e. dated outputs with accredited energy assessor name and registration number, assessment status, plot number and development address); **OR**, where applicable:
 - A copy of revised/final calculations as detailed in the assessment methodology based on 'As Built' SAP outputs; **AND**
 - Confirmation of Fabric Energy Efficiency (FEE) performance where SAP section 16 allowances (i.e. CO2 emissions associated with appliances and

cooking, and site-wide electricity generation technologies) have been included in the calculation

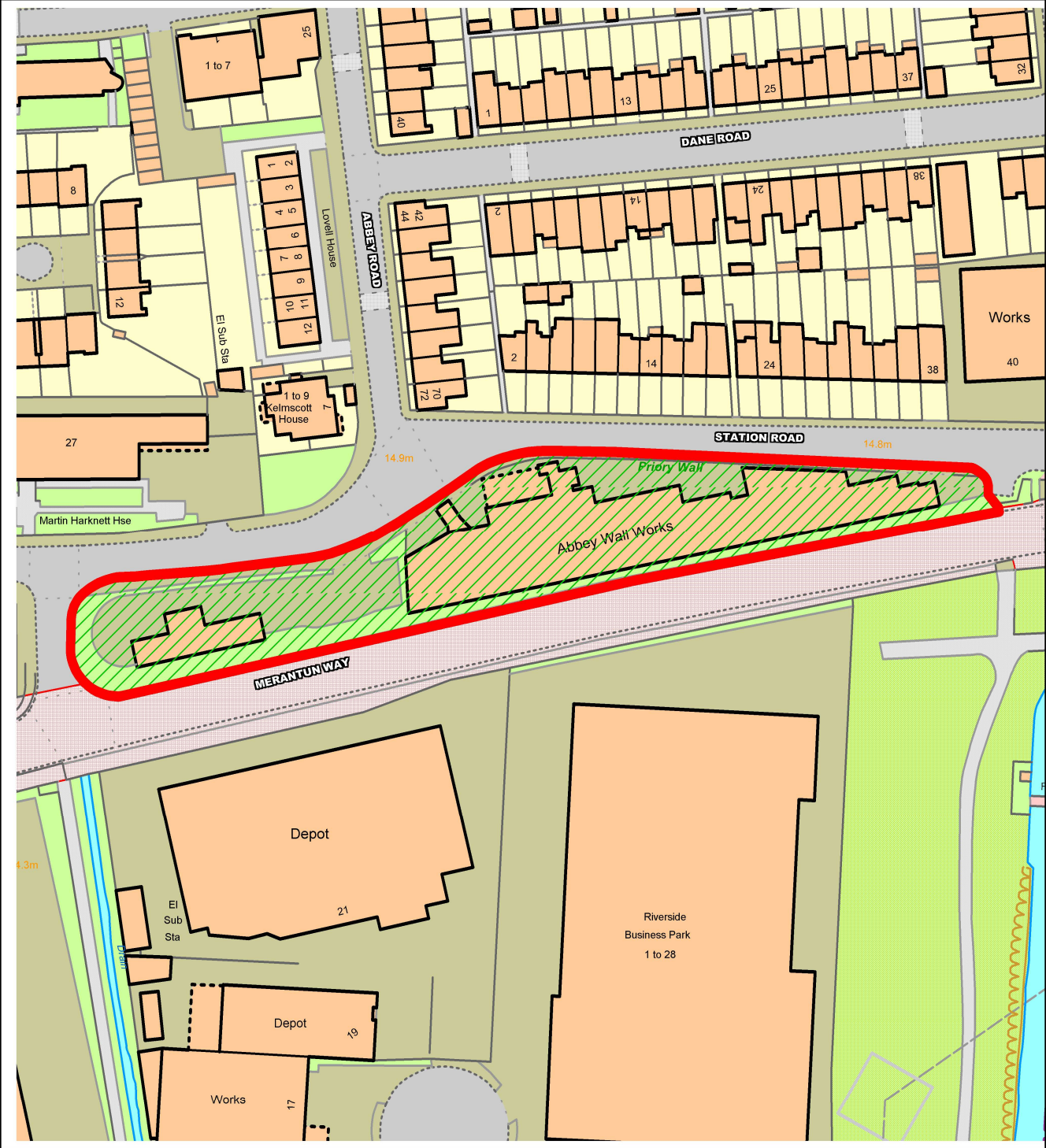
10. Water efficiency evidence requirements for Post Construction Stage assessments must provide:
- Documentary evidence representing the dwellings 'As Built'; detailing:
 - the type of appliances/ fittings that use water in the dwelling (including any specific water reduction equipment with the capacity / flow rate of equipment);
 - the size and details of any rainwater and grey-water collection systems provided for use in the dwelling; **AND:**
 - Water Efficiency Calculator for New Dwellings; **OR**
 - Where different from design stage, provide revised Water Efficiency Calculator for New Dwellings and detailed documentary evidence (as listed above) representing the dwellings 'As Built'

(2) **Grant listed building consent subject to conditions.**

1. A5 Listed Building Consent
2. Drawing Numbers
3. Method statement for works (including protection measures during construction) to the wall and lampposts.

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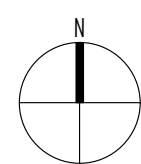
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01 - Proposed Block Plan
1:500(0A1)



Revisions	Notes
P1 22/04/2020 Issued for Planning	

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Client indigoScott	Project Number 319
Project Abbey Wall Works	
Drawing Title Proposed Block Plan	
Status Planning	Drawn HT
Scale 1:500(0A1)	Date 09/04/20
Drawing Number 319_BP-01	Revision 1

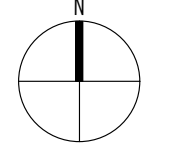
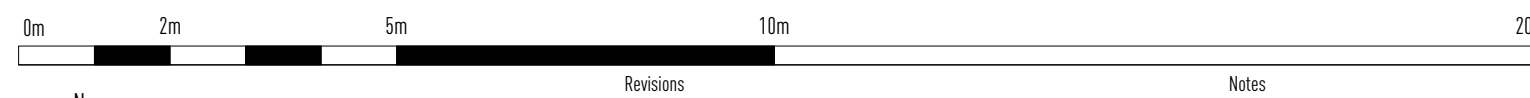
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Status Planning	Drawn HT	Checked TW
Scale 1:500(0A1)	Date 09/04/20	
Drawing Number 319_BP-01	Revision 1	



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01 - Proposed Ground Floor Plan
1:100GAD



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P1 25/06/2019 Issued for Planning
 P2 01/07/2019 Update to suit 0.05

Client
IndigoScott
Project
Abbey Wall Works

Project Number
319



Date: Planning
 Scale: 1:100GAD
 Drawing Number: 319_GA-00

Drawn: HT
 Checked: TW
 Date: 09/10/20
 Reviewer:



01 - Proposed First Floor Plan
1:100GAD



Rev	Description
P1	25/06/2023 Issued for Planning
P2	24/08/2023 Revision for planning
P3	04/07/2023 Update to units 1.07 and 1.11

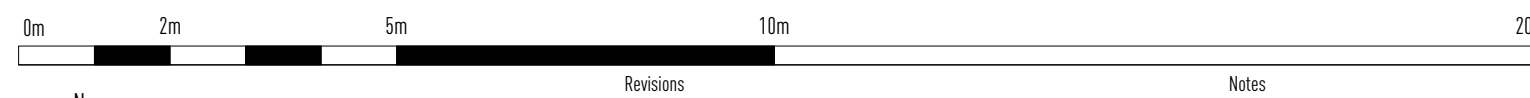
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Drawing Title Proposed First Floor Plan	Scale 1:100GAD	
Drawn TW	Checked TW	Date 09/04/23
Drawing Number 319_GA-01		Revision 3



Page 101

01 - Proposed Second Floor Plan
1:100GAD



Rev	Description
P1	22/06/2023 Issued for Planning
P2	24/06/2023 Revision for Planning
3	03/07/2023 Update to units 2.07 and 2.11

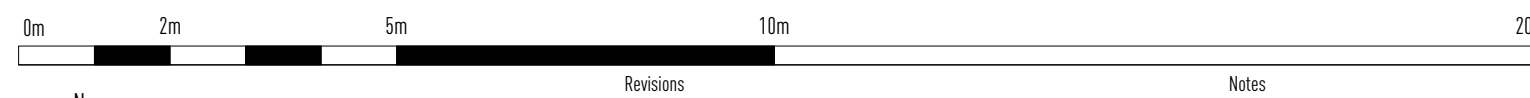
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Drawing Title Proposed Second Floor Plan	Scale 1:100GAD	
Drawn TW	Checked TW	Date 09/04/23
Drawing Number 319_GA-02		Revision 3



Page 102

01 - Proposed Third Floor Plan
1:1 00GAD

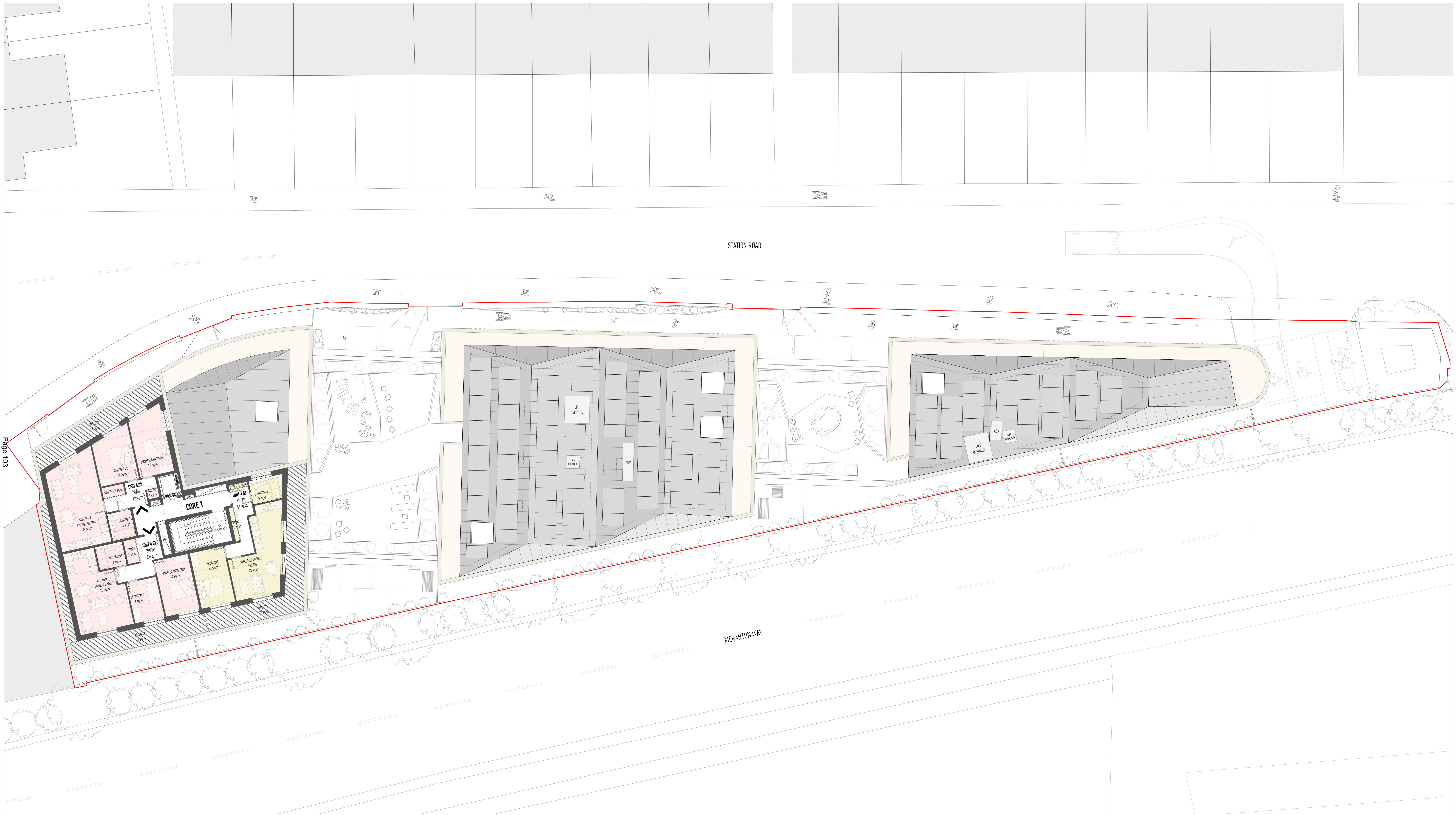


Revision	Notes
P1	22/06/2019 Issued for Planning

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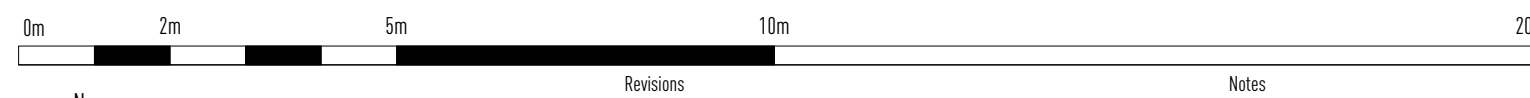
Client IndigoScott Abney Wall Works	Project Number 319	<p>75 Malings Place, 6th Floor, Bridge Road, London, SE1 3SD +44 (0) 207 7307 007 studio@owal.co.uk www.owal.co.uk</p>					
Drawing Title Proposed Third Floor Plan	<table border="0"> <tr> <td>Date: Planning</td> <td>Drawn HT</td> <td>Checked TW</td> </tr> <tr> <td>Scale: 1:1 00GAD</td> <td>Date: 09/04/20</td> <td>Revision: 1</td> </tr> </table>		Date: Planning	Drawn HT	Checked TW	Scale: 1:1 00GAD	Date: 09/04/20
Date: Planning	Drawn HT	Checked TW					
Scale: 1:1 00GAD	Date: 09/04/20	Revision: 1					

319_GA-03



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01 - Proposed Fourth Floor Plan
1:1 00GAD



Revision	Notes
P1	25/06/2019 Issued for Planning

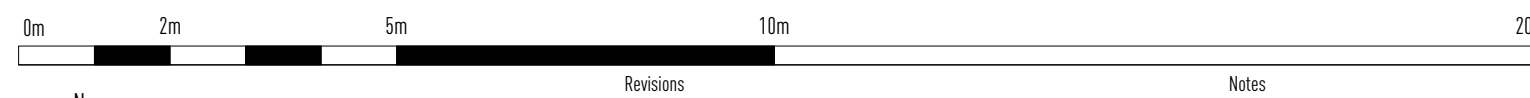
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Client IndigoScott	Project Number 319	<p>75 Malings Place, 6th Floor, Bridge Road, London, SE1 3SD +44 (0) 207 7307 007 studio@owal.co.uk www.owal.co.uk</p>				
Project Abney Wall Works						
Drawing Title Proposed Fourth Floor Plan	Scale 1:1 00GAD	<table border="0"> <tr> <td>Drawn HT</td> <td>Checked TW</td> </tr> <tr> <td>Date 09/04/20</td> <td>Revision 1</td> </tr> </table>	Drawn HT	Checked TW	Date 09/04/20	Revision 1
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Date 09/04/20	Revision 1					
Drawing Number 319_GA-04						



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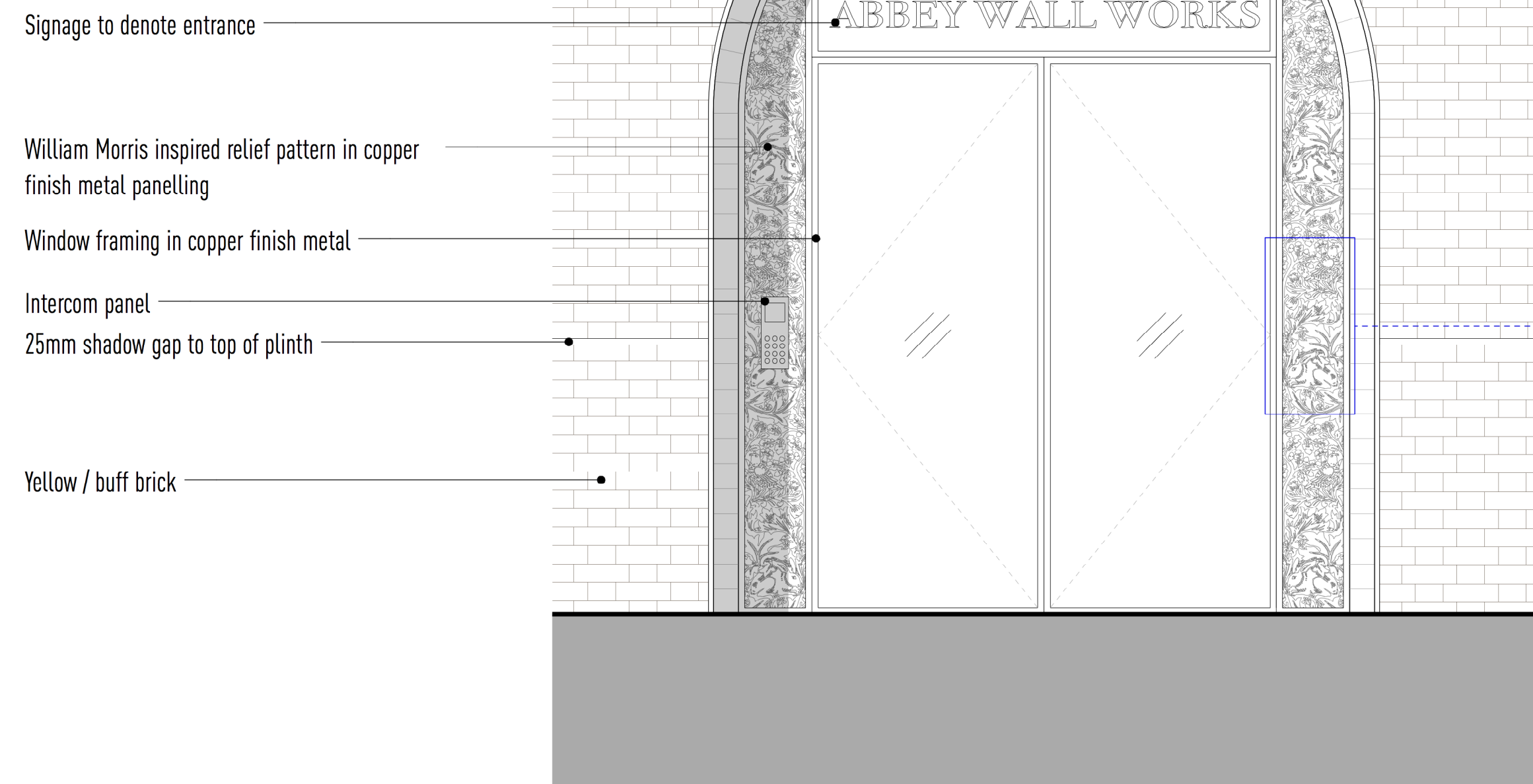
01 - Proposed Roof Plan
1:1 00GAD



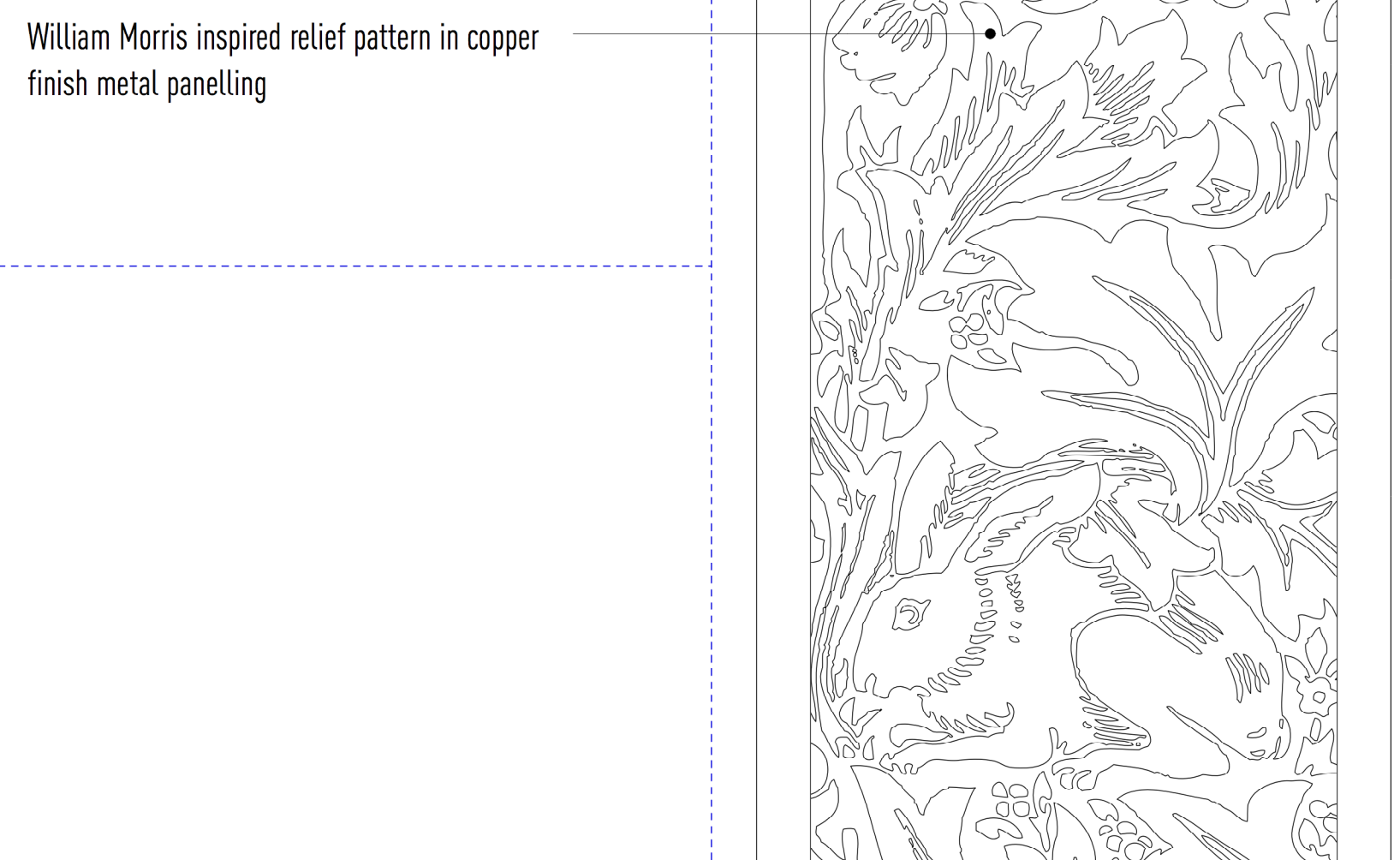
Revision	Notes
P1	25/06/2019 Issued for Planning

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Client IndigoScott	Project Number 319	<p>75 Malings Place, 105 Town Bridge Road, London SE1 3SD +44 (0) 20 7307 8807 studio@owalarchitects.com www.owalarchitects.com</p>						
Project Abney Wall Works								
Drawing Title Proposed Roof Plan	Scale 1:1 00GAD	<table border="0"> <tr> <td>Date Planning</td> <td>Drawn HT</td> <td>Checked TW</td> </tr> <tr> <td>Drawing Number 319_GA-RF</td> <td>Date 09/04/20</td> <td>Revised</td> </tr> </table>	Date Planning	Drawn HT	Checked TW	Drawing Number 319_GA-RF	Date 09/04/20	Revised
Date Planning	Drawn HT	Checked TW						
Drawing Number 319_GA-RF	Date 09/04/20	Revised						



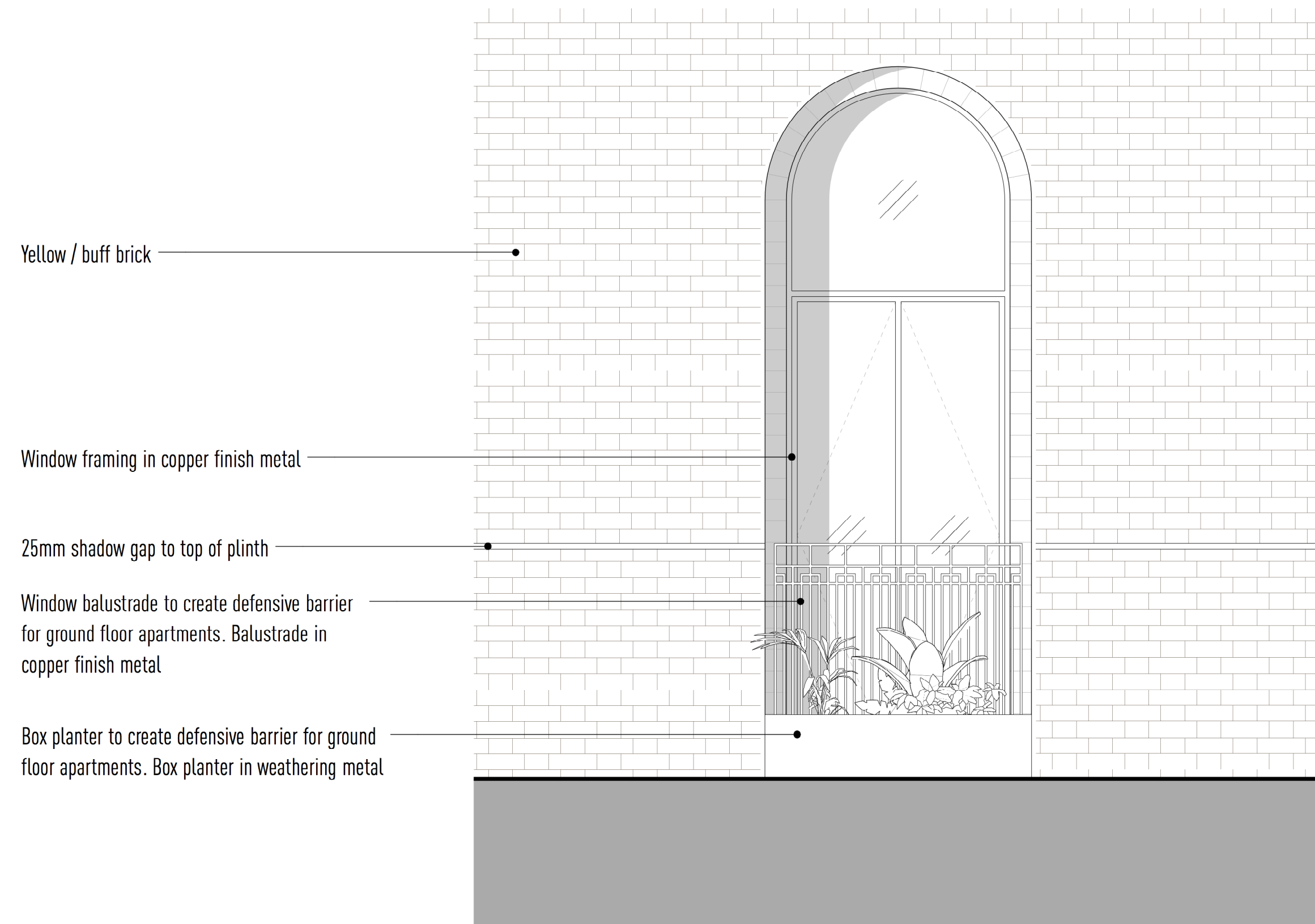
01 - Proposed Ground Floor Entrance
1:20@A1



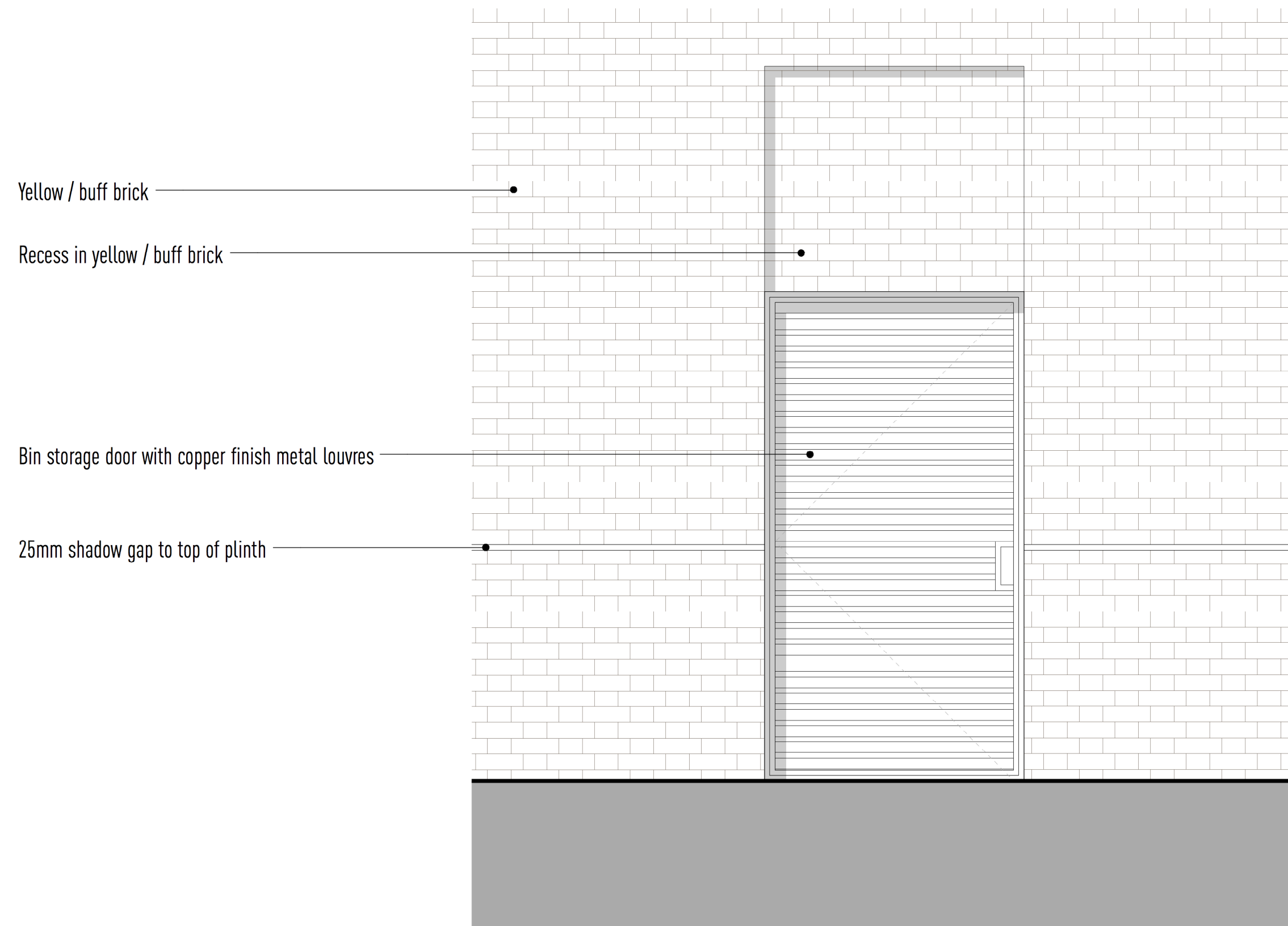
William Morris inspired relief pattern in copper finish metal panelling

02 - Proposed Ground Floor Entrance Relief
1:20@A1

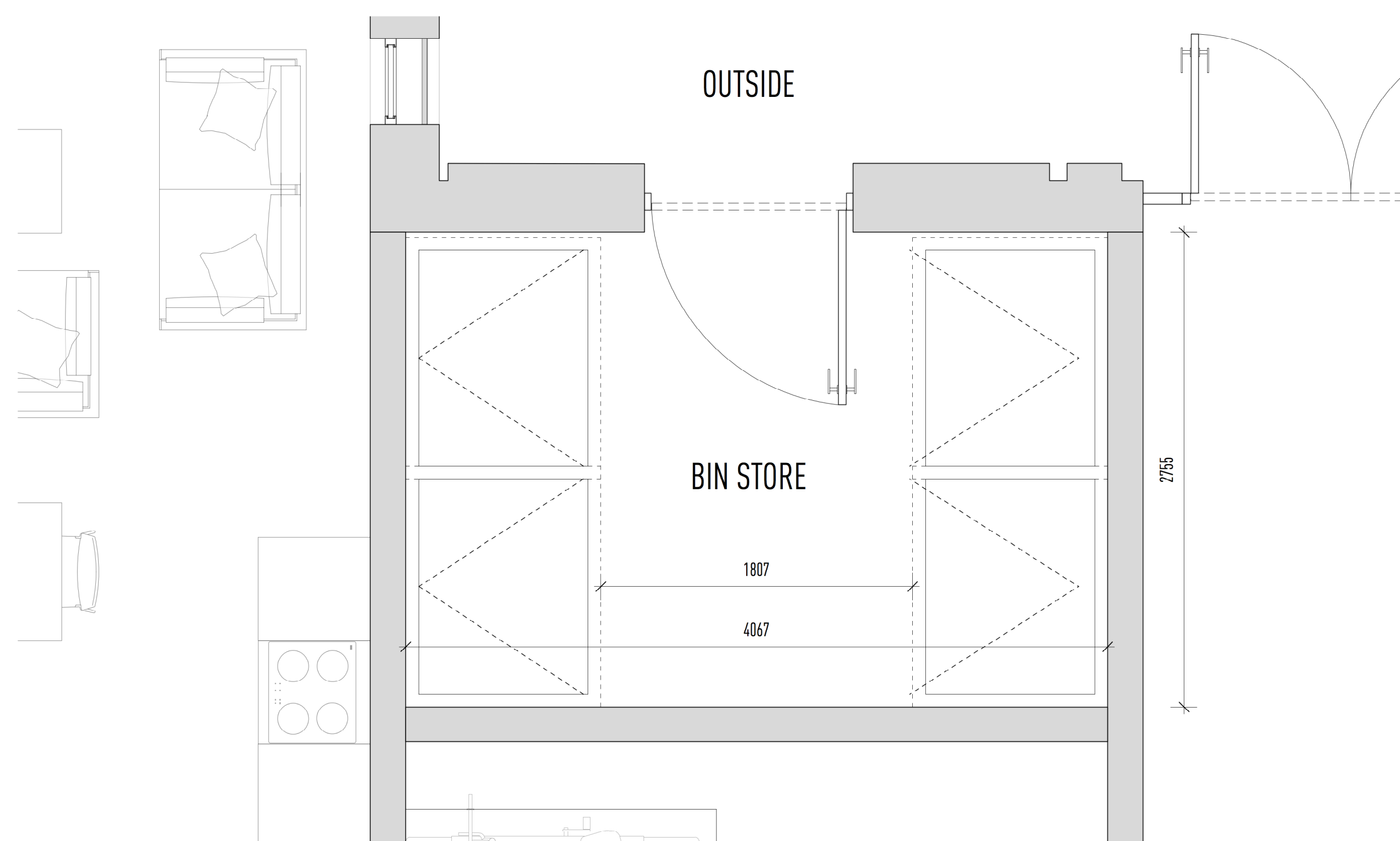
Elevation Key



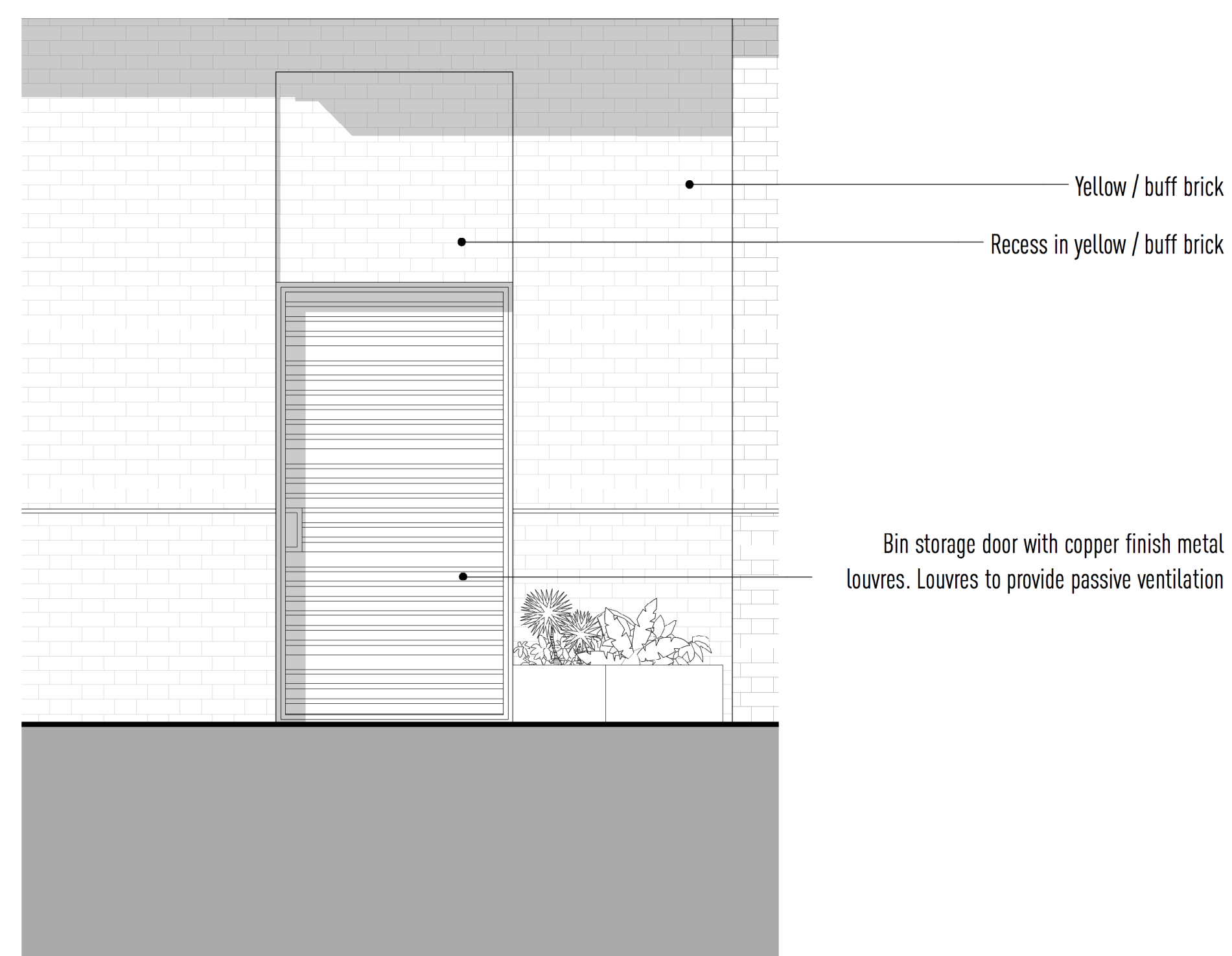
03 - Proposed Ground Floor Window
1:20@A1



04 - Proposed Ground Floor Bin Storage Entrance
1:20@A1



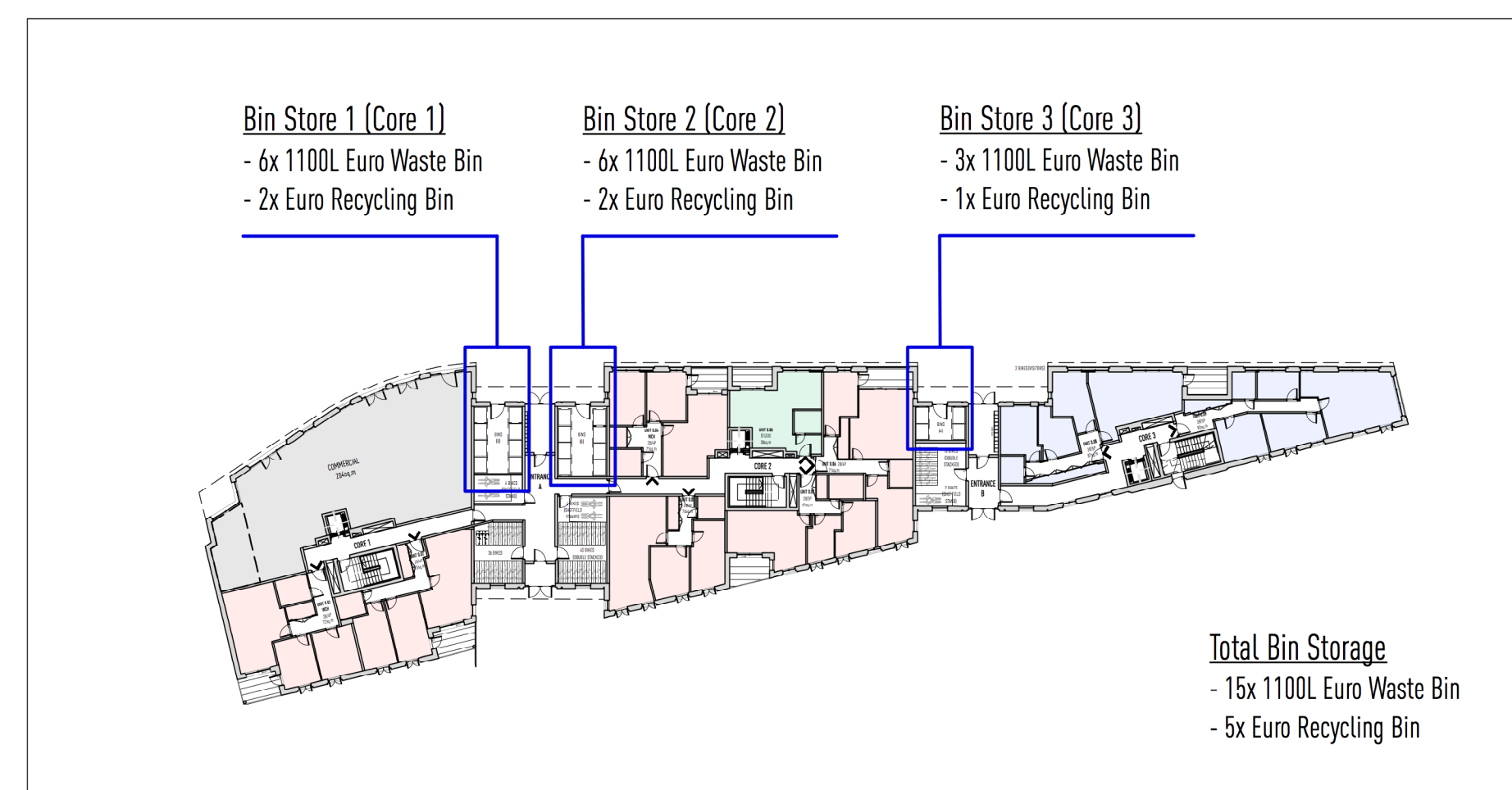
01 - Proposed Bin Storage Plan (Bin Store 3)
1:25@A1



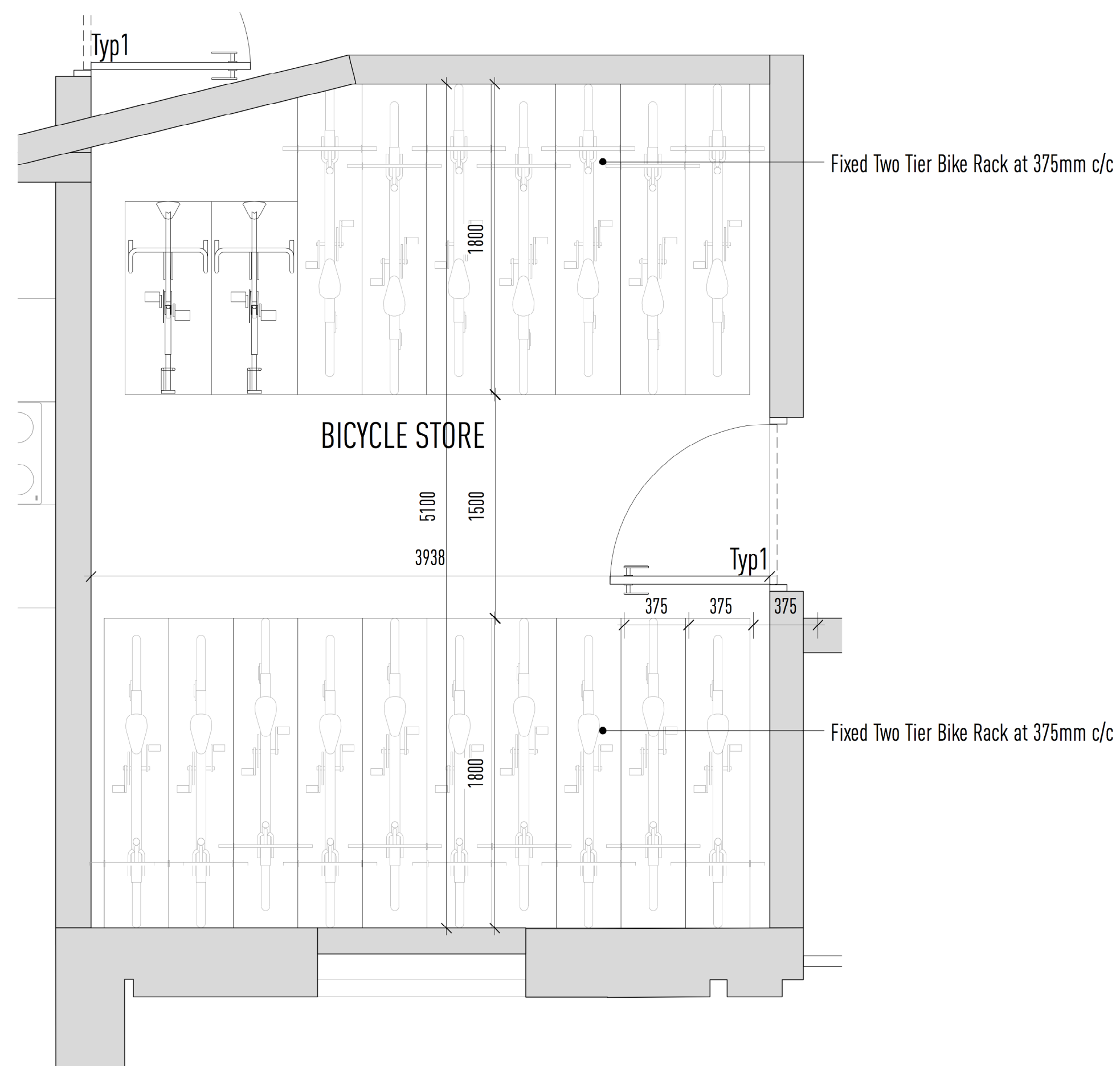
02 - Typical Bin Storage Front Elevation
1:25@A1



03 - Proposed Bin Storage Section (Bin Store 3)
1:25@A1



Bin Storage Key Plan

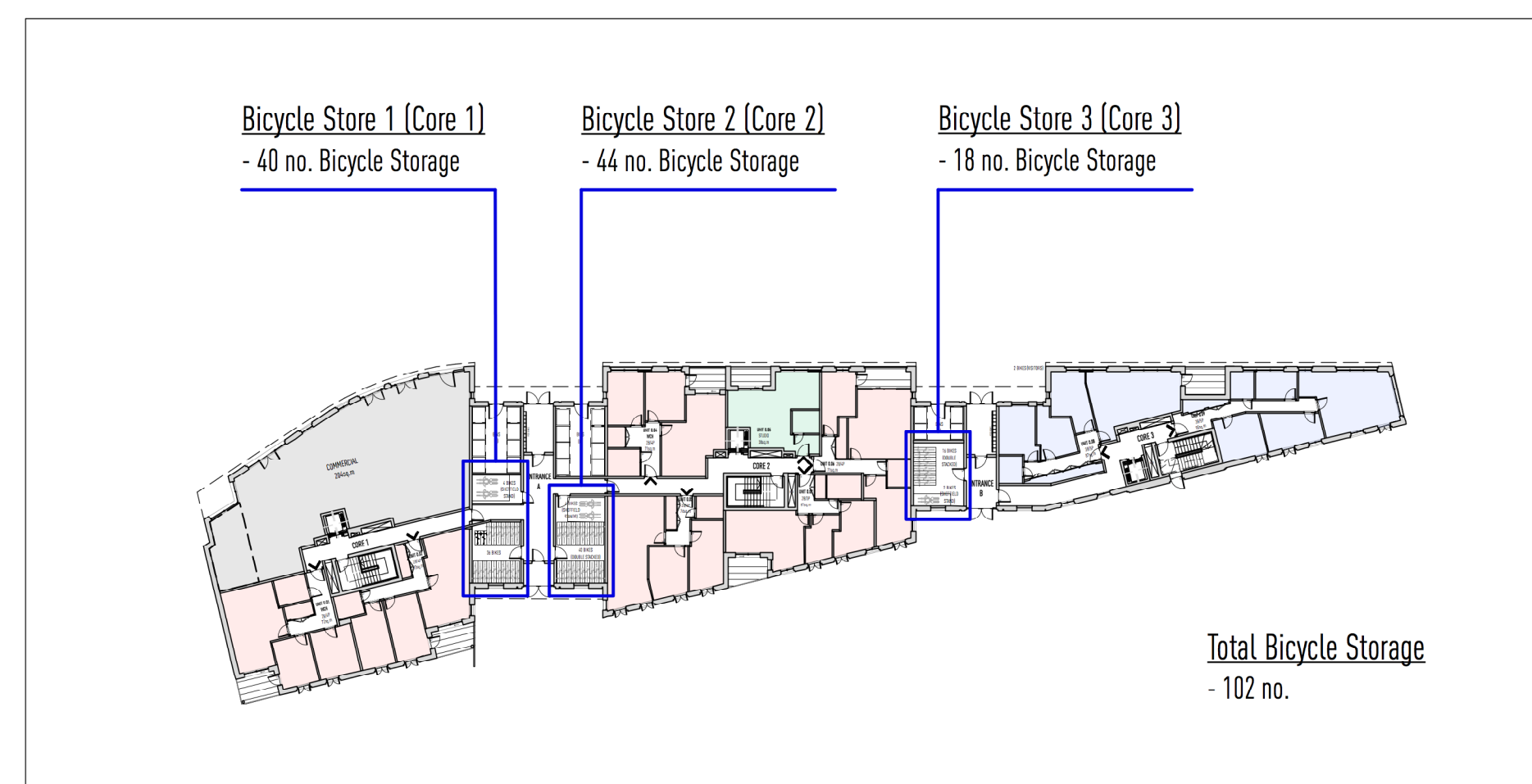


01 - Proposed Bicycle Storage Plan (Bicycle Store 1)
1:25@A1

BIN STORE



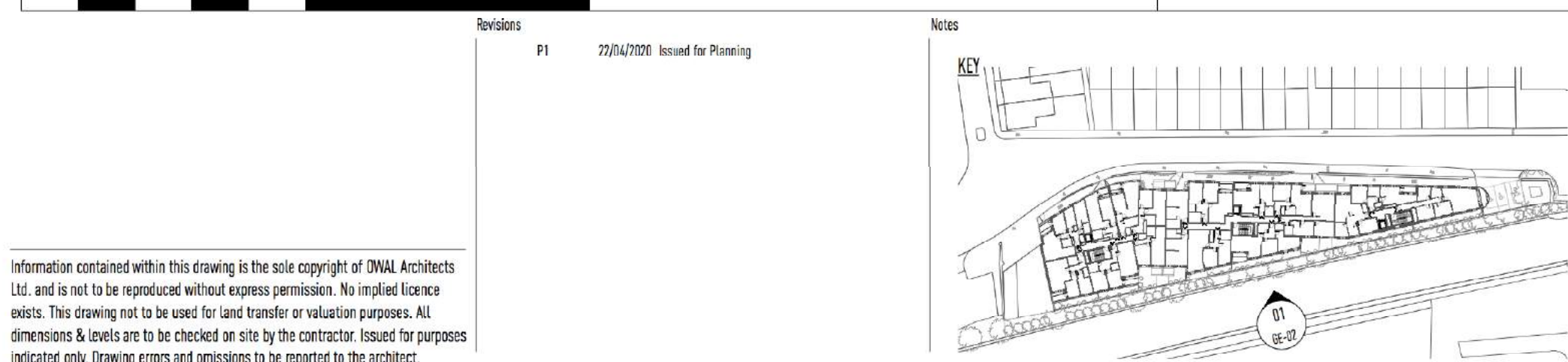
02 - Proposed Bicycle Storage Section (Bicycle Store 1)
1:25@A1



Bicycle Storage Key Plan



01 - Proposed South Elevation
1:100@A0

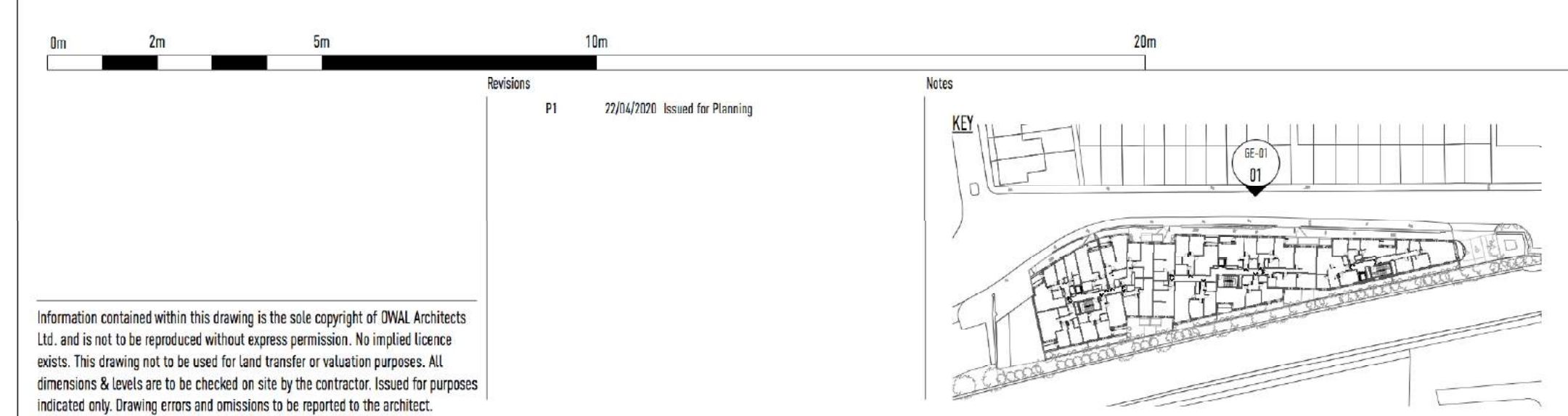


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Client IndigoScott	Project Number 319	<p>OVAL 75 Madingley Place, 188 Tower Bridge Road, London SE1 1LB +44 (0) 207 278 0200 info@oval-architects.com www.oval-architects.com</p>
Project Abney Wall Works		
Drawn By Proposed South Elevation	Date 17/05/2019	Sheet HT
	Scale 1:100@A0	Drawn By TW
	Drawing Number 319_GE-02	Date 22/04/2019
		Revision 1



01 - Proposed North Elevation
1:100B&D



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Client IndigoScott	Project Number 319	<p>OVAL 75 Madingley Place 188 Tower Bridge Road, London SE1 2LB +44 (0)20 7300 0000 info@oval-architects.com www.oval-architects.com</p>									
Project Abbey Wall Works	Project Number 319										
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Date Planning	Issue HT	Checked TW									
Scale 1:100B&D	Date 22/04/20	Revised									
Drawing Number 319_GE-01		1									



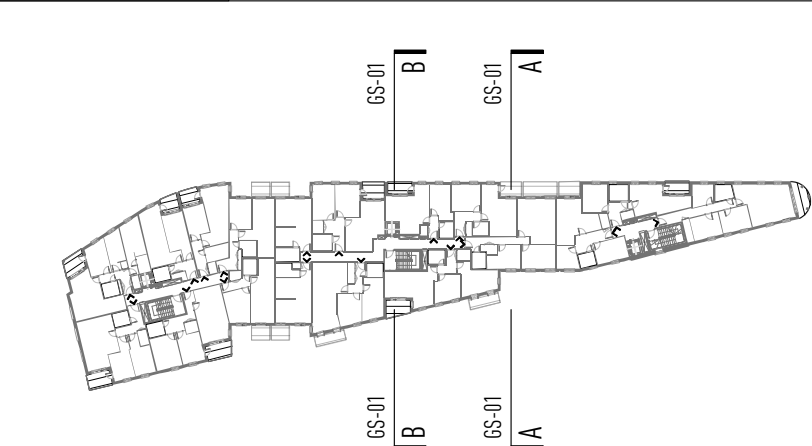
01 - Proposed Section AA
1:100@A0



02 - Proposed Section BB
1:100@A0



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Client IndigoScott	Project Number 319	OWAL 25 Madingley Place 100 Tower Bridge Road London SE1 1AB +44 (0)20 7917 1807 info@owal.london www.owal.london
Project Abbey Wall Works		
Drawing Title Proposed Sections AA and BB	Scale 1:100@A0	Drawn HT
	Drawing Number 319_GS-01	Checked TW
		Date 06/04/20
		Revised 1



01 - Proposed West Elevation
1:100B/A0



02 - Proposed East Elevation
1:100B/A0



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Revision	01	25/02/2019	Issued for Planning
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Client	IndigoScott	Project Number	319
Project	Abney Wall Works	Scale	1:100B/A0
Drawn By	Proposed East and West Elevations	Sheet	HT
Checked	TW	Date	22/04/20
Drawing Number	319_GE-03	Revisions	1

OVAL
 75 Maddingley Place, 188 Tower Bridge Road, London SE1 3LB
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PLANNING APPLICATIONS COMMITTEE
16th July 2020

Item No:

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	19/P3085	14/05/2019
Address/Site	300 Beverley Way and 265 Burlington Road New Malden KT3 4PJ	
(Ward)	Dundonald	
Proposal:	PARTIAL DEMOLITION OF B1 OFFICE BUILDING AND CHANGE OF USE OF PART OF OFFICE BUILDING CAR PARK TO FACILITATE THE RECONFIGURATION OF SUPERMARKET CAR PARK TO PROVIDE A TOTAL OF 684 CAR PARKING SPACES (A LOSS OF 19 CAR PARKING SPACES), TO PROVIDE TROLLEY PARKING SHELTERS, CHANGES TO WHITE LINE MARKING AND PROVISION OF A NEW SERVICING AREA AND ALTERATIONS TO OFFICE CAR PARK WITH A LOSS OF 29 CAR PARKING SPACES. THE ALTERATIONS TO THE SUPERMARKET CAR PARK LAYOUT AND ASSOCIATED WORKS HAVE BEEN SUBMITTED IN CONNECTION WITH THE CONCURRENT PLANNING APPLICATION 19/P2387 FOR THE ERECTION OF A MIXED USE DEVELOPMENT COMPRISING 456 FLATS AND 499 SQ.M OF B1 FLOOR SPACE	
Drawing Nos:	D4000 P1, D4001 P1, D4004 P1 and D4100 P1.	
Contact Officer:	Tim Lipscomb (0208 545 3496)	

RECOMMENDATION

Grant Permission subject to conditions

CHECKLIST INFORMATION

- Heads of Agreement: No.
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: Yes (major application)
- Site notice: Yes (major application)
- Design Review Panel consulted: No
- Number of neighbours consulted: 154
- External consultations: Yes
- Conservation area: No

- Listed building: No
- Tree protection orders: No
- Controlled Parking Zone: Yes (RPS)
- Green corridor – Yes (bordering the site to the north)
- Site of importance for nature conservation (SINC) – Yes (bordering the site to the north)

1. **INTRODUCTION**

- 1.1 This application is being brought to the Planning Applications Committee for determination as it is intrinsically linked to the wider proposed redevelopment of part of the Tesco Extra car park under application 19/P2387 which proposes the following:

DEMOLITION OF THE EXISTING BUILDINGS AND ERECTION OF TWO BLOCKS OF DEVELOPMENT RANGING IN HEIGHT BETWEEN SEVEN AND 15 STOREYS AND COMPRISING 456 NEW HOMES, OF WHICH 114 WILL BE ONE BEDS, 290 WILL BE TWO BEDS AND 52 WILL BE THREE BEDS. 499SQM OF B1(A) OFFICE SPACE WILL BE ACCOMMODATED AT GROUND FLOOR LEVEL ALONG WITH 220 CAR PARKING SPACES, 830 CYCLE PARKING SPACES, A REALIGNED JUNCTION ONTO BURLINGTON ROAD, HARD AND SOFT LANDSCAPING AND ASSOCIATED RESIDENTIAL FACILITIES. THE APPLICATION ALSO INCLUDES MINOR CHANGES TO THE LAYOUT AND CONFIGURATION OF THE RETAINED TESCO CAR PARK

2. **SITE AND SURROUNDINGS**

- 2.1 The application site comprises two parcels of land within the car park serving Tesco supermarket to the west of Burlington Road.
- 2.2 The smaller of the two parcels of land comprises a bank of 42 car parking spaces in the central part of the car park.
- 2.3 The larger of the two parcels of land comprises the majority of the car park and includes some 343 parking spaces to serve Tesco, 9 parking spaces associated with Tesco's servicing and delivery and 103 parking spaces associated with the two-storey office and warehouse building within the northern part of the site.
- 2.4 There are a total of 648 spaces to serve Tesco and 103 parking spaces serving the office use.
- 2.5 The site is bound to the east by Burlington Road, commercial properties to the south, a Tesco Extra store to the west and Raynes Park High School to the north. The closest section of the Transport for London Road Network (TLRN) is the A3 Kingston Bypass which runs west of the Tesco store in a north-south direction. The A298 Bushey Road which forms part of the Strategic Road Network (SRN) is located north of Raynes Park High School and runs in an east-west direction.

- 2.6 The wider Tesco car park is bound by Burlington Road (B282) to the east, a large Tesco superstore to the west, Pyl Brook and Raynes Park High School to the north and light industrial buildings to the south.
- 2.7 The site has no local or strategic policy designations, it does not lie within a conservation area and does not contain any listed buildings. At a local level the site forms part of allocated site RP3 within the emerging Merton Local Plan 2015-2030 (second consultation), and is identified as suitable for comprehensive redevelopment to retain the supermarket with the same floor space within a new purpose-built unit and to optimise the remainder of the site for new homes, landscaping and access.
- 2.8 The site has a PTAL of 2/3.
- 2.9 The site is within Flood Zones 2/3.

3. **PROPOSAL**

- 3.1 The proposal is for the following changes to the layout of the existing car park:
1. Re-lining of spaces to provide 2.4m x 4.8m car parking spaces;
 2. Removal of individual tree planters;
 3. Relocation of the existing pedestrian crossing;
 4. Flush kerbs to all new areas;
 5. Relocation of existing trolley bays;
 6. Relocation of the existing black bollards at 2400mm centres;
 7. Relocation of existing signage;
 8. Relocation of existing lamp stands;
 9. Relocation of existing ANPR & trolley prevention systems;
 10. New service road for delivery vehicles and Dot Com vans with associated prohibitive signage;
 11. New turning bay for servicing area;
 12. Changes to the layout of the Dot Com vans loading area;
 13. Fence and 9m wide gate to service area; and
 14. Relocation of the existing Click & Collect bay.
- 3.2 The application has been submitted to facilitate the redevelopment of the eastern part of the Tesco car park, under application ref.19/P2387. It is of note that application 19/P2387 is currently pending with no formal determination having taken place as of yet. Although it has been recommended for refusal by the Planning Applications Committee and is currently being reviewed by the Greater London Authority under the Stage 2 referral process. That application is also the subject of an appeal against non-determination, with a Public Inquiry due to take place in late 2020.
- 3.3 The part of the site where new residential development would be located, if permission were granted, would not continue to accommodate car parking for the Tesco site or for the office/warehouse building (as this would be demolished).
- 3.4 The changes to the car park layout, along with the development proposed under 19/P2387, would result in a total of 579 car parking spaces to serve the Tesco plus 9 for service vehicles. (The parking spaces associated with the office/warehouse building would be removed and 220 parking spaces provided for the residential development

proposed under application ref.19/P2387). This would be an overall reduction of 69 spaces serving the Tesco. However, if the proposal to redevelopment the wider site under 19/P2387 did not go ahead, 648 parking spaces would be retained at the Tesco car park, (the same number as the existing).

- 3.5 However, assuming that application ref.19/P2387 was approved, the layout of the eastern part of the site would be as per the submitted plan showing the proposed relationship with application ref.19/P2387. The impact of that layout is considered under 19/P2387. This current application does not seek to demolish the existing office/warehouse, it simply re-arranges car parking spaces, trolley bays and other small scale elements of car park infrastructure.
- 3.6 The applicant has confirmed that the drainage system will be the same as existing and there would be no increase in non-permeable surfaces.

4. PLANNING HISTORY

- 4.1 19/P1643 - CHANGE OF USE OF UNUSED SECTION OF EXISTING CAR PARK FOR BUSINESS USE, ERECTING 2 x PODS FOR SCRATCH AND GLASS REPAIR CENTRES WITH VEHICLE MANOEUVERING SPACE AND 4 x PARKING BAYS. Grant Permission subject to Conditions 01/10/2019.
- 4.2 Associated applications:
- 4.3 19/P2678 - APPLICATION FOR ADVERTISEMENT CONSENT FOR THE DISPLAY OF 6 x NON-ILLUMINATED VINYL SIGNS. Advertisement Consent Granted 15/11/2019.
- 4.4 19/P2578 - DEMOLITION OF BUILDING AND FORMATION OF TEMPORARY ROAD FOR THE TESCO CAR PARK (2 YEAR PERIOD), PROVIDING PEDESTRIAN AND BICYCLE ACCESS PLUS VEHICULAR EGRESS, WITH ASSOCIATED WORKS INCLUDING THE RELOCATION OF BUS STOP. Pending decision
- 4.5 19/P2387 - DEMOLITION OF THE EXISTING BUILDINGS AND ERECTION OF TWO BLOCKS OF DEVELOPMENT RANGING IN HEIGHT BETWEEN SEVEN AND 15 STOREYS AND COMPRISING 456 NEW HOMES, OF WHICH 114 WILL BE ONE BEDS, 290 WILL BE TWO BEDS AND 52 WILL BE THREE BEDS. 499SQM OF B1(A) OFFICE SPACE WILL BE ACCOMMODATED AT GROUND FLOOR LEVEL ALONG WITH 220 CAR PARKING SPACES, 830 CYCLE PARKING SPACES, A REALIGNED JUNCTION ONTO BURLINGTON ROAD, HARD AND SOFT LANDSCAPING AND ASSOCIATED RESIDENTIAL FACILITIES. THE APPLICATION ALSO INCLUDES MINOR CHANGES TO THE LAYOUT AND CONFIGURATION OF THE RETAINED TESCO CAR PARK. Pending consideration by the GLA - PAC Recommendation for refusal February 2020. The applicant has appealed against non-determination with a Public Inquiry likely to take place later in the year.

5. POLICY CONTEXT

- 5.1 The key policies of most relevance to this proposal are as follows:

- 5.2 National Planning Policy Framework (2019)
- 8. Promoting healthy and safe communities
 - 9. Promoting sustainable transport
 - 11. Making effective use of land
 - 12. Achieving well-designed places
 - 14. Meeting the challenge of climate change, flooding and coastal change
- 5.3 London Plan (2016)
- 4.7 Retail and town centre development
 - 4.8 Supporting a successful and diverse retail sector and related facilities and services
 - 5.3 Sustainable design and construction
 - 5.13 Sustainable drainage
 - 6.3 Assessing effects of development on transport capacity
 - 6.13 Parking
 - 7.2 An inclusive environment
 - 7.4 Local character
 - 7.5 Public realm
 - 7.6 Architecture
- 5.4 Adopted Merton Core Planning Strategy (July 2011)
- CS11 Infrastructure
 - CS14 Design
 - CS15 Climate Change
 - CS16 Flood Risk Management
 - CS18 Active Transport
 - CS20 Parking, Servicing and Delivery
- 5.5 Sites and Policies Plan and Policies Map (July 2014)
- DM R2 Development of town centre type uses outside
 - DM D1 Urban design and the public realm
 - DM D2 Design considerations in all developments
 - DM F1 Support for flood risk management
 - DM F2 Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure
 - DM T1 Support for sustainable transport and active travel
 - DM T2 Transport impacts of development
 - DM T3 Car parking and servicing standards
 - DM T5 Access to the road network

6. CONSULTATION

6.1 Standard 21-day site notice procedure and individual letters to neighbouring occupiers. No representations have been received.

6.2 LBM Highways:

H10, H13, INF8, INF9, INF12

Please note that their application boundary plan shows public highway within their site which is incorrect.

6.3 LBM Transport Planning:

No response received.

7. PLANNING CONSIDERATIONS

7.1 The main planning considerations concern the principle of the development, the impact on the local highway network, the visual impact of the proposed changes, neighbouring amenity and flooding/surface water runoff considerations.

7.2 Principle of development

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

7.2.2 The provision of a mixed use scheme to the eastern part of the site is not assessed as part of this application, as that is being assessed under application ref. 19/P2387 (currently at Stage 2 referral with the GLA).

7.2.3 The impact on the highway network is the key consideration in this assessment.

7.3 Highway, traffic and parking considerations

7.3.1 Core Strategy Policy CS 20 considers matters of pedestrian movement, safety, servicing and loading facilities for local businesses and manoeuvring for emergency vehicles as well as refuse storage and collection.

7.3.2 The proposal would not result in an increase in any commercial or non-commercial floor space and therefore it is not considered that the proposal would result in a material increase in vehicle movements as to have a significant effect on the local highway network.

7.3.3 The reduction in car parking spaces to serve the Tesco shop (from 648 spaces to 579 spaces) would still maintain a significant provision of parking, well above the maximum standards of the London Plan, where food shops over 2500sqm should provide a maximum of 1 parking space per 25sqm of floor space (this would equate to a maximum provision of around 450 spaces). Therefore, officers conclude that there would be no justifiable reason to withhold permission based on a lack of parking for the Tesco store.

7.3.4 The proposal raises no significant issues and is considered to be acceptable in highway terms.

7.4 Character of the Area

7.4.1 The National Planning Policy Framework (NPPF) states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The regional planning policy advice in relation to design is found in the London Plan (2016), in Policy 7.4 - Local Character and 7.6 - Architecture. These policies state that Local Authorities should seek to ensure that developments promote high quality inclusive design, enhance the public realm, and seek to ensure that development promotes world class architecture and design.

7.4.2 Policy DM D2 seek to ensure a high quality of design in all development, which relates positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area. Core Planning Policy CS14 supports this SPP Policy.

7.4.3 The proposed works are relatively minor in scale, despite the overall site area. The changes would be accommodated within the existing car park, with changes to trolley stores, parking bays, white line marking and servicing roads. The overall visual appearance would be of a surface level car park with ancillary infrastructure, as is the case currently. In terms of magnitude of change, the proposal would have a very slight impact, which would be neutral in its effect.

7.4.4 The scheme involves the removal of a number trees within the site, a number of which are which are in planters within the car park. If the wider residential redevelopment scheme goes ahead these trees would be removed and there would be replacement planting and landscaping. The visual impact of the retained car park would be acceptable as existing trees would be retained there.

7.4.4 The proposal is considered to not result in material harm to the character and appearance of the streetscene and would comply with Policy DM D2 in terms of visual amenity.

7.5 Neighbouring Amenity

7.5.1 Policy DM D2 seeks to ensure that development does not adversely impact on the amenity of nearby residential properties.

7.5.2 The proposed works are limited and within the envelope of the existing car park and as such it is considered that the proposed development would not result in material harm to neighbouring amenity.

7.5.3 The proposal is considered to be acceptable in terms of the impact on neighbouring amenity.

7.6 Flooding and surface water runoff considerations

7.6.1 Policies DM F1 and DM F2 seek to minimise the impact of flooding and help reduce the overall amount of rainfall being discharged into the drainage system.

7.6.2 Parts of the site are within Flood Zones 2 and 3, however, the area of impermeable surface on the site would not be increased and the existing drainage systems would be retained on site. Therefore, there is no indication that the scheme would increase flooding or surface water runoff.

8. **SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS**

8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms of an Environmental Impact Assessment (EIA).

9. **CONCLUSION**

- 9.1 The principle of development is considered to be acceptable and the proposal would not result in adverse impacts on highway conditions, visual amenity or neighbouring amenity. The proposal would not give rise to increases in surface water run-off.
- 9.2 As such, the proposed development is considered to be acceptable and permission should be granted.
- 9.3 Members should be aware that approving this application would not affect the assessment or determination of the application for the wider site development 19/P2387, which has already been resolved to be refused by Merton PAC.

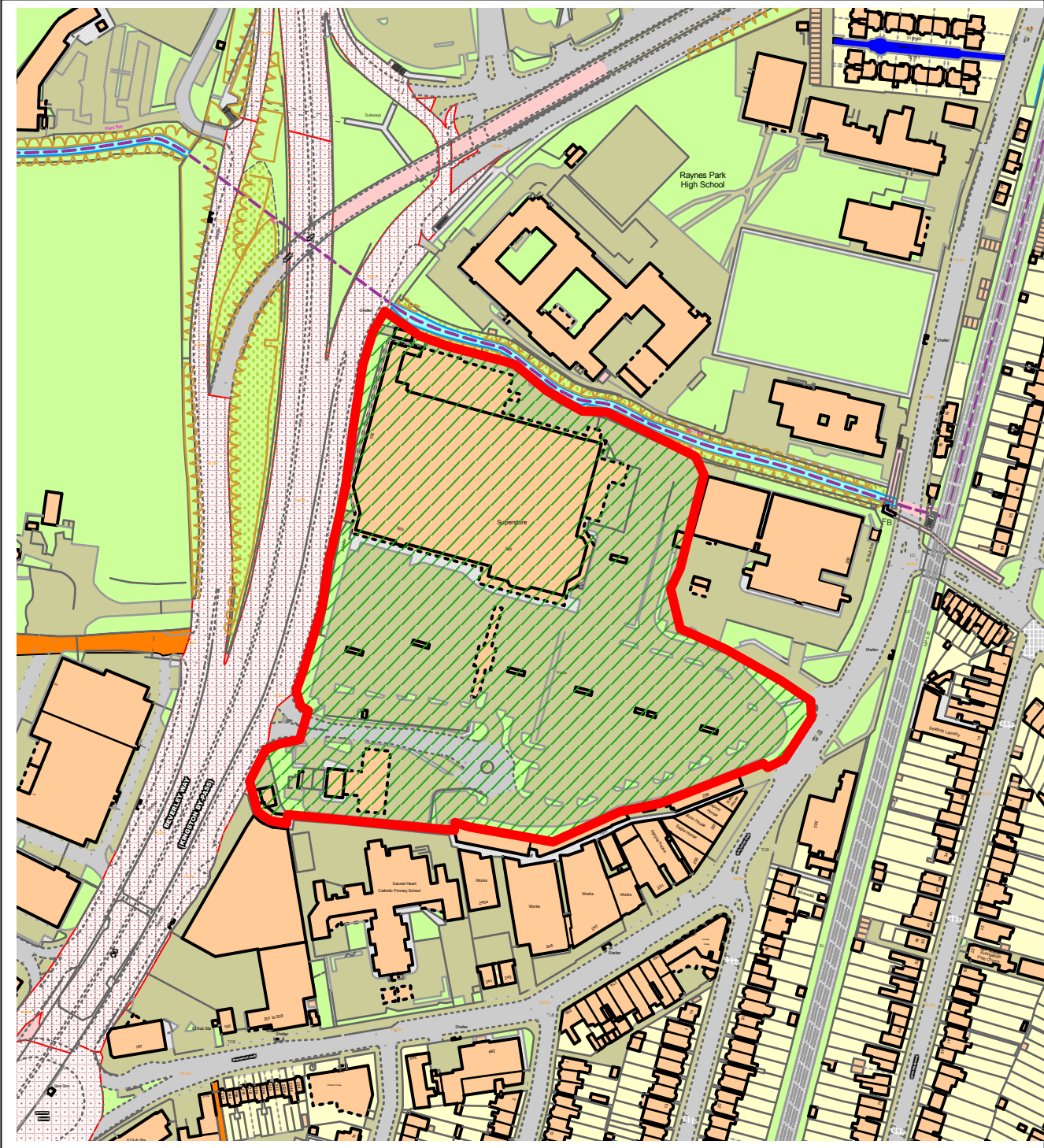
10. **Recommendation:**

- 10.1 Grant Permission Subject to conditions.
1. A1 Commencement of development (full application)
 2. A7 Approved Plans
 3. H04 Provision of vehicle parking
 4. H10 Construction Vehicles, Washdown Facilities etc (major sites)
 5. H13 Construction Logistics Plan to be Submitted (major Development)

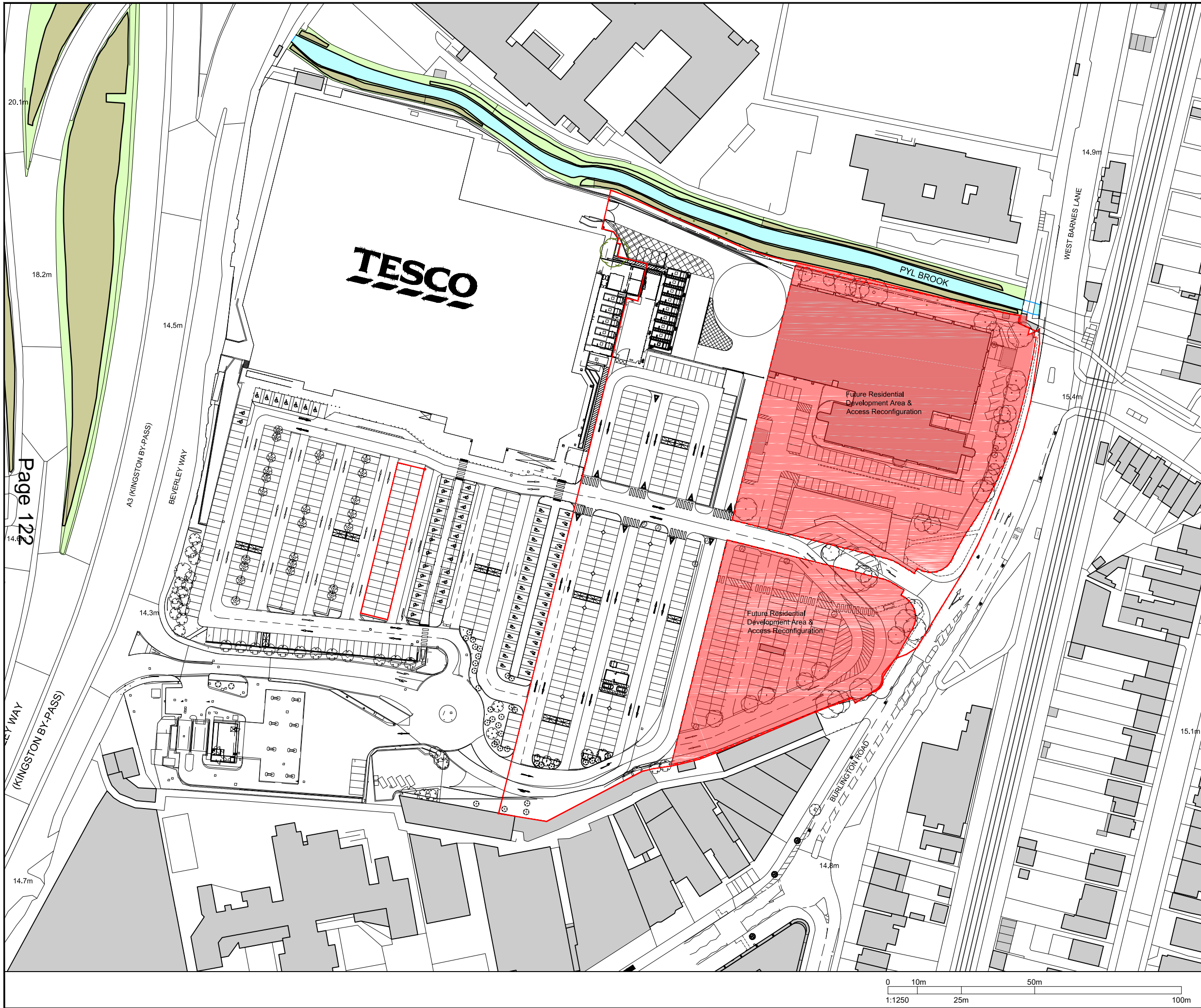
Informatives:

1. Note to Applicant – approved schemes
2. Inf 08 Construction of Accesses
3. Inf 09 Works on the Public Highway
4. Inf 12 Works affecting the public highway
5. Inf This permission relates to alterations to the existing car park and does not purport to grant permission for the residential development shown on drawing D4100 P1.

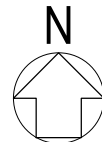
NORTHGATE SE GIS Print Template



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P1	27.11.19	Issued for Planning	JH	SB
No.	Date	Comment	Drawn	Chk'd
Revisions				

Issue Status
PLANNING

tp bennett
 architecture
 interiors
 planning
 One America Street London SE1 ONE UK +44 (0) 20 7208 2000 www.tpbenett.com

Project
 265 Burlington Road, New Malden

Drawing Title
**Proposed Car Park Amendments
 Site Layout**

Drawn	Date	Scale @ A3	Alt. Ref.
SB	Nov 2019	1:1250	

tp bennett Project No.	Drawing Number	Rev
E1180	D 4005	P1



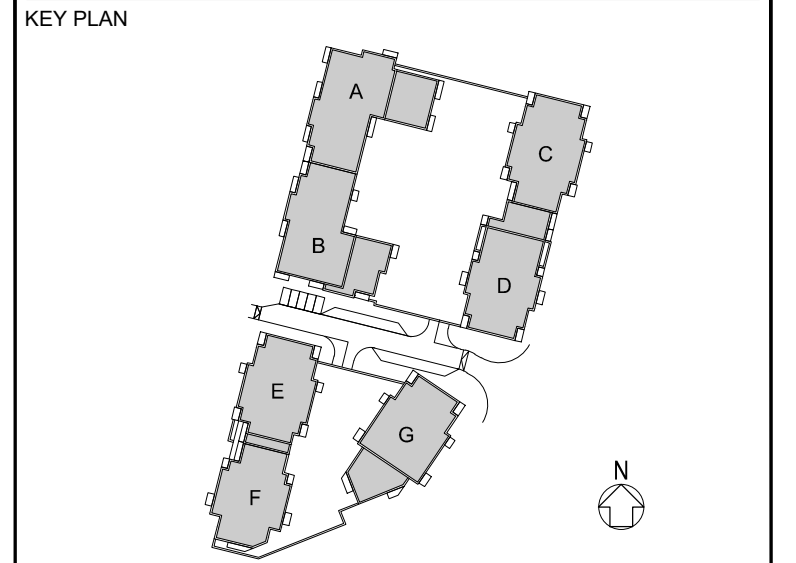


CLIENT
Redrow Homes Ltd

STRUCTURAL ENGINEER
Patrick Parsons

SERVICES ENGINEER
Silcock Dawson

CONSULTANT
Davies Murch



NOTES:

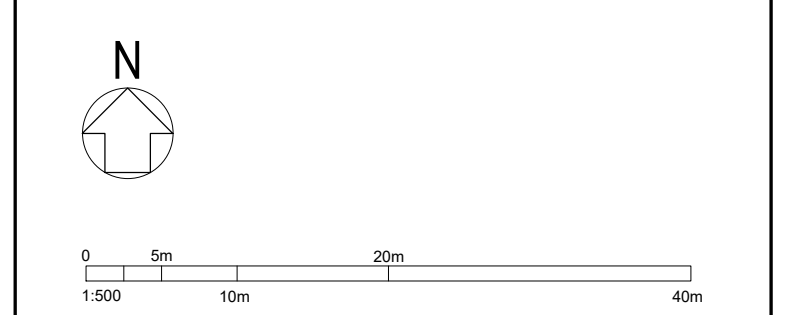
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NOTE: SERVICES AND STRUCTURE SHOWN INDICATIVELY. TO BE REVIEWED AND CONFIRMED BY STRUCTURAL MECHANICAL AND SERVICES ENGINEERS, BASED ON PREVIOUS LAYOUTS.

- KEY**
- COMMERCIAL SPACE
 - RESIDENTIAL ENTRANCES
 - RESIDENTIAL CONCIERGE AND MEETING SPACE
 - RESIDENTIAL PLANT ROOMS
 - RESIDENTIAL CYCLE AND BIN STORES



Drawing submitted for information only to show the proposed relationship with application ref: 19/P2387 currently under consideration by the Council.

P1	13.08.19	Issued for Information Only	JH	SB
No.	Date	Comment	Drawn	CHK'd
Revisions				

Issue Status
INFORMATION ONLY

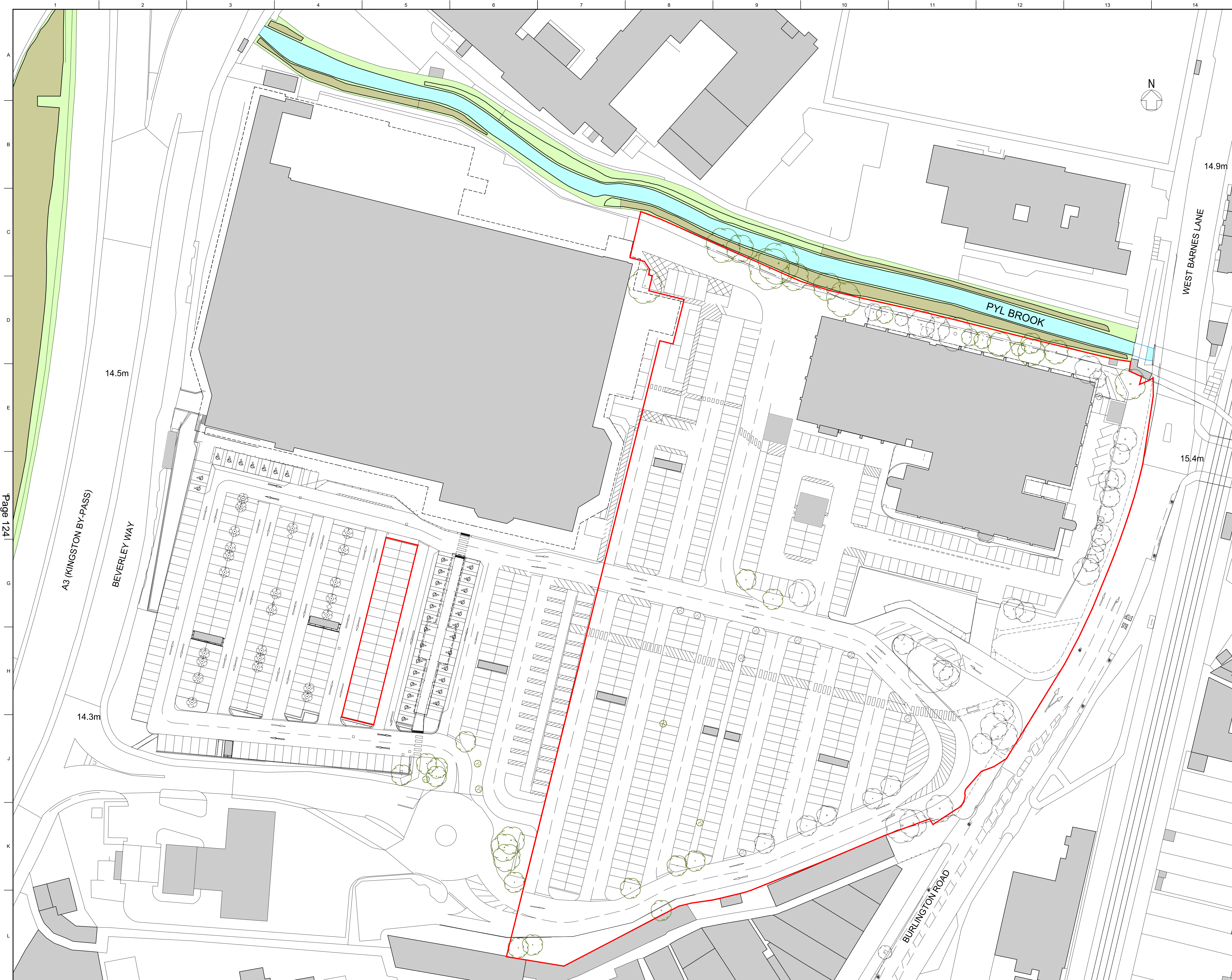
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Project
265 Burlington Road
New Malden

Drawing Title
Proposed Ground Floor Plan
(Proposed relationship with application ref: 19/P2387)

Drawn	Date	Scale @ A1	Alt. Ref.
JH	July 2019	1:500	-
tp bennett Project No.	Drawing Number	Rev	
E1180	D 4100	P1	



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KEY PLAN

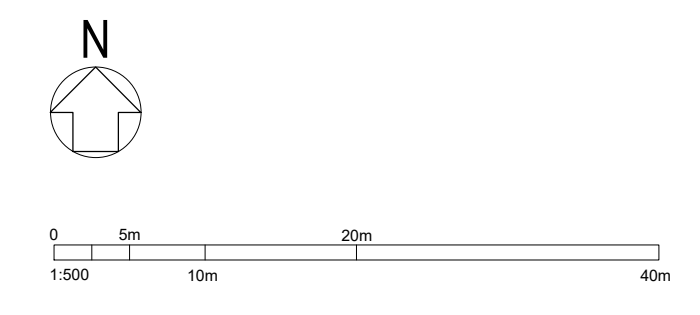
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P1	13.08.19	Issued For Planning	JH	SB
No.	Date	Comment	Drawn	CHK'd
Revisions				

Issue Status
PLANNING

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Project
265 Burlington Road
New Malden

Drawing Title
Application Boundary Plan

Drawn JH	Date July 2019	Scale @ A1 1:500	Alt. Ref. -
tp bennett Project No. E1180	Drawing Number D 4001	Rev P1	

PLANNING APPLICATIONS COMMITTEE 16th July 2020

Item No:

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	19/P2578	04/07/2020
Address/Site	247 Burlington Road, New Malden, KT3 4NF	
(Ward)	West Barnes	
Proposal:	DEMOLITION OF BUILDING AND FORMATION OF TEMPORARY ROAD FOR THE TESCO CAR PARK (2 YEAR PERIOD), PROVIDING PEDESTRIAN AND BICYCLE ACCESS PLUS VEHICULAR EGRESS, WITH ASSOCIATED WORKS INCLUDING THE RELOCATION OF BUS STOP	
Drawing Nos:	396389-MMD-BA04-XX-DR-D-0002 Rev P5, D 9000 Rev P1 and D 9001 P1.	
Contact Officer:	Tim Lipscomb (0208 545 3496)	

RECOMMENDATION

Grant Permission subject to conditions and s.106 legal agreement.

CHECKLIST INFORMATION

- Heads of Agreement: Yes, use of road to cease on implementation of mixed-use commercial/residential scheme to land to the north and reinstatement of kerb line and road markings along Burlington Road and the applicant to bear all reasonable costs of the Council for all work in drafting S106 and monitoring the obligations.
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: Yes
- Number of neighbours consulted: 154
- External consultations: Yes
- Conservation area: No
- Listed building: No
- Tree protection orders: No
- Controlled Parking Zone: No (but parking bays on Burlington Road in the vicinity of the site are Pay & Display only.

1. **INTRODUCTION**

- 1.1 This application is being brought to the Planning Applications Committee for determination due to the nature and scale of the development and the number of associated objection letters from members of the public.

2. **SITE AND SURROUNDINGS**

- 2.1 The site comprises an area of 0.33 hectares and comprises a small portion of the southernmost part of the Tesco Extra Supermarket at 265 Burlington Road, the existing building at 247 Burlington Road and a section of highway to the immediate south of 247 Burlington Road, measuring approximately 28m in length.
- 2.2 247 Burlington Road comprises a two-storey, red brick building, which is vacant but was previously used as a small scale factory. The immediate neighbouring land uses to the site on Burlington Road are a car wash business (No.249) and a vacant former industrial building (No.245).
- 2.3 There is a bus stop on Burlington Road, within the defined red line site area. A traffic light controlled pedestrian crossing is located to the immediate east of the site, on Burlington Road.
- 2.4 The site is within Flood Zone 2, with a small portion towards the northern part of the site being Flood Zone 3.
- 2.5 The site has a PTAL of 3.
- 2.6 The site is within a Locally Significant Industrial Site.
- 2.7 The site lies adjacent to an Archaeological Priority Zone (to the north).

3. **PROPOSAL**

- 3.1 Planning permission is sought for the demolition of the existing vacant factory building and the provision of a temporary access road to provide an egress for automobiles using the Tesco car park should the planning application for the redevelopment of the Tesco Extra car park for a mixed use scheme with residential flats above (application ref. 19/P2387), be approved. The vehicular exit onto Burlington Road that is currently used by Tesco customers would not be available throughout the construction process and the proposal would provide a temporary alternative vehicular egress.
- 3.2 It is of note that application 19/P2387 is currently pending with no formal determination having taken place as of yet. Although it has been recommended for refusal by the Planning Applications Committee and is currently being reviewed by the Greater London Authority under the Stage 2 referral process. That application is also the subject of an appeal against non-determination, with a Public Inquiry due to take place in late 2020.
- 3.3 The access road would provide a route between the Tesco Extra car park and Burlington Road for cars to exit the Tesco car park onto Burlington Road. The road is not to facilitate the access or egress of construction or site vehicles. The road would allow for one way vehicular traffic only but would facilitate both access and egress for cycles and pedestrians.

- 3.4 The application seeks permission for a temporary period of two years. Following that period the kerb line would be reinstated, and the shortened bus cage would be reinstated.
- 3.5 The access road would measure in 72m length, with a width of 3.7m. The road would also have a pavement to the eastern side, measuring 3m in width. To the eastern side of the road would be a 2m wide contraflow cycle lane.
- 3.6 The proposed road would have tactile paving to either side at the junction with Burlington Road, with signage proposed to show the cycle lane and no entry signs for cars.
- 3.7 A 2.4m by 48m visibility splay would be provided from the proposed access onto Burlington Road, to the west.
- 3.8 The scheme would necessitate the reduction in the length of the marked bay for the bus stop from 43m to 21m. The existing bus stop, flag and shelter would remain as existing.
- 3.9 The application is accompanied by the following supporting documents:
- Design and Access Statement (1st July 2019)
 - Flood Risk Assessment (19th March 2019)
 - Method Statement: Work Activity: Demolition of Former Warehouse (2019)
 - Preliminary risk assessment (March 2019)
 - Revised Road Safety Audit Stage 1 (16th June 2020)
 - Road Safety Audit Response Report to the Stage 1 Audit (19th June 2020)

4. PLANNING HISTORY

4.1 15/P3357 - ERECTION OF TWO STOREY RESTAURANT WITH DRIVE-THRU, CAR PARKING, LANDSCAPING, 2 X CUSTOMER ORDER DISPLAYS WITH ASSOCIATED CANOPIES AND 1 GOAL POST HEIGHT RESTRICTOR. Refuse Permission 17-08-2016.

1. The proposed change of use to a use within Class A5 would result in unacceptable harm to the amenity of local residents through noise, disturbance, litter, fumes and pollution and would result in an over concentration of hot food takeaways that would detract from the ability to adopt healthy lifestyles, contrary to policies DM R5, DM EP2 and DM EP4 of the Merton Sites and Policies Plan 2014, policy 3.2 of the London Plan 2015 and the Merton Health and Wellbeing Strategy 2015-2018.

2. The design, nature and siting of the proposed drive thru restaurant in relation to the surrounding street hierarchy is considered likely to have an adverse effect on pedestrian and cycle movements, the safety and convenience of local residents and the safety and congestion of the local road network contrary to policies 6.1 & 6.3 in the London Plan 2015, policy CS.20 in in the LDF Core Strategy 2011 and policies DM T2 and DM T5 of the Adopted Merton Sites and Policies Plan 2014.

4.2 Associated applications:

4.3 19/P2387 – DEMOLITION OF THE EXISTING BUILDINGS AND ERECTION OF TWO BLOCKS OF DEVELOPMENT RANGING IN HEIGHT BETWEEN SEVEN AND 15 STOREYS AND COMPRISING 456 NEW HOMES, OF WHICH 114 WILL BE ONE BEDS, 290 WILL BE TWO BEDS AND 52 WILL BE THREE BEDS. 499SQM OF B1(A) OFFICE SPACE WILL BE ACCOMMODATED AT GROUND FLOOR LEVEL ALONG WITH 220 CAR PARKING SPACES, 830 CYCLE PARKING SPACES, A REALIGNED JUNCTION ONTO BURLINGTON ROAD, HARD AND SOFT LANDSCAPING AND ASSOCIATED RESIDENTIAL FACILITIES. THE APPLICATION ALSO INCLUDES MINOR CHANGES TO THE LAYOUT AND CONFIGURATION OF THE RETAINED TESCO CAR PARK . Planning Applications Committee Resolution to refuse February 2020. Appeal Pending.

4.4 19/P3085 - PARTIAL DEMOLITION OF B1 OFFICE BUILDING AND CHANGE OF USE OF PART OF OFFICE BUILDING CAR PARK TO FACILITATE THE RECONFIGURATION OF SUPERMARKET CAR PARK TO PROVIDE A TOTAL OF 684 CAR PARKING SPACES (A LOSS OF 19 CAR PARKING SPACES), TO PROVIDE TROLLEY PARKING SHELTERS, CHANGES TO WHITE LINE MARKING AND PROVISION OF A NEW SERVICING AREA AND ALTERATIONS TO OFFICE CAR PARK WITH A LOSS OF 29 CAR PARKING SPACES. THE ALTERATIONS TO THE SUPERMARKET CAR PARK LAYOUT AND ASSOCIATED WORKS HAVE BEEN SUBMITTED IN CONNECTION WITH THE CONCURRENT PLANNING APPLICATION 19/P2387 FOR THE ERECTION OF A MIXED USE DEVELOPMENT COMPRISING 456 FLATS AND 499 SQ.M OF B1 FLOOR SPACE. Pending decision

5. CONSULTATION

5.1 Site notice posted, neighbouring properties notified. 31 representations have been received, raising objection on the following grounds:

N.B. The majority of representations have focused on concerns relating to the wider redevelopment of the adjacent Tesco site under application ref. 19/P2387. However, the concerns relating specifically to this development are:

- Concerns cited in relation to scheme 19/P2387 for a residential and mixed use redevelopment of the adjacent Tesco car park.
- Such a location for a temporary road is totally unsuitable, to suggest that vehicular egress is being requested is unrealistic given that Cavendish Avenue is directly opposite.
- Increased traffic congestion.
- An additional access road is an unnecessary luxury.
- Whilst we note that a S106 Agreement will be entered into confirming that this will only be a temporary arrangement we remain concerned that it will establish a precedent and may lead to the formation of a permanent two way link that will only add to the existing congestion on Burlington Road.
- No further development should take place on the Tesco site until the Borough Council implements the extension of the filter lane on Burlington Road as far as the roundabout at Claremont Avenue.
- The access road will be used as an access for trucks etc to the flats that are to be built.

- Big articulated trucks entering this site either driving or reversing in will be a major hazard.
- Request for a guarantee that the access would not be used for site vehicles.
- Concerns regarding safety of children walking to school.
- Notification letters should have been sent to all people in the West Barnes Area including the people the other side of West Barnes Crossing should also be involved.
- This site would be better used for a green space with trees planted not as a building access and also the site of the flats should also be the same.
- Concern regarding loss of trees.
- No Specific measures have been indicated to comply with Bat requirements. Can this sentence be queried please, bats are a protected species so ever care should be made to ensure there are none roosting in the building – especially as there are currently a number of trees that line the Pyl Brook very close by adjacent to Tesco's.
- The documentation seems to incorrect in particular the Preliminary risk assessment plan, in paragraph 2.1 refers to the land to the east as being commercial and a temple, this is incorrect as if they had been to site and checked the planning history they would see that the whole of 257a, b, c, d have been turned into residential units as have many of the other building along Burlington Road.
- Note – no objection to demolition of the existing building or the provision for cyclists and pedestrians.

5.2 **Internal consultees**

5.3 LBM Highways:

INF 8, INF 9 and INF 12

H10 and H13 (construction Logistics plan to adhere to TFL construction Logistics Plan Guidance)

All above apply to this site

Detailed construction and specification plans of works on the public highway need to be approved by the Highways section, who must be contacted prior to any site works commencing

5.4 LBM Transport Planning:

Recommendation: Raise no objection subject to:

- Condition requiring to deal with all problems identified by TMS Road Safety Audit.
- Approval in writing from TfL.
- Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.
- Amendments to highway and reinstatement of dropped kerbs under Sec. 278 agreement (applicant to bear all costs).

Informative:

Highways must be contacted prior to any works commencing on site to agree relevant licences, and access arrangements – no vehicles are allowed to cross the public highway without agreement from the highways section.

The applicant should contact David Furby of Council's Highway Team on: 0208 545 3829 prior to any work starting to arrange for this works to be done.

5.5 LBM Environmental Health Officer:

From the perspective of contaminated-land we recommend two conditions:

- A deskstudy, then an investigation shall be undertaken to consider the potential for contaminated-land, and if necessary, a detailed remediation scheme to bring the site to a suitable state for the intended use by removing unacceptable risks to health and the built environment, and submitted to the approval of the LPA. Reason: To protect the health of future users of the site in accordance with policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's sites and policies plan 2014.
- The approached remediation shall be completed prior to development. And a verification report, demonstrating the then effectiveness of the remediation, subject to the approval of the LPA. Reason: To protect the health of future users of the site in accordance with policy 5.21 of the London Plan 2015 and policy DM EP4 of Merton's sites and policies plan 2014.

5.6 LBM Flood Risk Officer:

No objection subject to conditions and informative to ensure that surface water drainage issues are adequately considered and implemented.

5.7 External consultees:

5.8 Environment Agency:

The 'Preliminary Risk Assessment' (PRA) by RSK (reference 1920215 R02 (00) dated 25th March 2019) indicates the potential for historic ground contamination to be present and has recommended an intrusive investigation to assess this. Planning permission should only be granted to the proposed development as submitted if the following planning conditions are imposed as set out below.

- Scheme to deal with the risks associated with contamination of the site
- Remediation strategy detailing how unsuspected contamination shall be dealt with.
- Remediation Verification report
- No drainage systems for the infiltration of surface water drainage into the ground are permitted
- Piling or any other foundation designs using penetrative methods shall not be permitted

5.9 Transport for London:

TfL has the following comments:

It is understood that the above application relates to the demolition of an existing building and development of a temporary vehicle egress onto Burlington road. It is also understood that Merton Council are the highway authority for the B282, Burlington Road.

The site benefits from a Public Transport Access Level (PTAL) of 3 on a scale ranging from 0 to 6b, where 6b represents the greatest level of access to public transport. A bus stop is located adjacent to the site providing access to three bus routes along with another bus stop a 5 minute walk (Shannon Corner) providing access to another three bus routes.

The proposed development will require the relocation of the bus stop and shortening of the bus cage in front of the proposed development site. TfL have been consulted on this and agreed plans with the applicant. However, prior to any works to the bus stop or cage TfL requests an onsite meeting, with the developer, TfL Asset Operations and London Borough of Merton.

TfL welcomes the inclusion of wide pavements for pedestrian access, however no provision is made for pedestrians beyond the development site which is a concern for pedestrian safety / accessibility and runs counter to TfL's Vision Zero goals.

Subject to the above conditions being met, TfL has no objections to the above proposal.

6. POLICY CONTEXT

NPPF 2019:

- 2. Achieving sustainable development
- 8. Promoting safe and healthy communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change

London Plan 2016:

- 4.4 Managing industrial land and premises
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.21 Contaminated land
- 6.3 Assessing effects of development on transport capacity
- 6.7 Better streets and surface transport
- 6.9 Cycling
- 6.10 Walking
- 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
- 7.8 Heritage assets and archaeology
- 7.14 Improving air quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 8.2 Planning obligations

Merton adopted Core Strategy (July 2011):

CS4	Raynes Park
CS11	Infrastructure
CS12	Economic Development
CS14	Design
CS15	Flood Risk Management
CS18	Active Transport
CS19	Public Transport
CS20	Parking, Servicing and Delivery

Merton adopted Sites and Policies document (July 2014):

DM E1	Employment areas in Merton
DM E3	Protection of scattered employment sites
DM D1	Urban design and the public realm
DM D2	Design considerations in all developments
DM D4	Managing heritage assets
DM EP2	Reducing and mitigating noise
DM EP4	Pollutants
DM F1	Support for flood risk management
DM F2	Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure
DM T1	Support for sustainable transport and active travel
DM T2	Transport impacts of development
DM T3	Car parking and servicing standards
DM T4	Transport infrastructure
DM T5	Access to the Road Network

7. PLANNING CONSIDERATIONS

7.1 Principle of development

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

7.1.2 This application is intrinsically linked to application 19/P2387, which is referenced above in the section titled 'Relevant Planning History'. The current application seeks to provide a temporary access road for construction traffic relating to the development proposed under 19/P2387. Application 19/P2387 has not been determined and remains pending at this time (currently the subject of an appeal) and therefore, if permission is granted for this access road, it would be subject to a limitation that it can only be implemented if application 19/P2387 is approved.

7.1.3 The main considerations of the proposal are the principle of the loss of employment floor space, the impact that the proposed development would have on the highway safety and capacity, the visual impact of the proposal, the impact that it would have on neighbouring amenity, flooding, air quality, potentially contaminated land and archaeology.

7.2 Prematurity/ Relationship with the Development Proposals for the Neighbouring Site

7.2.1 As noted above, this application is to facilitate the emerging development proposals for the neighbouring site to provide a mixed use, residential led development. This application was submitted ahead of the application for

the adjoining site to ensure that construction works can commence to provide the temporary road.

7.2.2 To avoid potential concerns about prematurity, should permission not be granted for the adjoining site, an obligation in a s106 agreement that prevents use of the temporary access road until implementation of any planning permission for the adjoining site is recommended.

7.3 Principle of the loss of employment floor space

7.3.1 Part a) of Policy DM E1, Employment Areas in Merton, requires the retention of existing employment land and floor space.

7.3.2 The site falls within a Locally Significant Industrial Area. As part of LBM's Local Plan review, it is proposed that the site will be bought forward for mixed use development - Site RP2 with the Council's Proposed Site Allocation uses being Retail (A1 Use Class), Research and Development (B1 [b] Use Class) and light industrial (B1 [c] Use Class) with residential on upper floors.

7.3.3 The proposed road would be temporary and for a maximum of two years during construction of the neighbouring site, should planning permission be granted.

7.3.4 A S106 obligation is recommended as part of this application that commits to cessation of use of the temporary road, as soon as the new road is made available for public use within the adjoining site.

7.3.5 Following the cessation of use of the temporary road, there is no reason why the site could not be made available for redevelopment, consistent with the emerging policy allocation for the site.

7.3.6 Taking into account the temporary nature of the proposed access road, officer do not consider the proposal to be in conflict with the development plan in relation to the loss of employment floor space.

7.3.7 The proposal is considered to comply with the thrust and intention of Policy DM E1 and no objection is raised in this regard, subject to a legal agreement to ensure that the use of the road is temporary.

7.4 Highway considerations

7.4.1 London Plan policies 6.3 and 6.12, CS policies CS20 and CS18 and SPP policy DM T2 seek to reduce congestion on road networks, reduce conflict between walking and cycling, and other modes of transport, to increase safety and to not adversely effect on street parking or traffic management.

7.4.2 Site Allocation RP2 sets out that Development proposals at the site will need to protect the amenity and safety of the users of the primary school on the western boundary of the site. It goes on to state that any proposals for new development should improve the public realm including pedestrian safety and be compatible with the amenity of neighbouring occupiers of buildings.

7.4.3 The proposed access and roadway has been the subject of discussions between the Council, TfL and the applicant.

- 7.4.4 The proposal would result in some alterations to the existing bus stop, with the existing bus cage to be reduced in length. The existing bus stop, flag and shelter would remain as existing.
- 7.4.5 It is noted that TfL raises no objection to the proposal. But has queried the lack of pedestrian infrastructure beyond the site boundary. Whilst these comments are noted, the proposal would not have impacts beyond the site boundary that would need to be mitigated against and therefore, it would not be reasonable to request unjustified street improvement works outside of the site for a development of this limited nature and temporary period.
- 7.4.6 Objections have been raised in relation to the safety of the proposed access and, in particular, the safety of school children walking along Burlington Road. However, the Road Safety Audit has demonstrated that the access would be suitable and it is noted that TfL and the Council's Transport Planner do not raise concerns on these grounds. The access itself would be constructed with a raised table and tactile paving and would not represent a danger to highway or pedestrian safety.
- 7.4.7 It is also important to note that the access would not be used for construction traffic, it is intended to provide access for customers in automobiles to the Tesco car park.
- 7.4.8 The Council's Transport Planner has not raised objection but requests that the issues identified in the most recent Road Safety Audit be addressed. The issues identified are as follows:
- Problem: Existing manhole cover in footway where new access is proposed.
- Solution: The manhole should be relocated to avoid the proposed access and pedestrian crossing point. Otherwise, it should feature a non-slip surface with a skidding resistance similar to the surrounding carriageway.
- Problem: Risk of head-on and side swipe type collisions between motor vehicles and cycles on access road.
- Solution: The access road should be illuminated with a system of street lighting. The access junction within the Tesco car-park should be suitably illuminated.
- 7.4.9 The issues identified are detailed design matters and these can satisfactorily be addressed by way of condition.
- 7.4.10 The existing bus stop would be retained, with the existing bus cage reduced in length. However, sufficient space would be provided for the continuing functioning of the bus stop in a safe manner and, therefore, no objection is raised in this regard. The bus stop cage would be reinstated, to a length of 37m, following the cessation of use of the temporary road.
- 7.4.11 Subject to conditions, the proposal is considered to be acceptable in terms of its impact on the local highway network and highway/pedestrian safety.

7.5 Impact on the character of the area

- 7.5.1 Policies DMD2 and DMD3 seek to ensure a high quality of design in all development, which relates positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area. Core Planning Policy CS14 supports these SPP Policies.
- 7.5.2 The proposal would result in the demolition of the existing vacant building on site. This building is not of a particularly high architectural quality and no objection is raised in relation to the loss of the building.
- 7.5.3 The provision of a temporary road would result in a breakage in an otherwise continuous frontage but would not result in material harm to the character of the area. In any event, the visual impact would be temporary.
- 7.5.4 The proposal is considered to comply with Policies DM D2 and DM D3 in regards to visual amenity and design.
- 7.6 Impact on neighbouring amenity
- 7.6.1 Policies DM D2 and DM D3 seek to ensure that development does not adversely impact on the amenity of nearby residential properties.
- 7.6.2 The neighbouring uses immediately adjacent to the site are a single storey car wash business and a vacant former factory building. The use of the site as a vehicular egress is not considered to give rise to any materially adverse impacts on the neighbouring uses, or the opportunity for the neighbouring sites to be redeveloped.
- 7.6.3 Due to the separation distances to neighbouring properties it is considered that there would be no material harm caused to neighbouring amenity.
- 7.6.4 The proposal is considered to comply with Policies DM D2 and DM D3 in regards to neighbouring amenity.
- 7.7 Flooding considerations
- 7.7.1 The site lies within Flood Zone 2, with a small portion of the northernmost part of the site in Flood Zone 3. The part of the site to be developed is entirely within Flood Zone 2.
- 7.7.2 In terms of fluvial flooding and climate change impacts, the submitted FRA states that the maximum depth during the 1% + 35% event could be 0.20m for the residential development and the new surface. The proposed temporary road may be affected by flooding to a level of 14.35mAOD only at the very north of the road where it enters the Tesco site.
- 7.7.3 In high and medium-risk (1 in 30-year and 1 in 100-year, respectively) surface water flood events, the proposed temporary road would not be affected. In low-risk (1 in 1000-year) surface water flood event, flood depths of 0.6m to 0.9m may occur on Burlington Road and the proposed temporary road.
- 7.7.4 Elevations along the proposed temporary road vary between approximately 14.51mAOD and 14.61mAOD (EA 2m LiDAR data), sloping south towards Burlington Road, therefore surface water flows will be directed to the LBM public highway on Burlington Road unless intercepted by appropriate

highway drainage. The FRA states that due to the temporary duration of the development no rainwater runoff mitigation would be required, however, officers conclude that despite the temporary nature of the road, appropriate drainage measures would be required nonetheless.

7.7.5 In respect of materials it is anticipated that the temporary egress road and footway will be constructed to a full depth carriageway and footway construction, with a bituminous surface course that complies with the Council's Highway Construction Standard Details. Appropriate highway drainage should be included to meet the required standard details, even on a temporary road as this could result in flooding or ponding offsite. Therefore, officers advise the imposition of a pre-commencement condition requiring construction details of the road, including drainage measures.

7.7.6 Subject to the detailed construction of the proposed temporary access road, it is considered that the proposal would be acceptable in terms of flooding, drainage and surface water runoff.

7.8 Air Quality Considerations

7.8.1 London plan Policy 7.14 sets out that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality, particularly within Air Quality Management Areas (AQMA). It is of note that the whole of Merton is an AQMA.

7.8.2 The proposed temporary access road would provide an alternative route onto Burlington Road throughout the construction process, should permission be granted for a wider redevelopment of the site to the north. Therefore, the proposal would not result in increased traffic movements over and above the existing situation and would have a neutral effect in terms of air quality.

7.9 Potentially contaminated land considerations

7.9.1 There have been former industrial/commercial uses on the land historically and the application is accompanied by a 'Preliminary Risk Assessment' (PRA) by RSK (dated 25th March 2019). The document has indicated the potential for historic ground contamination to be present and has recommended an intrusive investigation to assess this.

7.9.2 The Environment Agency and the Council's Environmental Health Officer have considered the submission and conclude that planning permission should be granted subject to conditions relating to contaminated land implications.

7.9.3 Subject to conditions, the proposal is considered to comply with Policy 5.21 of the London Plan 2016 and policy DM EP4 of Merton's sites and policies plan 2014.

7.10 Archaeology

7.10.1 The site is adjacent to an Archaeological Priority Zone. The proposal would result in little, if any, ground disturbance over and above the existing site layout and given that the development is not within the Archaeological Priority Zone, no requirements are considered to be necessary.

8. Conclusion

- 8.1 This application was submitted as a precursor to the wider mixed use redevelopment of part of the car park of the Tesco superstore, to the north of the application site (19/P2387), in order to secure temporary access for cars to exit the car park during construction works, as the route onto Burlington Road that currently provides for egress would not be available. Therefore, the necessity for this temporary road is entirely dependent on whether the wider redevelopment of the site to the north is granted planning permission.
- 8.2 Application 19/P2387 has been resolved to be refused by the Planning Applications Committee in February 2020. The application is currently being considered by the Greater London Authority under the Stage 2 referral process. In addition, an appeal against non-determination has been submitted by the applicant, with a view towards holding a Public Inquiry towards the end of 2020.
- 8.3 Therefore, officers recommend that any grant of planning permission for the temporary road be subject to a restriction, by way of s106 legal agreement, that prevents use of the temporary access road until implementation of any planning permission for the adjoining site.
- 8.4 Members should be aware that the granting of this planning application does not affect the planning merits or assessment of the wider redevelopment of the site to the north and the Council's resolution to refuse that application remains in place.
- 8.5 The proposal is considered to be acceptable subject to conditions and legal agreement.

9. **RECOMMENDATION**

Grant planning permission subject to s106 agreement securing the following:

- Use of road to cease on implementation of mixed-use commercial/residential scheme to land to the north.
- Reinstatement of kerb line and road markings along Burlington Road and cost to Council of all work in drafting S106 and monitoring the obligations.

And a s278 agreement securing the following:

- Amendments to highway and reinstatement of dropped kerbs (applicant to bear costs).

And the following conditions:

1. Time limit – temporary period of two years and restoration of the land
2. Approved Plans
3. B4 Details of surface treatment
4. B5 Details of Walls/Fences

5. H10 Construction Vehicles, Washdown Facilities etc
6. H13 Construction Logistics Plan
7. Non Standard Condition
Prior to the commencement of development a program for the treatment of the existing manhole cover on the pavement of Burlington Road shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
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 2016, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.
8. Non Standard Condition
Prior to the commencement of development a lighting specification for the temporary access road shall be submitted to and approved in writing by the Local Planning Authority. The lighting agreed shall be installed and operational prior to the first use of the access road.
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 2016, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.
9. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
 - 1) A site investigation scheme, based on the PRA, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - 2) The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - 3) 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 (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.
Reason: For the protection of Controlled Waters. The site is located over a Secondary Aquifer and it is understood that the site may be affected by historic contamination.
10. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall

be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason: Having regard for the potential for unexpected contamination to be identified during development groundworks.

11. Prior to occupation of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. 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: Having regard for the potential for environmental risks associated with the development.

12. No drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.

Reason: To protect the underlying groundwater from the risk of pollution. Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater.

13. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying groundwaters.

14. Condition: No development approved by this permission shall be commenced until a construction details are provided to demonstrate the proposed surface water drainage arrangement for the temporary access road. The surface water drainage scheme must be submitted to and approved in writing by the local planning authority before

development commences. The drainage scheme will include construction level drawings showing drainage layout and will ensure no runoff from the temporary access road is discharged offsite and onto Burlington Road without being intercepted by the proposed drainage system.

Reason: To reduce the risk of surface flooding offsite from the proposed development in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

15. Condition: Prior to the commencement of development, the detailed design and specification for the highway construction shall be submitted to and approved in writing by the Local Planning Authority. The design shall be carried out as approved, retained and maintained by the applicant in perpetuity thereafter.

Reason: To reduce the risk of surface flooding offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

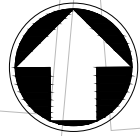
Informatives:

1. Informative:
The Highway section of the Council must be contacted prior to any works commencing on site to agree relevant licences, and access arrangements – no vehicles are allowed to cross the public highway without agreement from the highways section.
The applicant should contact David Furby of Council's Highway Team on: 0208 545 3829 prior to any work starting to arrange for this works to be done.
2. Informative:
Prior to any works to the bus stop or cage TfL requests an onsite meeting, with the developer, TfL Asset Operations and London Borough of Merton.
3. Informative
No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).
4. Informative
No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.

NORTHGATE SE GIS Print Template



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Extent of shared use route to suit internal Tesco's layout

Diag 1003B

Diag 616 Reverse side Dia 522



- Notes**
- 1) All measurements are in metres unless specified otherwise.
 - 2) For sign face details refer to appropriate Diag No. in the Traffic Signs Regulations and General Directions 2016.

Diag 960.2

Proposed 2m wide contraflow cycle lane

Proposed 3m wide footway to tie-into Burlington Road

Extent of additional bus access kerbing to be provide (140mm upstand).

14.8m

Diag 1004

Diag 1057

Diag 962.1



Cycle lane buffer strip to adjacent boundary wall

0.5



Diag 616 and Supp. plate 'Except cycles'

Diag 1059

Extent of existing dropped kerb / vehicle crossover to be retained for carwash.

Existing bus cage to be reduced in length.



Diag 963.1

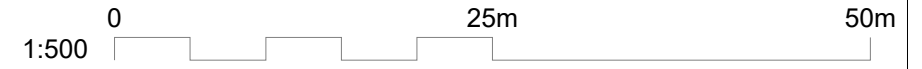
Diag 1010

Existing Bus stop, flag and shelter, bin and concrete bollards to be retained in current location

Extending of existing on-road cycle lane marking to start of reduced bus stop cage

14.5m

Proposed raised pedestrian crossing at junction egress, with tactile paving either side.



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Client

Redrow Homes

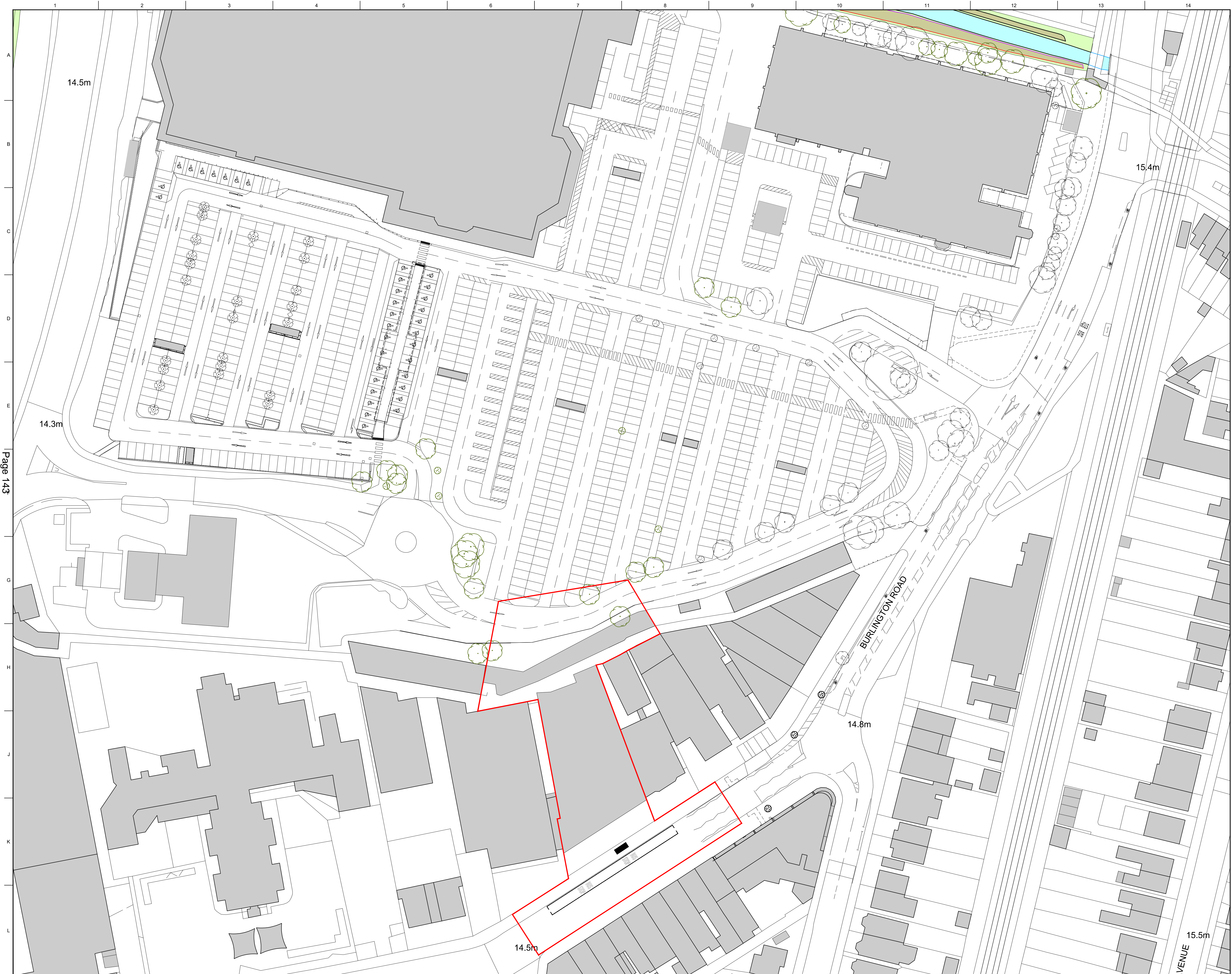
Rev	Date	Drawn	Description	Ch'k'd	App'd
P1	13/11/18	RB	Drawing Created	MG	GM
P2	03/01/19	RB	Kerb radius amended	MG	GM
P3	09/01/19	RB	Proposed bus shelter relocated	MG	GM
P4	04/02/20	CC	Bus shelter location amendment	CR	JC
P5	01/06/20	CC	Contraflow cycle lane added	GT	CR

Title

Burlington Road, New Malden Temporary Site Egress onto Burlington Road

Drawing Number
396389-MMD-BA04-XX-DR-D-0002

Drawn	C Cole	CC
Checked	G Tregillis	GT
Approved	C Romain	GM
Scale at A3 1:500		
Security	Status	Rev
STD	PRE	P5



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CLIENT
REDROW HOMES LTD

STRUCTURAL ENGINEER
PATRICK PARSONS

SERVICES ENGINEER
SILCOCK DAWSON

CONSULTANT
MOTT MACDONALD

KEY PLAN

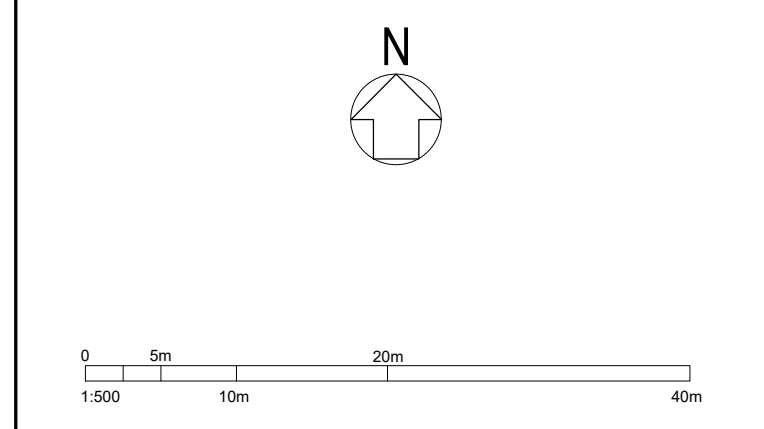
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NOTE: SERVICES AND STRUCTURE SHOWN INDICATIVELY, TO BE REVIEWED AND CONFIRMED BY STRUCTURAL MECHANICAL AND SERVICES ENGINEERS, BASED ON PREVIOUS LAYOUTS.



P1	22.03.19	Issued For Planning	JH	SB
No.	Date	Comment	Drawn	CHKD
Revisions				

Issue Status
PRELIMINARY

tp bennett
 architecture
 interiors
 planning

One America Street London SE1 0NE UK +44 (0) 20 7200 2000 www.tpbenett.com

Project
247 Burlington Road
New Malden
KT3 4NE

Drawing Title
Temporary Egress from Tesco
Car Park to Burlington Road
Application Boundary Plan

Drawn	Date	Scale @ A1	Alt. Ref.
SWB	March '19	1:500	-
tp bennett Project No.	Drawing Number	Rev	
E1180	D 9000	P1	

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PLANNING APPLICATIONS COMMITTEE
16th July 2020

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>Item No:</u> <u>DATE VALID</u>
	19/P4047	11/12/2019
Site Address:	Elm Nursery Car Park London Road Mitcham	
Ward:	Figges Marsh	
Proposal:	ERECTION OF A FIVE STOREY BUILDING TO CREATE 21 NEW RESIDENTIAL UNITS. COMPRISING OF ONE AND TWO BEDROOM APARTMENTS, ASSOCIATE CYCLE PARKING, DISABLED PARKING BAYS AND PUBLIC REALM ENHANCEMENTS.	
Drawing No.'s:	MRT-WWP-EN-XX-DR-A-00001 (Site Location Plan); MRT-WWP-EN-XX-DR-A-00002 (Existing Site Plan); MRT-WWP-EN-ZZ-DR-A-02500 (Existing Context Elevations); MRT-WWP-EN-XX-DR-A-10000 (Proposed Site Plan); MRT-WWP-EN-00-DR-A-P11000 Rev 1.0 (Ground Floor Plan - As proposed)_Amended 24.06.20; MRT-WWP-EN-01-DR-A-11001 Rev 1.0 (First Floor Plan - As proposed)_Amended 24.06.20; MRT-WWP-EN-02-DR-A-11002 Rev 1.0 (Second Floor Plan - As Proposed)_Amended 24.06.20; MRT-WWP-EN-03-DR-A-11003 Rev 1.0 (Third Floor Plan - As proposed)_Amended 24.06.20; MRT-WWP-EN-04-DR-A-11004 Rev 1.0 (Fourth Floor Plan - As proposed)_Amended 24.06.20; MRT-WWP-EN-R1-DR-A-11005 (Roof Plan - As proposed); MRT-WWP-EN-00-DR-A-12000 Rev 1.0 (North - Ground Floor Flat Layouts)_Amended 24.06.20; MRT-WWP-EN-00-DR-A-12001 Rev 1.0 (South - Ground Floor Flat Layouts)_Amended 24.06.20; MRT-WWP-EN-01-DR-A-12002 Rev 1.0 (North - First Floor Flat Layouts)_Amended 24.06.20; MRT-WWP-EN-01-DR-A-12003 (South - First Floor Flat Layouts); MRT-WWP-EN-02-DR-A-12004 Rev 1.0 (North - Second Floor Flat Layouts)_Amended 24.06.20; MRT-WWP-EN-02-DR-A-12005 Rev 1.0 (South - Second Floor Flat Layouts)_Amended 24.06.20; MRT-WWP-EN-03-DR-A-12006 Rev 1.0 (North - Third Floor Flat Layouts)_Amended 24.06.20; MRT-WWP-EN-03-DR-A-12007 Rev 1.0 (South - Third Floor Flat Layouts)_Amended 24.06.20; MRT-WWP-EN-04-DR-A-12008 Rev 1.0 (North - Fourth Floor Flat Layouts)_Amended 24.06.20; MRT-WWP-EN-04-DR-A-12009 (South - Fourth Floor Flat Layouts); MRT-WWP-EN-ZZ-DR-A-20000 (Sections AA); MRT-WWP-EN-ZZ-DR-A-20001 (Section BB); MRT-WWP-EN-ZZ-DR-A-21000 Rev 1.0 (Proposed Context Elevations)_Amended 24.06.20; MRT-WWP-EN-ZZ-DR-A-21001 Rev 1.0 (Proposed Elevations - North West)_Amended 24.06.20; MRT-WWP-EN-ZZ-DR-A-21002 Rev 1.0 (Proposed Elevations - South	

East)_Amended 24.06.20; MRT-WWP-EN-ZZ-DR-A-21003 Rev 1.0 (Proposed Elevations - North East)_Amended 24.06.20; MRT-WWP-EN-ZZ-DR-A-21004 Rev 1.0 (Proposed Elevations - South West)_Amended 24.06.20. ExA_1930_EN_101 Rev D (General Arrangement Plan); ExA_1930_EN_201 Rev C (Planting Plan).

Documents:

Design and Access Statement (Issue 03) 31/10/2019; Design and Access Statement Addendum 28/05/20; Daylight and Sunlight report 17/10/2019 (ref: AWH_21971_REL06_V2_D/S/O_Elm Nursery Carpark); Landscape Planning Statement 16/08/2019 (ref: ExA_1930_EN_Planning_Statement Rev C); BS 5837:2012 Tree Survey, Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement v2 20/08/2019; Preliminary ecological appraisal, bat roost assessment and tree survey v2 (16/08/2019); Elm Nursery Transport Statement Rev 2.0 (25/07/2019); Development Viability Report (30/10/2019).

Contact Officer: Catarina Cheung (020 8545 4747)

RECOMMENDATION

Grant Planning Permission subject to the completion of any enabling agreement and conditions.

CHECKLIST INFORMATION

- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: Yes
- Design Review Panel consulted: Reviewed by DRP during pre-application stage, but not for the main application
- Number of neighbours consulted: 131
- Controlled Parking Zone: No
- Archaeological Zone: No
- Conservation Area: No
- Listed Building: No

1. INTRODUCTION

- 1.1 The application is being brought to the Planning Applications Committee for determination due to the nature and number of objections received.

2. SITE AND SURROUNDINGS

- 2.1 The application site (approximately 1100sqm), Elm Nursery Car Park, is located on the eastern side of London Road in Mitcham. There are no existing buildings on the site, but fronting the roadside (along the south-western boundary) is a small communal recycling facility.
- 2.2 Vehicular access to the car park is from London Road, the existing car park operates a one way flow system.
- 2.3 Toward the north of the application site is 117-125 London Road, which is a single storey warehouse structure operating as 'World Foods'. South of the site is Elm Court, a three storey block of flats with roof accommodation, and east of the site lies two storey residential terrace dwellings along Feltham Road.
- 2.4 Along the northern boundary of the site is a public footpath (adopted by the Council), providing access from London Road through to Feltham Road and Firtree Avenue.
- 2.5 The site does not lie within Mitcham Town Centre.
- 2.6 The site does not lie within a Conservation Area and does not contain Listed buildings.
- 2.7 The site has a PTAL rating of 5 (measured on a scale of 0 to 6b, 0 being the worst), and is not located in a Controlled Parking Zone.
- 2.8 Elm Nursery Car Park is currently identified within Merton's sites and Policies Plan (2014) as 'Site Proposal 33', the strategic planning factor is described as follows: "this site is identified as part of a larger area in the Mitcham Supplementary Planning Document 2006 as being suitable for residential uses (C3 use class)". And, in Merton's new Local Plan 2020 (draft, currently under review following Stage 2 consultation which was held between 31 October 2018 and 28 January 2019), Elm Nursery Car Park continues to be identified as an opportunity site for development – 'Site Mi4', the Council's proposed site allocation is for residential (C3) use.

3. CURRENT PROPOSAL

- 3.1 The proposal seeks to erect a 5 storey residential development on the car park providing 21 units (13 x 1bed units and 8 x 2bed units).
- 3.2 Main entrance to the development is from London Road. Unit 1, the accessible unit, is provided private access toward the southern elevation of the building.
- 3.3 Two off-street disabled parking spaces are provided toward the northern end of the site, this would utilise the existing dropped kerb for access.
- 3.4 Refuse and cycle storage would be located within the footprint of the building on the ground floor, toward the northern corner of the building, and refuse would be collected on site – a refuse loading bay is marked on the proposed plans.
- 3.5 Toward the rear, the ground and first floor levels of the building would exhibit an angled stepped appearance. So, on the ground floor, the building would measure a maximum depth of 25m toward the northern elevation, 19.5m toward the southern elevation with a width of 22m. The third and fourth levels would be of a more regular floor plan,

measuring a depth of 17m with the same 22m width. The maximum height of the building would be approximately 16m.

3.6 The main building would be externally finished in red multi brick, the corners comprising the balconies would be in glazed brick (of a bronze colour), and a bronze shade of powder coated metal is proposed for window frames and balustrades.

3.7 The proposed dwelling mix would be as follows:

	Level	Type	Storeys	Proposed GIA (sqm)	Proposed amenity (sqm)
Unit 1	Ground	2b4p (wheelchair accessible unit)	1	86	107
Unit 2	Ground	1b2p	1	51	69
Unit 3	Ground	1b2p	1	50	38
Unit 4	Ground	1b2p (wheelchair accessible unit)	1	60	41
Unit 5	First	1b2p	1	50	6
Unit 6	First	2b4p	1	80	7.5
Unit 7	First	1b2p	1	50	10
Unit 8	First	1b2p	1	52	10
Unit 9	First	2b4p	1	76	10
Unit 10	Second	1b2p	1	50	6
Unit 11	Second	2b4p	1	80	7.5
Unit 12	Second	2b4p	1	73	12.2
Unit 13	Second	1b2p	1	50	35
Unit 14	Third	1b2p	1	50	6
Unit 15	Third	2b4p	1	80	7
Unit 16	Third	2b4p	1	72	8
Unit 17	Third	1b2p	1	50	5
Unit 18	Fourth	1b2p	1	51	6
Unit 19	Fourth	2b4p	1	74	7
Unit 20	Fourth	1b2p	1	50	5
Unit 21	Fourth	1b2p	1	50	6

3.8 The proposal at Elm Nursery car park consists of 21 new homes, all of which are apartments for affordable rent. This site is being brought forward in conjunction with three other development sites in Merton (Farm Road 19/P4046), Raleigh Gardens [19/P4048] and Development Site at Madeira Road [19/P4050]) by Merantun Developments Ltd, which have a joint affordable housing strategy.

3.9 The scheme has also been subject to negotiation and amendment, but alterations proposed were not considered material which required re-consultation. This included adding a partition within the boundary of Unit 12 (second floor), to remove access to a corner of unusable balcony area. An addendum to the design and access statement (dated 28/05/2020) was provided, clarifying the below matters:

- Studies for the stepped rear elevation.
- Height of the parapet.
- Obscure window to bike store, also mentioned within Section 7.3.
- Internal layouts.

4. RELEVANT PLANNING HISTORY

- 4.1 05/P1948: DISPLAY OF EXTERNALLY ILLUMINATED STATIC DISPLAY 96 SHEET ADVERTISING HOARDING – Grant Advertisement Consent 04/10/2005
- 4.2 02/P2660: DISPLAY OF AN EXTERNALLY ILLUMINATED 96 SHEET ADVERTISEMENT HOARDING – Granted 25/04/2003
- 4.3 00/P1676: DISPLAY OF AN INTERNALLY ILLUMINATED ADVERTISEMENT ON A FREE STANDING UNIT – Granted 19/10/2000
- 4.4 00/P0414: DISPLAY OF AN INTERNALLY ILLUMINATED ADVERTISEMENT ON A FREE STANDING UNIT – Refused 20/04/2000
Reason - The proposed sign, by reason of its size and siting, would be an incongruous feature in the streetscene, detrimental to the visual amenities of the locality and the character and appearance of the Mitcham Town Centre, contrary to Policies EB.23, EB.29 and EB.33 of the Adopted Unitary Development Plan (April 1996) and Policies BE.37, BE.39, BE.43, and BE.44 of the Revised Deposit Draft Unitary Development Plan (September 1999).
- 4.5 MER434/78: EXTENSION TO LORRY PARK – Refused 28/09/1978
- 4.6 MER786/75: ALTERATIONS TO ENTRANCE AND EXIT – Deemed consent 11/12/1975

5. CONSULTATION

External

- 5.1 Public consultation was undertaken by way of letters sent to 131 neighbouring properties. Majors site notice was displayed and a press notice advertised in the local paper.
- 5.2 7 representations were received to the proposal. 3 comments and 4 objections.
- 5.3 2 comments received by Wimbledon Swift Group and Swift Conservation raising awareness of the building project's potential to include to provide a new nesting site for swifts. 1 comment received commenting on loss of parking/taxi drop off space, but it will benefit neighbouring residents by removing the venue for noisy nocturnal nuisances which have been regularly reported to the police, Councillors and MP.
- 5.4 Mitcham Society raised the following concerns:
- Design. The blocky, monolithic design takes little inspiration from its surroundings. Inset balconies on one corner jar against protruding balconies on another. Overly tall 'folded' upper storey appears entirely detached. Flat roof design has no relationship with surrounding housing. Design is poor in relation to surrounding townscape.
 - Height. 5 floors is one storey too tall for the surrounding townscape.
 - Frontage and landscaping. Maintenance of the landscaping/planters, expectation of planning condition to ensure these are adequately maintained.
 - Lighting. Impact of lighting on residents and wildlife.
 - Apartment design. Ground and first floors include a single aspect dwelling.
 - Solar/PV. The proposed development has a flat roof but no provision for PVs.
 - Affordable housing. This is one of four proposed developments by Merantun, and Elm is chosen to deliver all the affordable housing requirement. Whilst Merton Council's aspiration to build new affordable housing, we deplore its execution.

- 5.5 Objections from the public are summarised as below:
- Overdevelopment and over-enclosure in the context of the surrounding site;
 - Would be improved with fewer floors, being set further back from London Road and having a higher provision of trees;
 - No thought seems to have been given to the provision of commercial/retail units on ground floor;
 - To consider ways in which the development can minimise fly-tipping;
 - Loss of car parking for local businesses.
- 5.6 A 14 day re-consult was carried out 22/05/2020, no further comments from the public were received.
- 5.7 Thames Water – General waste and water comments provided, if the application were minded to be approved a number of informatives have been provided.
- 5.8 Design Review Panel – During the pre-application stage, the schemes were put forward to the Design Review Panel (DRP) twice before submission of the main planning application: 23 April 2019 and 29 October 2019. During the DRP in April, the scheme received an Amber verdict, and at DRP in October, the scheme received a Green verdict.

The notes from the October meeting:

The Panel felt this was a really successful scheme in a harsh environment. The architecture was commended and the building addressed each side positively. It was felt the applicant had successfully addressed comments from the previous review. The design exhibited elements of past eras of public housing and built on them positively. The darker brick and bronze glazed tile were felt appropriate for the harsh and likely polluted environment.

The faceted upper floor was well liked though slightly disappointing that this was not evident internally. It was felt that careful attention to detail was required in order to ensure quality was maintained throughout the planning and construction process.

The join between the two types of brick needed to be carefully executed, as did the balcony detail.

The roof was the only disappointment for the Panel. This was seen as a missed opportunity as it was a simple plain roof that has no roof garden, green/brown roof design or photovoltaic/solar panels. Therefore the high parapet was seen as an unnecessary extension in height. However, the Panel's preference was to retain the parapet and put the roof space to good environmental use.

On the ground floor it was suggested that the flats would benefit from triple glazing the windows and the panel sought clarification on separation distances at the rear, which it had no issue with. Overall the Panel were very positive about the proposal.

Verdict: GREEN

Internal

- 5.9 Tree officer – No objection to the proposal on arboricultural grounds. The proposed landscaping is acceptable, and more details should be secured through planning condition. In terms of the trees, further conditions are also recommended should the application be minded for approval.

- 5.10 Ecology – The site does not have any Local Plan environmental policy designations. The recommendations set out in the Preliminary Ecological Appraisal are reasonable and should be incorporated as relevant planning conditions, to ensure net biodiversity gain on the site.
- 5.11 Transport officer – The site is presently occupied by Elm Nursery car park. This is a LB Merton 24-hour pay-and-display car park with 36 spaces.

There is suitable alternative of parking available in the nearby multi-storey car park (St Mark's Car Park), where a number of levels have been closed off due to poor usage. The thrust of Transport policy is to promote active travel and public transport plus reducing car dependency (Third Local Implementation Plan, 2019 [LIP3]). The emerging Local plan and Climate Emergency action plan also picks up on this theme. From Transport's perspective, there is no great concern at the loss of the car park. Transport officers also note that management of Elm Nursery car park has been an on-going problem with unlawful occupation and has been shut since March earlier this year.

The site has a Public Transport Accessibility Level (PTAL) of 5, which indicates a good level of accessibility to public transport. The site is not located within a Controlled Parking Zone and consequently the surrounding streets do not contain parking restrictions.

Car parking - On-site parking will only be provided for the disabled units within the building. There will be a total of two parking bays on-site for those residents. This provision is compliant with the Draft London Plan (2018). Aside from the two blue badge spaces, the proposed development will be car-free.

Cycle Parking - The London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space for cycles: 1 per studio and one bed dwellings; and 2 per all other dwellings. Long stay cycle parking should be secure and undercover.

Waste Collection - Given there is an already established collection route along London Road, it is not considered the proposal would have a detrimental impact on the waste collection services in the area. The waste provision as indicated will be adequate to meet the weekly waste output of the development in accordance with LB Merton guidance.

Recommendation: No objection in principle to the development. The following conditions should apply to any planning approval:

- Condition requiring the provision of disabled parking bays.
- Condition requiring Cycle parking.
- Details of refuse storage arrangements.
- Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.

- 5.12 Highways officer – conditions and informatives have been recommended should the application be minded for approval.
- 5.13 Climate Change – The Council declared a climate emergency in July 2019 and will shortly be adopting an action plan asking that developers maximise sustainability in schemes. Whilst the original proposal sought to surpass Merton's minimum policy

standards, the applicants are seeking further solutions to apply additional measures to promote sustainability – such as the provision of PVs on the roof.

Energy statements are being updated accordingly and shall be reviewed by the Council's Climate Change officer, any further changes to this arrangement shall be reported to the LPA.

5.14 Environmental Health –

- The development site is in an area that is exposed to elevated levels of noise, predominantly road traffic. The submitted noise assessment concludes that, with a suitable level of glazing for sound insulation and minimum levels of ventilation to comply with the Building Regulations, the required level of mitigation can achieve the internal noise criteria within the dwellings. This will be the minimum standard.
- In this instance opening windows would significantly increase the internal noise level. It is very likely future occupiers will wish to open windows for ventilation and cooling, given the only other provision would be through trickle vent systems.
- Given the external noise environment and the location of this site the developer should consider going beyond the minimum standard and consider the installation of a mechanical ventilation system with their final design specification.
- The new development proposed is close to existing noise-generating uses, so the applicant will need to design them in a more sensitive way to protect the new occupiers. The onus is on the new use to ensure its building is designed to protect residents from noise impacts or ensure there is a clause that restricts future occupiers for instigating action for the existing noise source/activity.
- In light of the above observations, conditions have been recommended should the application be minded for approval.

5.15 Waste services – The collection vehicle should be able to access the site with ease and approach the waste collection area (on the eastern side of the development) within a maximum distance of 10m.

5.16 Met Police - Secure by Design – Having given due consideration to the details of the security and safety features from the information provided. The design and access statement mentions SBD in section 7.5.1. I have only a few comments and recommendations.

The proposed boundary treatment appears to be a low wall, its design should eliminate the chance of being used as seating.

There appears to be a window within the cycle store, this should be removed or obscured.

6. **POLICY CONTEXT**

6.1 NPPF - National Planning Policy Framework (2019):

Part 5 Delivering a sufficient supply of homes

Part 9 Promoting sustainable transport

Part 11 Making effective use of land

Part 12 Achieving well-designed places

Part 14 Meeting the challenge of climate change, flooding and coastal change

6.2 London Plan 2016:

3.3 Increasing housing supply

- 3.4 Optimising housing potential
 - 3.5 Quality and design of housing developments
 - 3.8 Housing choice
 - 3.9 Mixed and balanced communities
 - 3.10 Definition of affordable housing
 - 3.11 Affordable housing targets
 - 3.12 Negotiating affordable housing
 - 3.13 Affordable housing thresholds
 - 5.1 Climate change mitigation
 - 5.2 Minimising carbon dioxide emissions
 - 5.3 Sustainable design and construction
 - 5.13 Sustainable drainage
 - 5.17 Waste Capacity
 - 6.3 Assessing effects of development on transport capacity
 - 6.9 Cycling
 - 6.11 Smoothing traffic flow and easing congestion
 - 6.13 Parking
 - 7.2 An Inclusive environment
 - 7.3 Designing out crime
 - 7.4 Local character
 - 7.5 Public realm
 - 7.6 Architecture
 - 7.14 Improving air quality
 - 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
 - 8.2 Planning obligations
 - 8.3 Community infrastructure levy
- 6.3 Merton Sites and Policies Plan July 2014 policies:
 DM D1 Urban design and the public realm
 DM D2 Design considerations in all developments
 DM EP4 Pollutants
 DM H2 Housing mix
 DM H3 Support for affordable housing
 DM T1 Support for sustainable transport and active travel
 DM T2 Transport impacts of development
 DM T3 Car parking and servicing standards
 DM T5 Access to road network
- 6.4 Merton Core Strategy 2011 policy:
 CS 2 Mitcham 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 17 Waste management
 CS 18 Transport
 CS 20 Parking servicing and delivery
- 6.5 Supplementary planning documents
 Accessible London SPG – October 2014
 London Housing SPG 2016
 Technical Housing standards – nationally described space standards 2015
 Affordable Housing and Viability SPG – August 2017

7. PLANNING CONSIDERATIONS

7.1 The key planning considerations of the proposal are as follows:

- Principle of development
- Design and impact upon the character and appearance of the area
- Impact upon neighbouring amenity
- Standard of accommodation
- Transport, parking and cycle storage
- Refuse
- Sustainability
- Affordable housing
- Other matters
- Developer contributions

7.2 PRINCIPLE OF DEVELOPMENT

Loss of car park

7.2.1 Elm Nursery Car Park is currently identified within Merton's sites and Policies Plan (2014) as 'Site Proposal 33', the strategic planning factor is described as follows: "this site is identified as part of a larger area in the Mitcham Supplementary Planning Document 2006 as being suitable for residential uses (C3 use class)". And, in Merton's new Local Plan 2020 (draft, currently under review following Stage 2 consultation which was held between 31 October 2018 and 28 January 2019), Elm Nursery Car Park continues to be identified as an opportunity site for development – 'Site Mi4', the Council's proposed site allocation is for residential (C3) use.

7.2.2 Elm Nursery Car Park is currently designated as the Council's off-street lorry and coach parking area. The car park has been shut since March 2020. The redevelopment of the existing car park would be in line with policy as the site has been identified, in the existing and new Local plan, for residential use. Reallocation of the facility for lorry and coach parking will be determined between Parking Services and the Future Merton team. Officers note, there are a number of car parks within Merton which would provide alternate and ample parking facilities: Sibthorpe Car Park and St Mark's Road Car Park.

7.2.3 There is no policy protecting the use of land for open air car parking. Transport officers have also been consulted and identified suitable alternative of parking available in the nearby multi-storey car park (St Mark's Roach Car Park, with 8 levels and 277 spaces), where a number of levels have been closed off due to poor usage. The thrust of Transport policy is to promote active travel and public transport plus reducing car dependency (Third Local Implementation Plan, 2019 [LIP3]), and the emerging Local plan and Climate Emergency action plan also picks up on this theme. Of further note, historically, Elm Nursery car park has been an on-going problem with unlawful occupation and was shut earlier this year in March.

7.2.4 So, considering Transport's perspective and given the direction of travel of the draft Local plan, redevelopment of the existing car park for housing would be in line with the draft site designation and a suitable edge of town centre use. It is also noted Elm Nursery Car Park has historically

Erection of residential development

- 7.2.5 The National Planning Policy Framework, London Plan Policy 3.3 and the Council's Core Strategy Policy CS8 and CS9 all seek to increase sustainable housing provision and access to a mixture of dwelling types for the local community, providing that an acceptable standard of accommodation would be provided. Policy 3.3 of the London Plan 2016 also states that boroughs should seek to enable additional development capacity which includes intensification, developing at higher densities.
- 7.2.6 The emerging London Plan, now accorded moderate weight in recent appeal decisions issued by the Secretary of State, and anticipated to be adopted in the coming months, will signal the need for a step change in the delivery of housing in Merton. Table 3.1 of the London Plan identifies that LBM has an annual housing target of 411 units, or 4,107 over the next ten years. However, this minimum target is set to increase significantly to 918 set out in the 'London Plan Examination in Public Panel Report Appendix: Panel Recommendations October 2019', and which is expected to be adopted later this year.
- 7.2.7 Policy H1 'Increasing housing supply' (Draft London Plan Policy) and Table 4.1 of the draft London Plan sets Merton a ten-year housing completion target of 13,280 units between 2019/20 and 2028/29 (increased from the existing 10-year target of 4,107 in the current London Plan). However, following the Examination in Public (mentioned above) this figure of 13,280 has been reduced to 9,180.
- 7.2.8 Merton's latest Annual Monitoring Report 2018/19 concludes that in the years 2011-2016, 2,573 new homes were delivered which is 52% over the target. For the years 2021-26, the provision of additional homes is projected at 3,269 new homes, 59% over the target. All of the home completions this financial year were on small sites of less than 0.25 hectares in size. All of the schemes except one delivered 10 homes or fewer, with one scheme of 11 homes. Merton has always exceeded the London Plan housing target, apart from 2009/10 and this year 2018/19.
- 7.2.9 But, the increased target set of 918 units per year in the draft London Plan will prove considerably more challenging, and will require a step change in housing delivery within Merton.
- 7.2.10 Policy CS2 encourages new development in the areas surrounding the Mitcham Town Centre to improve the overall environment of these areas by providing quality shopping, housing, community facilities and good transport links.
- 7.2.11 Proposing a wholly residential development would not be considered contrary to the character of the area. Whilst noted the site does lie within a section of London Road which displays a mix of residential and commercial uses, the site itself is not designated within Mitcham Town Centre nor does it form an area of primary/secondary shopping frontages, so there is not a prescriptive need to propose a commercial premise. This is also demonstrated by the wholly residential blocks west and south of the application site.
- 7.2.12 The proposal would make effective use of the land by providing 21 residential units, thereby addressing adopted policy and increasing the provision of additional homes through a suitably dense development.
- 7.2.13 Although, whilst the introduction of residential use to the development site would respond positively to London Plan, draft London Plan and Core Strategy planning policies to increase housing supply, optimise the site and support provision of additional housing, the development scheme is also subject to all other planning

considerations being equally fulfilled and compliant with the policies referred to in Section 6.

Housing mix

- 7.2.14 Policy DM H2 of Merton's Sites and Policies Plan requires development to create socially mixed communities, catering for all sectors of the community by providing a choice of housing with respect to dwelling size and type in the borough. Residential development proposals will be considered favourably where they contribute to meeting the needs of different households such as families with children, single person households and older people by providing a mix of dwelling sizes, taking account of the borough level indicative proportions concerning housing mix. Policy 3.8 of the London Plan requires new developments offer a genuine choice of homes that Londoners can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environment.
- 7.2.15 Merton's Core Strategy Policy CS 8 requires 10% of new housing to be wheelchair accessible or easily adaptable for residents who are wheelchair users.
- 7.2.16 The scheme provides the following unit mix:
- 13 x 1-bed units (62%)
 - 8 x 2-bed units (38%)
 - Of which approximately 10% would be fully wheelchair accessible units.
- 7.2.17 The proposals would deviate from the indicative housing mix set out in the Sites and Policies Plan which envisages a broadly equal split between 1, 2 and 3 bedroom (and larger) units. This mix is informed by a number of factors, including Merton's Strategic Housing Market Assessment (SHMA 2010). Further work is being undertaken as part of the preparation of a new local plan. Merton's Strategic Housing Needs (Market) Assessment was published in July 2019.
- 7.2.18 Mitcham has the highest percentage of 3 bedroom houses than the borough average (based on 2011 census data) and so, an assessment is required as to whether a focus on smaller units would be harmful to the area and whether by focusing on smaller units the development fulfils other planning objectives such as optimising housing output.
- 7.2.19 The site is within an area of high public transport accessibility, so attractive to those needing to regularly commute and can rely less on the ownership of cars. Furthermore, the site fronts a main road with limited space to deliver garden sizes which would be expected for a more traditional family dwelling setting, accommodation for families are also more attractive with the provision of car parking facilities.
- 7.2.20 So, whilst the proposal of only smaller units would not strictly adhere to the indicative borough mix set out above, the proposed housing mix would in fact respond realistically to the characteristics of the site and its location whilst still promoting policy objectives of Policies 3.8 and 3.9 of the London Plan. Therefore, officers consider that the proposed housing mix would be acceptable in this instance. The scheme will also provide 10% fully wheelchair accessible units, helping contribute to the stock of housing for all sectors of the community and assisting in creating socially mixed communities.

7.3 CHARACTER AND APPEARANCE

- 7.3.1 The NPPF states that developments should function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Developments should ensure that they are visually attractive as a result of good

architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change (such as increased densities).

- 7.3.2 Policies CS14, DMD1 & DMD2 require that new development reflect the best elements of the character of the surrounding area, or have sufficient distinctive merit so that the development would contribute positively to the character and appearance of the built environment. Policy DM D2 of Merton's Sites and Policies Plan requires development to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area and to use appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting. The requirement for good quality design is further supported by the London Plan London Plan Policies 7.4 and 7.6.
- 7.3.3 In this area of London Road, the buildings exhibit a range of heights and mix of architectural styles. Elm Court is a 1930-40s block of 3-4 storeys with a hipped roof form, Sir Arthur Bliss Court a late 80s/early 90s residential retirement (sheltered accommodation) development of 3-4 storeys. Further north of London Road, toward the junction, are buildings of up to 4 and 5 storeys height with flat roof designs (Pathway Lodge and Churchill House).
- 7.3.4 The proposed development comprises a single urban block of 5 storeys facing toward London Road and at the rear, the elevation gradually steps down at an angled form - which mimics the line of the rear site boundary. The building's design is fairly simple, but incorporates a decorative folded roof form to add interest to the elevations and would assist visually breaking down the scale of the building.
- 7.3.5 The mass of the building would be further reduced through the cutaway balconies at the front corners and corners of the rear roof level (fourth floor), which would be finished in a different brick materiality. The elevations are also further broken down by recessed columns, which relate to the internal circulation space, on the north and south elevations - as well as the stepped rear elevation as mentioned previously.
- 7.3.6 The Secure by Design officer noted a window within the cycle store, recommending this should be removed or obscured to enhance safety. The applicant's Design and Access Statement addendum confirms this window will be obscure glazed.
- 7.3.7 The proposed height of the building is considered acceptable along this section of London Road and would not appear out of character where there are a number of neighbouring tall structures. Given the building's height, the design seeks to avoid the potential appearance of large monotonous flank elevations by introducing suitable cutaway details (balconies) and window recesses to create depth, as well as a stepped rear elevation. The roof detailing adds character to the building as well as breaking up the scale of the elevations. The development would be considered a positive contribution to the London Road streetscene.
- 7.3.8 The proposals would introduce dwellings alongside an existing footpath linking London Road to Feltham Road, this would allow opportunity for natural surveillance over this. Yet, given the existing limited street lighting along this area, the development would potentially introduce increased shading, resulting in a dark alley-like passageway which might be attractive for burglars. So as to reduce such opportunities and to mitigate any potential negative impact, and to encourage active and sustainable pedestrian movement, in line with the objectives of adopted design policy DM D2 and

transport policy DM T1, environmental improvements to the path may reasonably be secured via an appropriate legal agreement.

7.4 NEIGHBOURING AMENITY

- 7.4.1 SPP Policy DM D2 states that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of loss of light, quality of living conditions, privacy, visual intrusion and noise.

117-125 London Road

- 7.4.2 The northern adjacent building is a single storey warehouse/industrial style structure (operating as 'World Foods') of around 60m in depth with a maximum height of 9m height, set back from London Road by approximately 17m providing an area of front car parking. However, given the orientation of the proposed development further forward toward London Road than 117-125 and retention of an appropriate separation distance, around 10m, there is not considered to be an unduly impact toward neighbouring amenity of the commercial premise.

Feltham Road

- 7.4.3 The rear of the proposed building displays a number of balconies, but shall be stepped in design. So, whilst this design approach assists in breaking up the massing of the building, it would also provide increased separation distances between the higher levels of the development and the existing terrace dwellings. So, between the first floor balconies and the rear of the properties on Feltham Road would be a distance of around 19m, the second floor balconies would display a setback of around 22m, the third floor around 21-25m and the fourth/fifth floors of up to 21-26m.

- 7.4.4 As set out in the London Housing SPG: "planning guidance for privacy has been concerned with achieving visual separation between dwellings by setting a minimum distance of 18 – 21m between facing homes (between habitable room and habitable room as opposed to between balconies or terraces or between habitable rooms and balconies/terraces)". Therefore, it is considered the proposed separation would be considered to retain adequate privacy within the existing gardens.

Elm Court

- 7.4.5 The proposed building would exhibit a height increase of around 5m from the 3 storey element of Elm Court and around 2m from the 4 storey element. However, between the northern (rear) elevation of Elm Court and the proposed development would be a separation distance of approximately 16m (measured from Elm Court's western projecting 'wing') to 30m (measured from the rear displaying the external walkways). So, whilst the proposal would exhibit an increased height from Elm Court, a substantial setback is retained so would not raise significant concerns in terms of overshadowing or outlook.

Sir Arthur Bliss Court

- 7.4.6 The proposed development would be separated from Sir Arthur Bliss Court by London Road, the separation gap between would be approximately 25-31m. It is considered this would be a sufficient distance so as not to negatively impact neighbouring amenity.

7.5 STANDARD OF ACCOMODATION

Internal

- 7.5.1 Policy 3.5 of the London Plan 2016 requires housing development to be of the highest quality internally and externally, and should satisfy the minimum internal space standards (specified as Gross Internal Areas –GIA) as set out in Table 3.3 of the London Plan. Table 3.3 provides comprehensive detail of minimum space standards for new development; which the proposal would be expected to comply with. Policy DMD2 of the Adopted Sites and Policies Plan (2014) also states that developments should provide suitable levels of sunlight and daylight and quality of living conditions for future occupants.

	Level	Type	Storeys	Proposed GIA (sqm)	Required GIA (sqm)	Compliant
Unit 1	Ground	2b4p	1	86	70	Yes
Unit 2	Ground	1b2p	1	51	50	Yes
Unit 3	Ground	1b2p	1	50	50	Yes
Unit 4	Ground	1b2p	1	60	50	Yes
Unit 5	First	1b2p	1	50	50	Yes
Unit 6	First	2b4p	1	80	70	Yes
Unit 7	First	1b2p	1	50	50	Yes
Unit 8	First	1b2p	1	52	50	Yes
Unit 9	First	2b4p	1	76	70	Yes
Unit 10	Second	1b2p	1	50	50	Yes
Unit 11	Second	2b4p	1	80	70	Yes
Unit 12	Second	2b4p	1	73	70	Yes
Unit 13	Second	1b2p	1	50	50	Yes
Unit 14	Third	1b2p	1	50	50	Yes
Unit 15	Third	2b4p	1	80	70	Yes
Unit 16	Third	2b4p	1	72	70	Yes
Unit 17	Third	1b2p	1	50	50	Yes
Unit 18	Fourth	1b2p	1	51	50	Yes
Unit 19	Fourth	2b4p	1	74	70	Yes
Unit 20	Fourth	1b2p	1	50	50	Yes
Unit 21	Fourth	1b2p	1	50	50	Yes

- 7.5.2 As demonstrated by the table above, all the units would comply with the minimum space standards.

- 7.5.3 All but two of the units would be dual aspect, Unit 3 on the ground floor and Unit 8 on the first floor. However, both these would have a south-east aspect, so would achieve sufficient sunlight and daylight. Unit 3 (a 2 bed unit) would have access to a generous 107sqm garden and Unit 8 (a 1 bed unit) would also be provided with an amenity area exceeding minimal standards (shown in the table further), doors and windows from the amenity area would open immediately into the bedroom and living room spaces providing the units maximum access to light and ventilation.

External

- 7.5.4 In accordance with Merton Site's and Policies Policy DMD2, all new houses are required to provide a minimum garden area of 50 sqm as a single usable regular shaped amenity space. For flatted dwellings, a minimum of 5sqm of private outdoor space should be provided for 1-2 person flatted dwellings (also specified in the Mayor's

Housing Supplementary Planning Guidance) and an extra 1 sqm should be provided for each additional occupant.

	Type	Proposed amenity (sqm)	Required amenity (sqm)	Compliant
Unit 1	2b4p	107	7	Yes
Unit 2	1b2p	69	5	Yes
Unit 3	1b2p	38	5	Yes
Unit 4	1b2p	41	5	Yes
Unit 5	1b2p	6	5	Yes
Unit 6	2b4p	7.5	7	Yes
Unit 7	1b2p	10	5	Yes
Unit 8	1b2p	10	5	Yes
Unit 9	2b4p	10	7	Yes
Unit 10	1b2p	6	5	Yes
Unit 11	2b4p	7.5	7	Yes
Unit 12	2b4p	12.2	7	Yes
Unit 13	1b2p	35	5	Yes
Unit 14	1b2p	6	5	Yes
Unit 15	2b4p	7	7	Yes
Unit 16	2b4p	8	7	Yes
Unit 17	1b2p	5	5	Yes
Unit 18	1b2p	6	5	Yes
Unit 19	2b4p	7	7	Yes
Unit 20	1b2p	5	5	Yes
Unit 21	1b2p	6	5	Yes

7.5.5 As demonstrated by the table above, all the units would provide sufficient external amenity areas.

7.6 TRANSPORT, PARKING AND CYCLE STORAGE

7.6.1 Core Strategy Policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, street parking or traffic management. Cycle storage is required for all new development in accordance with London Plan Policy 6.9 and Core Strategy Policy CS18. It should be secure, sheltered and adequately lit and Table 6.3 under Policy 6.13 of the London Plan stipulates that 1 cycle parking space should be provided for a studio/1 bedroom unit and 2 spaces for all other dwellings.

7.6.2 The Transport officer has been consulted and has observed that the site has a PTAL of 5, which is very good (measured on a scale of 0 to 6b, 0 being the worst), and also not located in a Controlled Parking Zone, so consequently the surrounding streets do not contain parking restrictions.

7.6.3 The proposed development would provide 2x off street parking spaces for the wheelchair accessible units. Aside from this, the proposed development will be car-free. Given the high accessibility of the area with immediate access to various modes of public transport – bus, rail, tram, it is considered a car free development would be suitable and there would not be an unacceptable increase in demand for on-street parking which would put increased pressure on the unrestricted surrounding streets.

7.6.4 In relation to cycle storage, the London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space for cycles: 1 per studio and one bed dwellings; and 2 per all other dwellings. The proposed development would provide a cycle store containing 36 cycle spaces. The number of units indicate that 29 cycle spaces would be required. Therefore, the proposed provision would exceed the minimum requirement and is considered acceptable.

7.7 REFUSE

7.7.1 The London Plan Policy 5.17 and Merton Core Strategy Policy CS17 require new developments to show capacity to provide waste and recycling storage facilities.

7.7.2 Merton's Waste and Recycling Storage Requirements require that residents do not have to walk more than 30metres to dispose of their waste and recycling in accordance to Building Regulations 2002, Part H. The collection vehicle shall be able to approach the container store or collection point within a maximum distance of 10 metres.

7.7.3 There is an existing dropped kerb on the site which would be utilised for the off-street parking spaces, there is sufficient depth located at the front of the parking spaces to accommodate a refuse vehicle to stop on site for collection. This is considered a suitable refuse strategy to refuse vehicle stopping on London Road on collection days. The pull distance from the refuse loading bay to the refuse store would be less than 10m.

7.8 SUSTAINABILITY

7.8.1 All major residential development proposals will need to demonstrate:

- a) Compliance with Merton's Core Planning Strategy Policy CS15 Climate Change (parts a-d) and the Policies in outlined in Chapter 5 of the London Plan (2016) through submission of a detailed energy strategy.
- b) Proposals will need to demonstrate compliance with zero emissions target outlined in Policy 5.2 of the London Plan (2016):
 - i. Development proposals must achieve a minimum on-site emissions reduction target of a 35% improvement against Part L 2013, with the remaining regulated emissions (to 100% improvement against Part L 2013) to be offset through *cash in lieu contribution*, and secured via Section 106 agreement. The contribution will be used to enable the delivery of carbon dioxide savings elsewhere in the borough;
 - ii. The cash in lieu contribution will be collected according to the methodology outlined in the Mayor's Sustainable Design and Construction SPG. This will require each tonne of CO₂ shortfall to be offset at a cost of £60 per tonne for a period of 30 years (i.e. 60 x 30 = £1800 per tonne CO₂);
 - iii. Major residential developments will be expected to calculate and demonstrate the cumulative CO₂ emissions savings to be offset through cash in lieu contribution (in accordance with the above approved methodology, and in line with the Mayor's guidance on preparing energy assessments as part of their submitted energy strategy.

- c) Achieve wholesome water consumption rates not in excess of 105 litres per person per day.

7.8.2 The Council declared a climate emergency in July 2019 and will shortly be adopting an action plan asking that developers maximise sustainability in schemes. Whilst the original proposal sought to surpass Merton's minimum policy standards, the applicants are seeking further solutions to apply additional measures to promote sustainability – such as the provision of PVs on the roof. Energy statements are being updated accordingly and shall be reviewed by the Council's Climate Change officer. Officers consider that this should not impede the determination of the application and that the application of a combination of suitably robust conditions along with legal requirements to secure appropriate carbon offset contributions would ensure that the scheme met adopted standards or mitigated the impact of the development were any shortfall to arise.

7.9 AFFORDABLE HOUSING

7.9.1 This matter is assessed within a separate overarching report, which links the 4 Merantun Development applications.

7.10 OTHER MATTERS

Trees and Ecology

7.10.1 Policy DM O1 requires protection and enhancement of open space and to improve access to open space. The Council will continue to protect Metropolitan Open Land (MOL) and designated open spaces from inappropriate development in accordance with the London Plan and government guidance. And Policy DM O2 seeks to protect and enhance biodiversity, particularly on sites of recognised nature conservation interest. To protect trees, hedges and other landscape features of amenity value and to secure suitable replacements in instances where their loss is justified.

7.10.2 The Council's Tree officer raises no arboricultural objection to the proposed development. The proposed landscaping is acceptable and more details should be secured through a planning condition. In terms of the trees, conditions have been recommended.

7.10.3 The site does not have any Local Plan environmental policy designations. The Council's Ecology officer has been consulted and following review of the submitted ecological report, considers the recommendations set out are reasonable and should be incorporated as relevant planning conditions, to ensure net biodiversity gain on the site.

Archaeology

7.10.4 The site is not located within an Archaeological Priority Area, therefore, the proposed works are not considered to have an impact in relation to archaeological matters.

7.11 DEVELOPER CONTRIBUTIONS

7.11.1 The proposed developments would all be subject to payment of the Merton Community Infrastructure Levy and the Mayor of London's Community Infrastructure Levy (CIL). In addition to delivering affordable housing, carbon offset contributions and

environmental improvements to the footpath link are envisaged in order to deliver an acceptable scheme.

8. CONCLUSION

8.1 It is considered the loss of the existing car park is appropriate as suitable alternative parking facilities are identified within close proximity in the Town Centre. The redevelopment of the site would allow for the intensification of the land to deliver housing, and the proposal of a wholly residential building would not be considered contrary to the character of this section of London Road. The modern architectural design of the building would make a positive contribution to the streetscene, and the building would also not have a harmful impact toward the amenity of neighbouring properties. The proposals also provide a sound basis for securing modest albeit valuable environmental improvements.

8.2 It is therefore recommended to grant planning permission subject to conditions; and an appropriate legal agreement in relation to carbon offset contributions, environmental improvements, and affordable housing provision linking all 4 Merantun Development sites.

RECOMMENDATION

Grant planning permission subject to the completion of an appropriate legal agreement to deliver the following:

- Affordable housing as part of a comprehensive 4 site development package which includes this site;
- Carbon offset financial contributions;
- Restrictions on parking permit eligibility.
- Environmental improvements to footpath along northern boundary.

And the following conditions:

1. A1 Commencement of Development
2. A7 Approved Plans
B1 External Materials to be approved – prior to commencement of development (other than site preparation and works up to DPC level)
3. B4 Details of surface treatment – Prior to occupation of development, further details of the surfacing of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, footpaths, hard and soft shall be submitted in writing for approval by the Local Planning Authority (providing specification of product where appropriate). The development shall not be occupied until the details have been approved and works to which this condition relates have been carried out in accordance with the approved details.
4. B5 Details of Walls/Fences – Prior to occupation of development, further details (providing specification of product where appropriate) of boundary walls and fences shall be submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be occupied until the details are approved and carried out in accordance with the approved details. The walls and fencing shall be permanently retained thereafter.
5. C03 Obscure Glazing – before the development is first occupied, the cycle store window on the ground floor northern elevation shall be obscure glazed, and shall be permanently maintained as such thereafter.

6. C07 Refuse & Recycling (details to be submitted) – No development shall be occupied until a scheme for the storage of refuse and recycling has been submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be occupied until the scheme has been approved and carried out in full. Those facilities and measures shall thereafter be retained for use at all times from the date of first occupation.
7. D10 External Lighting – Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.
8. Non-standard condition – Notwithstanding the lightning strategy shown on page 14 of the ‘Landscape Planning Statement’ (ref: ExA_1930_EN_Planning_Statement Rev C), an amended lighting scheme with specification of lighting products to be installed on the site shall be submitted to the Council for approval prior to occupation of the development.
9. D11 Construction Times – No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.
10. F01 Landscaping/Planting Scheme – Notwithstanding the Planting Plan layout shown on drawing ref: ExA_1930_EN_201 Rev C and the Tree & Planting strategy within the ‘Landscape Planning Statement’ (ref: ExA_1930_EN_Planning_Statement Rev C), a further detailed landscaping and planting scheme shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development, these works shall then be carried out as approved before the occupation of the buildings hereby approved unless otherwise agreed in writing by the Local Planning Authority. The details shall include on a plan, full details of the size, species, spacing, quantities and location of proposed plants, together with any hard surfacing, means of enclosure, and indications of all existing trees, hedges and any other features to be retained, and measures for their protection during the course of development.
11. F05 Tree Protection – The details and measures for the protection of the existing trees as specified in the approved document ‘BS 5837:2012 Tree Survey, Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement for proposed residential development at Elm Nursery Car Park, Mitcham, London Borough of Merton – Version 2’, dated 20th August 2019, shall be fully complied with. The methods for the protection of the existing retained trees shall fully accord with all of the measures specified in the report from the commencement of any site works and until the conclusion of all site works.
12. F08 Site Supervision – The details of the approved document approved document ‘BS 5837:2012 Tree Survey, Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement for proposed residential development at Elm Nursery Car Park, Mitcham, London Borough of Merton – Version 2’, dated 20th August 2019, shall include the retention of an arboricultural expert to monitor and report to the Local Planning Authority not less than monthly the status of all tree works and tree protection measures throughout the course of the demolition and site works. A final Certificate of Completion shall be submitted to the Local Planning Authority at the conclusion of all site works.

13. Non-standard condition (ecology) – The recommendations set out in the ‘Preliminary ecological appraisal, bat roost assessment and tree survey of Elm Nursery Car Park, London Road, Mitcham, London Borough of Merton’ by CGO Ecology Ltd, dated 16/08/2019, shall be followed/incorporated into the development scheme throughout the construction process and prior to occupation of the development.
14. H02 Vehicle Access to be provided – The development hereby approved shall not be occupied until the proposed vehicle access has been sited and laid out in accordance with the approved plans.
15. H03 Redundant Crossovers – The development shall not be occupied until the existing redundant crossover have been be removed by raising the kerb and reinstating the footway in accordance with the requirements of the Highway Authority.
16. H04 Provision of Vehicle Parking – The 2 off-street disabled parking spaces shown on the approved plans shall be provided before the occupation of the buildings or use hereby permitted and shall be retained for parking purposes for occupiers and users of the development and for no other purpose.
17. H06 Cycle Parking (Details to be submitted) – No development shall be occupied until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.
18. Non-standard condition (sustainability) – No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 35% improvement on Part L regulations 2013, and wholesome water consumption rates of no greater than 105 litres per person per day.
19. Non-standard condition (Noise) – Due to the potential impact of the surrounding locality on the residential development, a scheme for protecting residents from noise shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing. The scheme is to include acoustic data for the glazing system and ventilation system. The internal noise levels shall meet those within BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings and ProPG: Planning and Noise – Professional Practice Guide, Publ: (ANC, IOA, CIEH) May 2017 as a minimum. The approved scheme shall be implemented in accordance with the agreed details.
20. No development shall take place until a Demolition **and** Construction Logistics Plan (including a Construction Management plan in accordance with TfL guidance) has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period.

The Statement shall provide for:

- hours of operation
- the parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development

- the erection and maintenance of security hoarding including decorative -displays and facilities for public viewing, where appropriate
- wheel washing facilities
- measures to control the emission of noise and vibration during construction.
- measures to control the emission of dust and dirt during construction/demolition
- a scheme for recycling/disposing of waste resulting from demolition and construction works

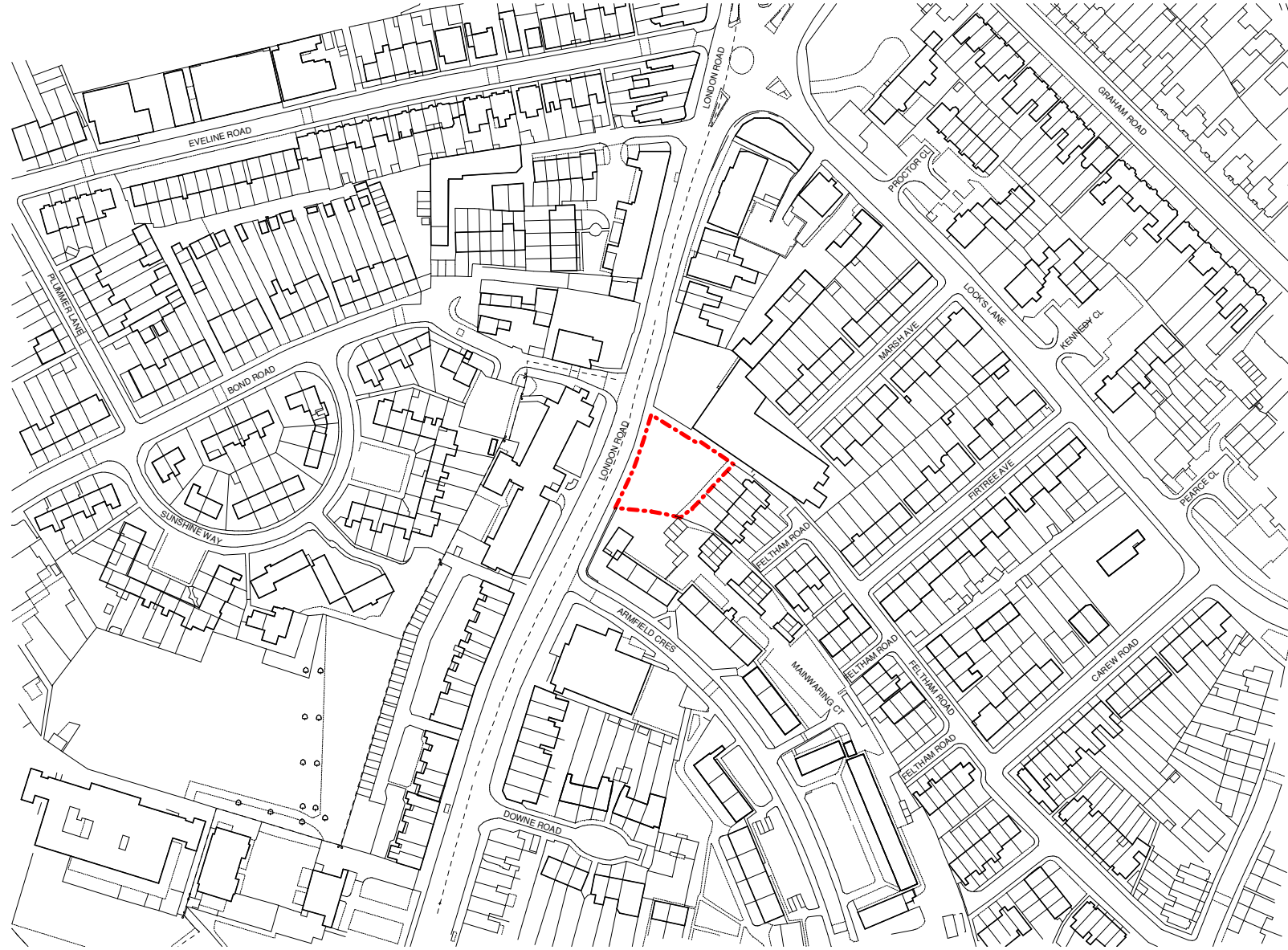
Informatives

1. INF 01 Party Walls Act
2. INF 08 Construction of Accesses – It is Council policy for the Council's contractor to construct new vehicular accesses. The applicant should contact the Council's Highways Team prior to any work starting to arrange for this work to be done.
3. INF 09 Works on Public Highway
4. INF 12 Works affecting the public highway
5. INF 20 Street naming and numbering
6. INF Sustainability
7. INF Swifts
8. INF Thames Water
9. Note to Applicant – approved schemes

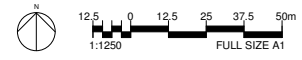
NORTHGATE SE GIS Print Template



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1 Site Location Plan
1 : 1250



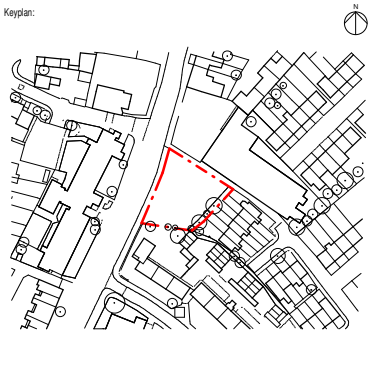
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Notes:

Legend:

--- Site Boundary



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Rev	Date	Description
0.0	31/10/19	Planning Issue

Project:

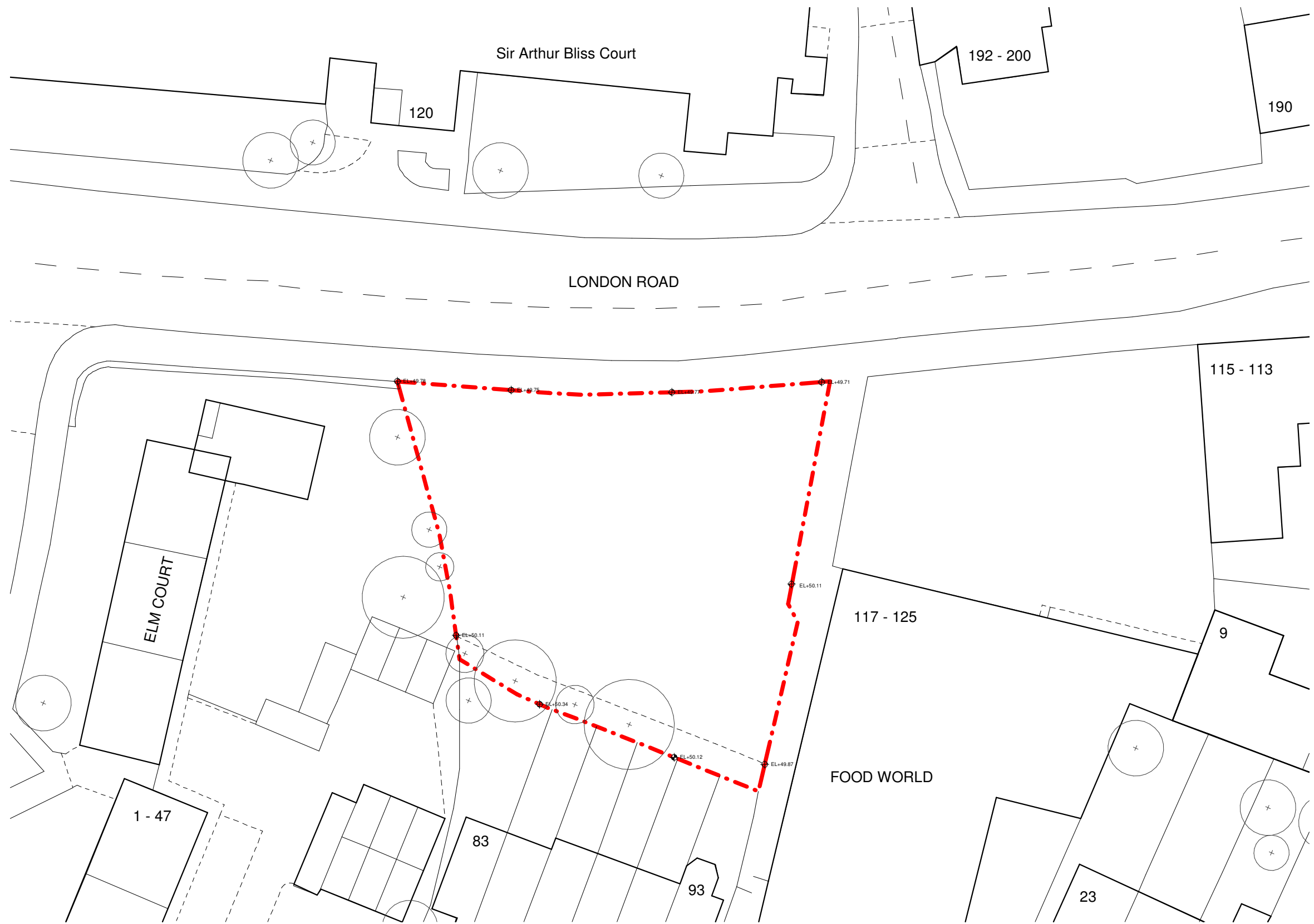
**Elm Nursery
Mitcham
CR4 3TA**

Title:

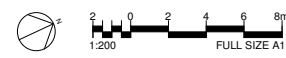
Site Location Plan

Date: 31/10/19	Project Status: Planning		
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Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-EN-XX-DR-A-00001			0.0

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1 Existing Site Plan
1 : 200



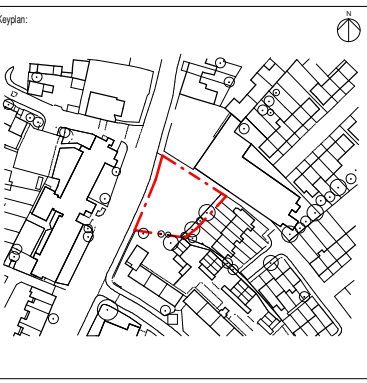
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Notes:

Legend:

- Site Boundary
- ⊕ Existing Trees



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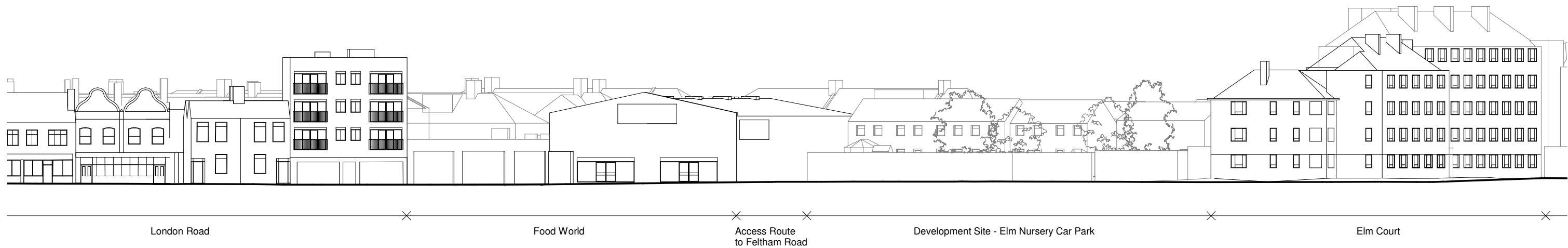
Rev	Date	Description
0.0	31/10/19	Planning Issue

Project:
**Elm Nursery
Mitcham
CR4 3TA**

Title:
Existing Site Plan

Date: 31/10/19	Project Status: Planning		
Scale: 1 : 200 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-EN-XX-DR-A-00002			Revision: 0.0

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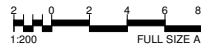


1 Existing Context Elevation - North West
1 : 200

Page 170



2 Existing Context Elevation - North East
1 : 200

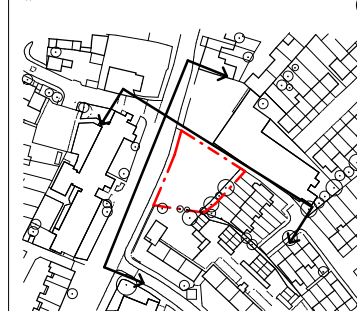


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Notes:

Keyplan:



Architect:

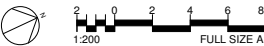
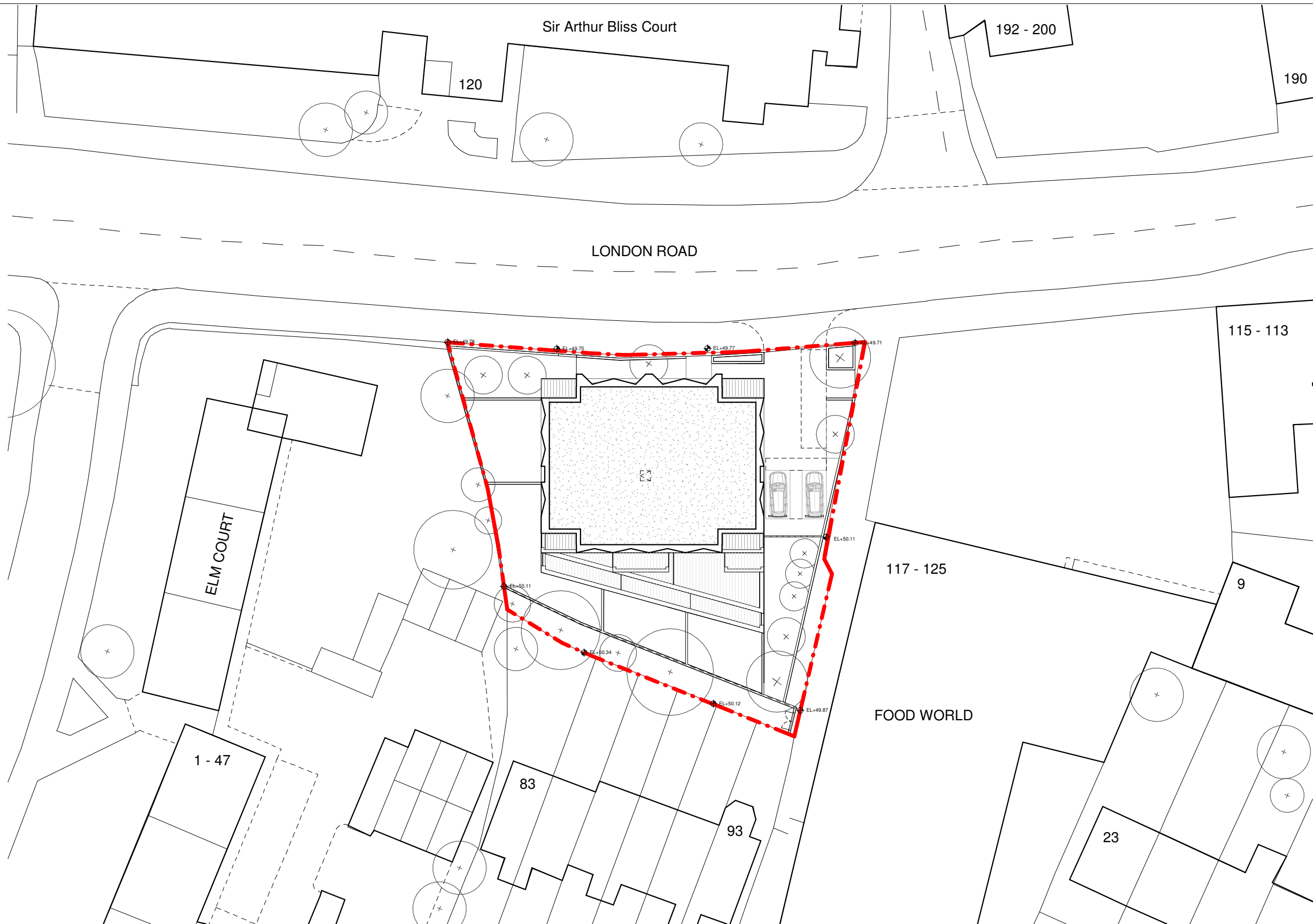
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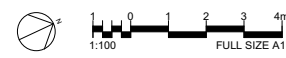
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Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-EN-ZZ-DR-A-02500			Revision: 0.0



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1 Ground Floor Plan - As Proposed
1 : 100



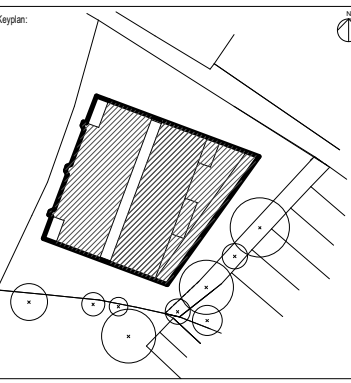
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Notes:

Legend:

- Site Boundary
- ⊕ Existing Trees
- ⊕ Proposed Trees
- ▲ Building Entrance
- ▲ Dwelling Entrance



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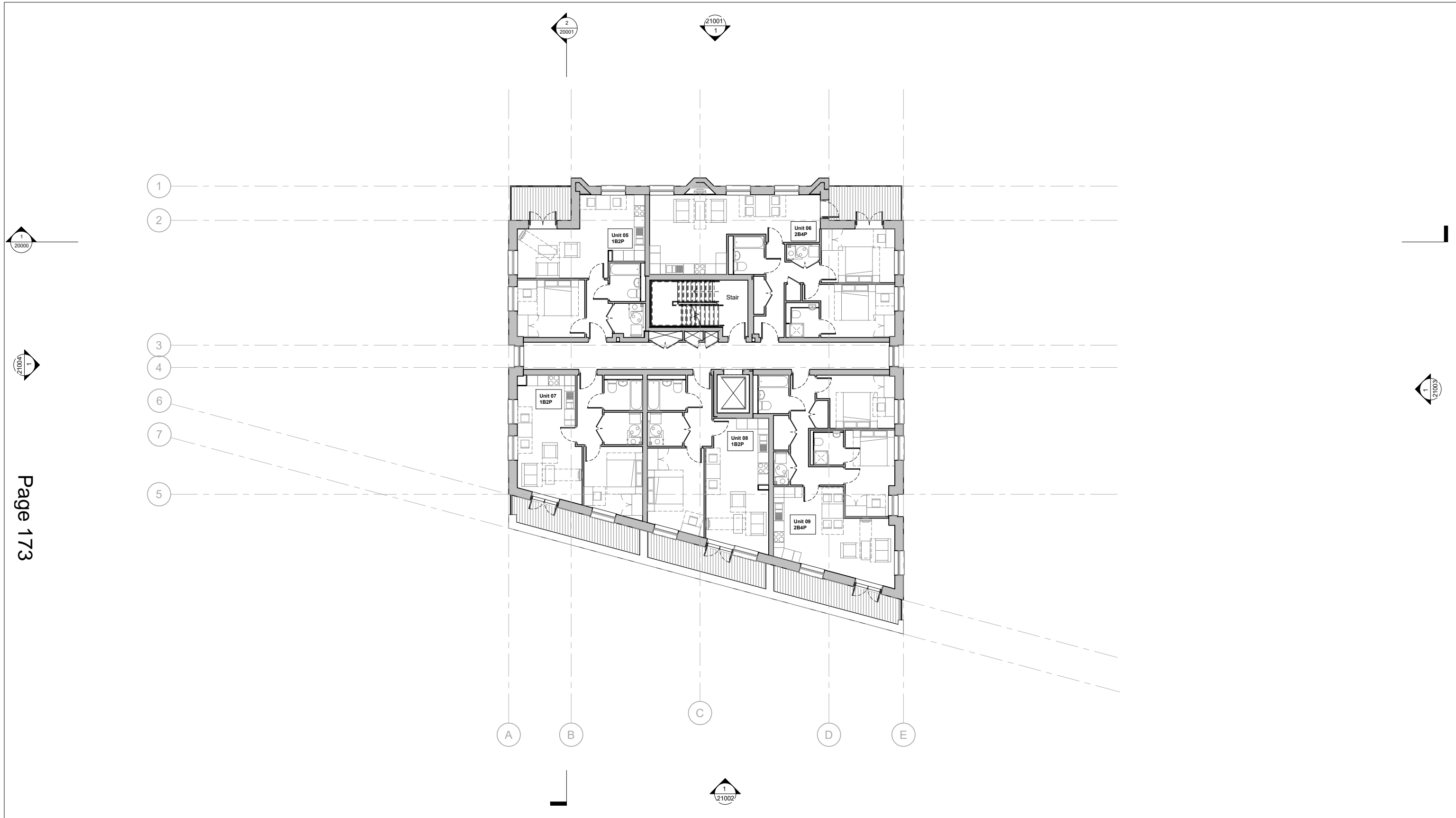
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Rev	Date	Description

Project:
**Elm Nursery
Mitcham
CR4 3TA**

Title:
Ground Floor Plan - As Proposed

Date: 05/03/20	Project Status: Tender		
Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-EN-00-DR-A-P11000			1.0

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1 First Floor Plan - As Proposed
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Notes:

Legend:

▲ Dwelling Entrance

Keyplan:

Architect:

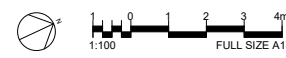
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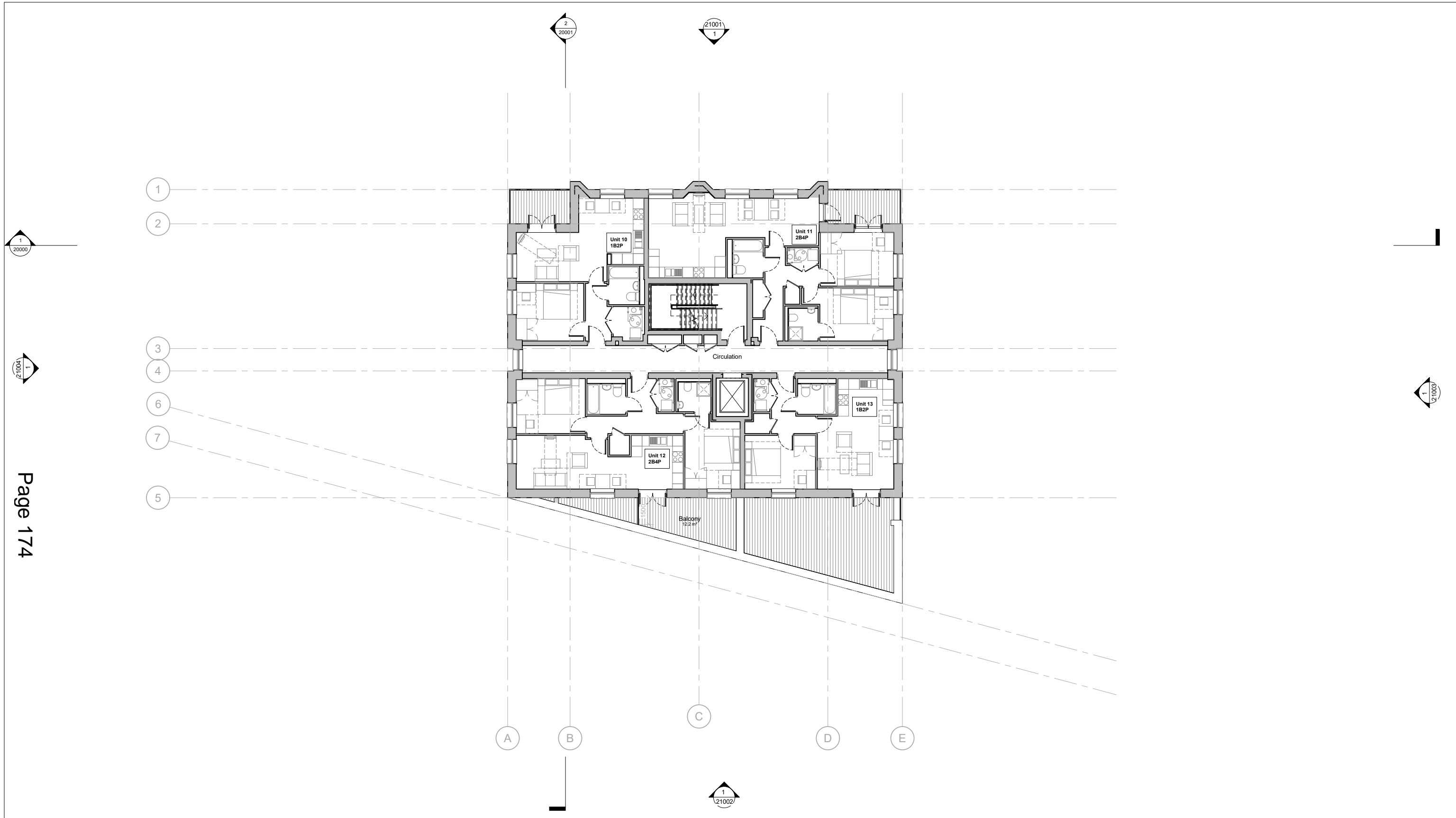
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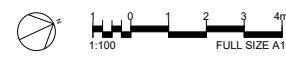
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0.0	31/10/19	Planning Issue

Project:		Elm Nursery Mitcham CR4 3TA	
Title: First Floor Plan - As Proposed			
Date:	29/05/20	Project Status:	Planning
Scale:	1 : 100 @ A1	Drawn:	AM
		Checked:	CL
		Approved:	LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-EN-01-DR-A-11001			1.0





1 Second Floor Plan - As Proposed
1 : 100

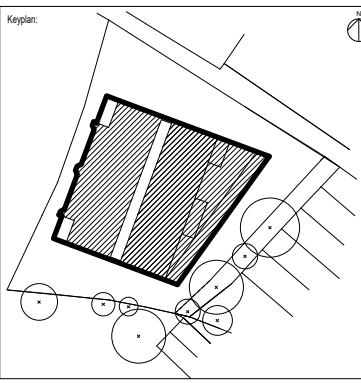


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Notes:

Legend:
▲ Dwelling Entrance



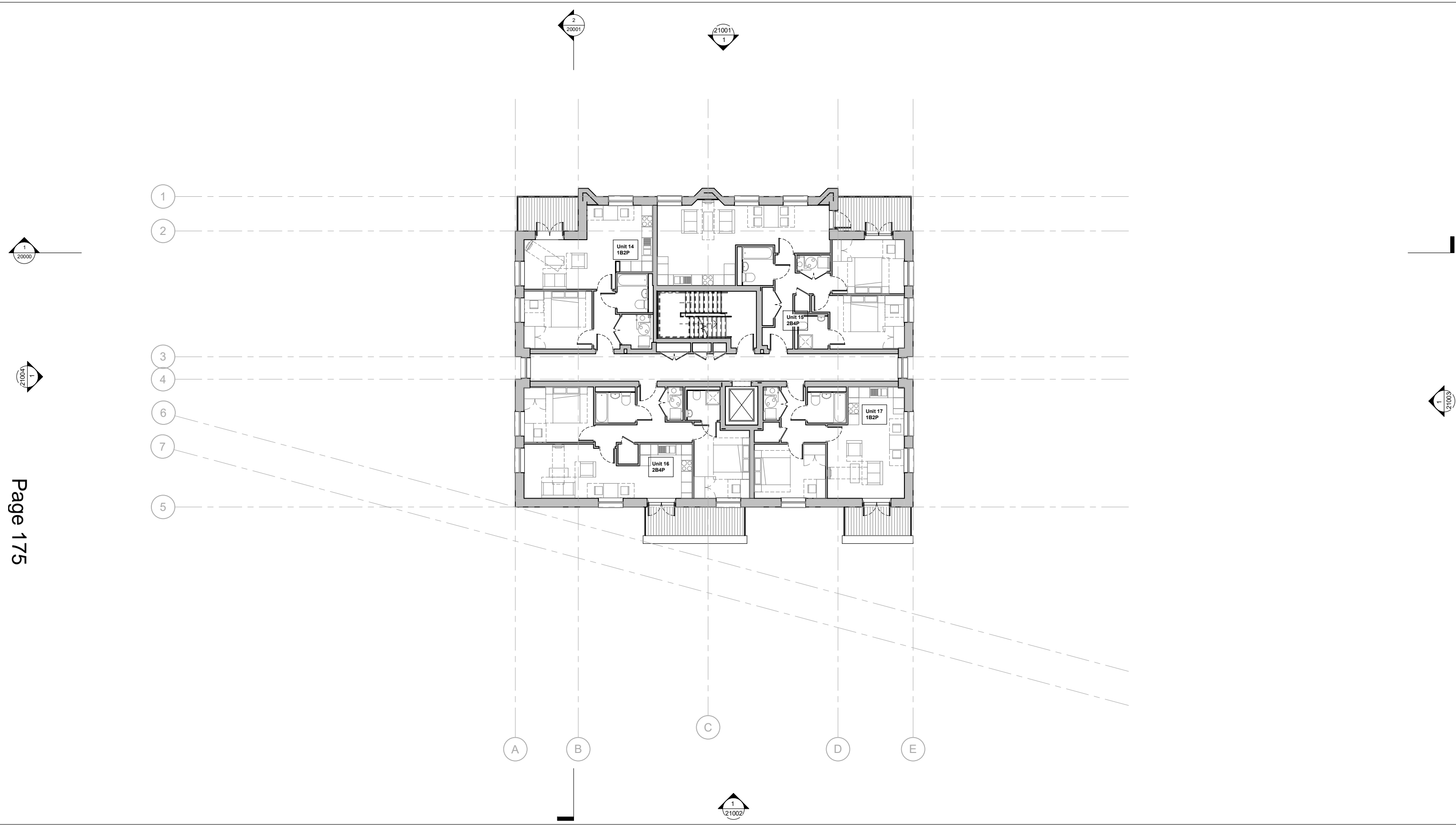
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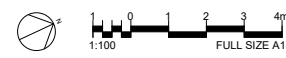
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Rev	Date	Description
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0.0	31/10/19	Planning Issue

Project: Elm Nursery Mitcham CR4 3TA			
Title: Second Floor Plan - As Proposed			
Date: 29/05/20	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-EN-02-DR-A-11002			Revision: 1.0



1 Third Floor Plan - As Proposed
1 : 100

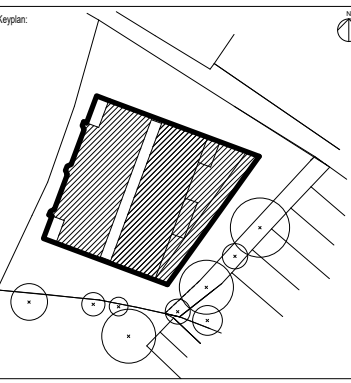


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Notes:

Legend:
▲ Dwelling Entrance



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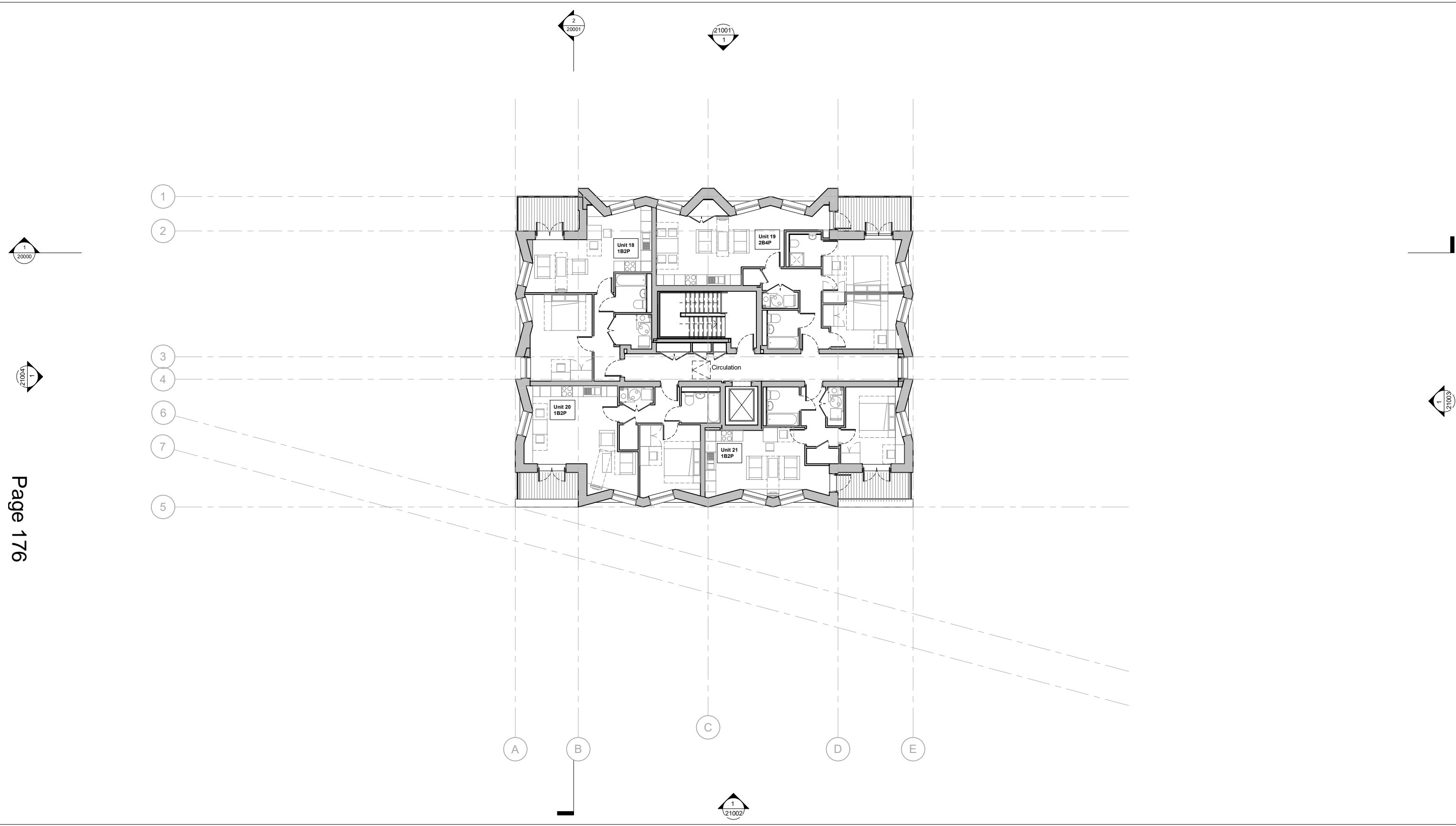
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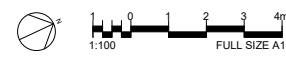
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Project: Elm Nursery Mitcham CR4 3TA			
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Date: 29/05/20	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-EN-03-DR-A-11003			Revision: 1.0

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1 Fourth Floor Plan - As Proposed
1 : 100

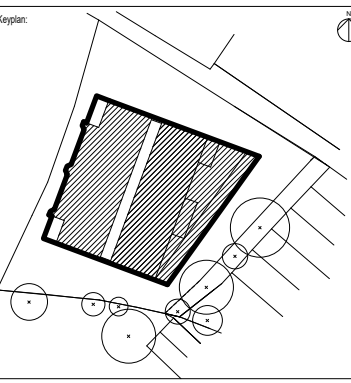


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Notes:

Legend:
▲ Dwelling Entrance



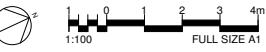
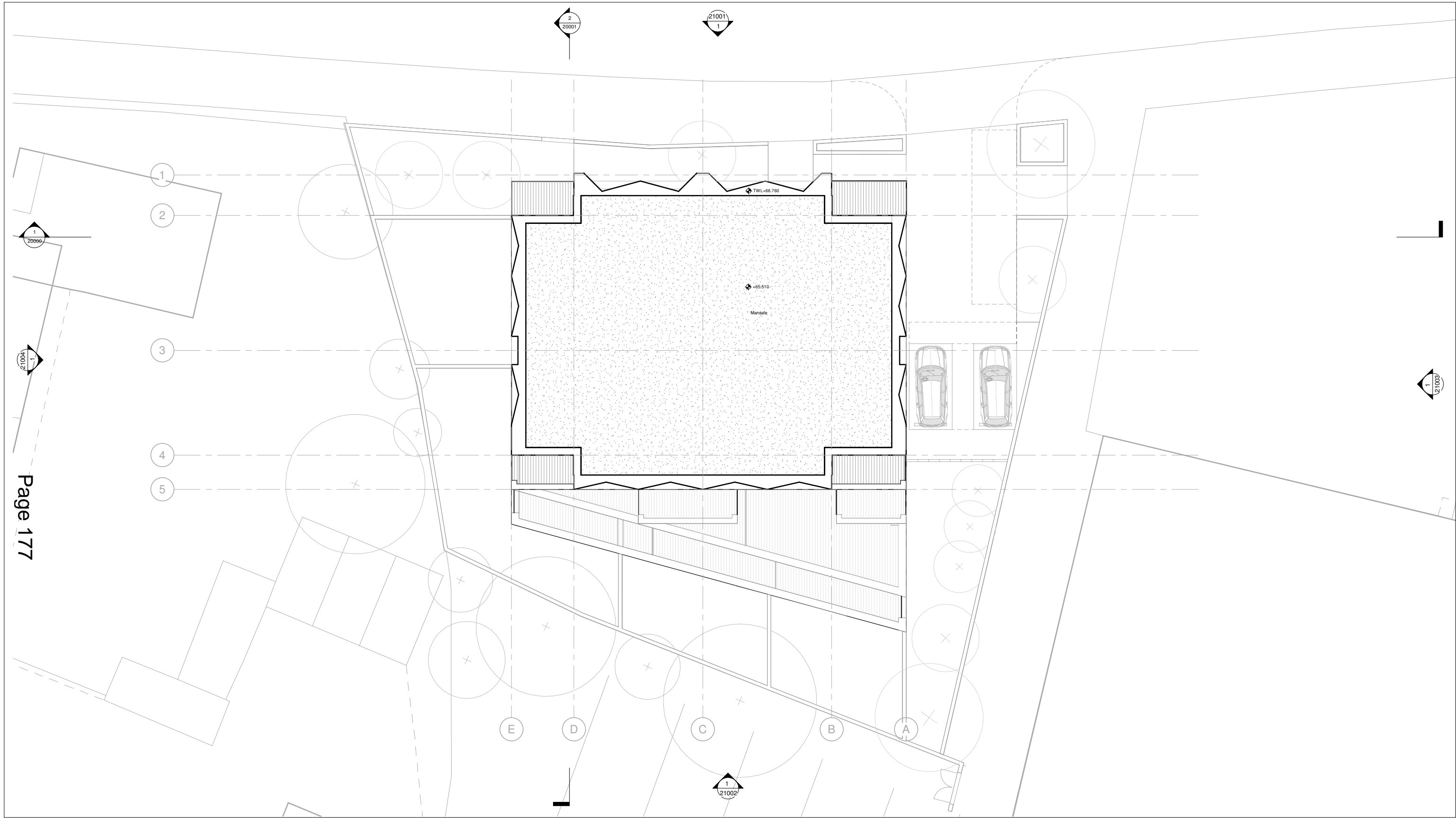
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Rev	Date	Description
1.0	29/05/20	Planning Comment Capture
0.0	31/10/19	Planning Issue

Project: Elm Nursery Mitcham CR4 3TA			
Title: Fourth Floor Plan - As Proposed			
Date: 29/05/20	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-EN-04-DR-A-11004			Revision: 1.0

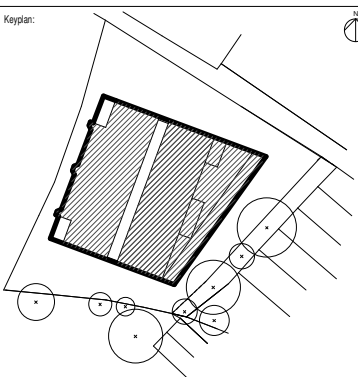


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Notes:

Keyplan:



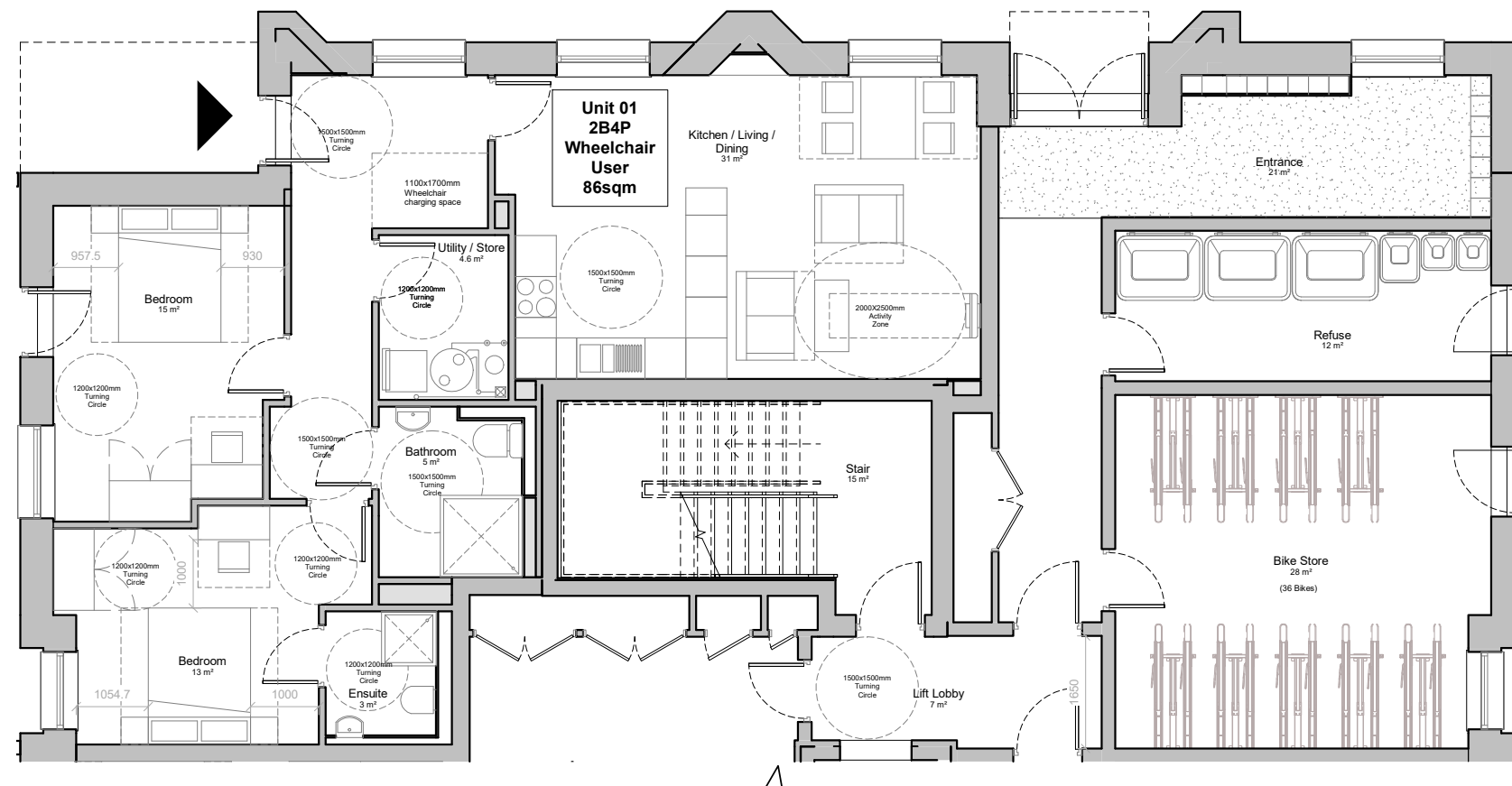
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Rev	Date	Description
0.0	31/10/19	Planning Issue

Project: Elm Nursery Mitcham CR4 3TA			
Title: Roof Plan - As Proposed			
Date: 31/10/19	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-EN-R1-DR-A-11005			Revision: 0.0



Continued on Drawing 12001

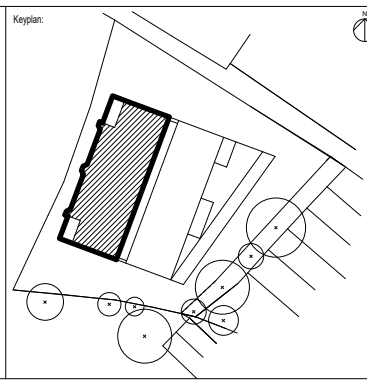
1 North - Ground Floor Flat Layouts
1 : 50



Notes:
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2. All dimensions are in millimetres unless noted otherwise.
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7. Drawings are for planning purposes only, not for construction.

Notes:

- Legend:
- ▲ Building Entrance
 - ▲ Dwelling Entrance



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Rev	Date	Description
1.0	29/05/20	Planning Comment Capture
0.0	31/10/19	Planning Issue

Project:
**Elm Nursery
Mitcham
CR4 3TA**

Title:
North - Ground Floor Flat Layouts

Date: 29/05/20	Project Status: Planning		
Scale: 1 : 50 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
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Continued on Drawing 12000

1 South - Ground Floor Flat Layouts
1 : 50

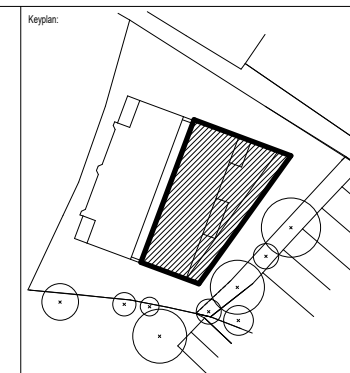


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Notes:

Legend:
 ▲ Building Entrance
 ▲ Dwelling Entrance



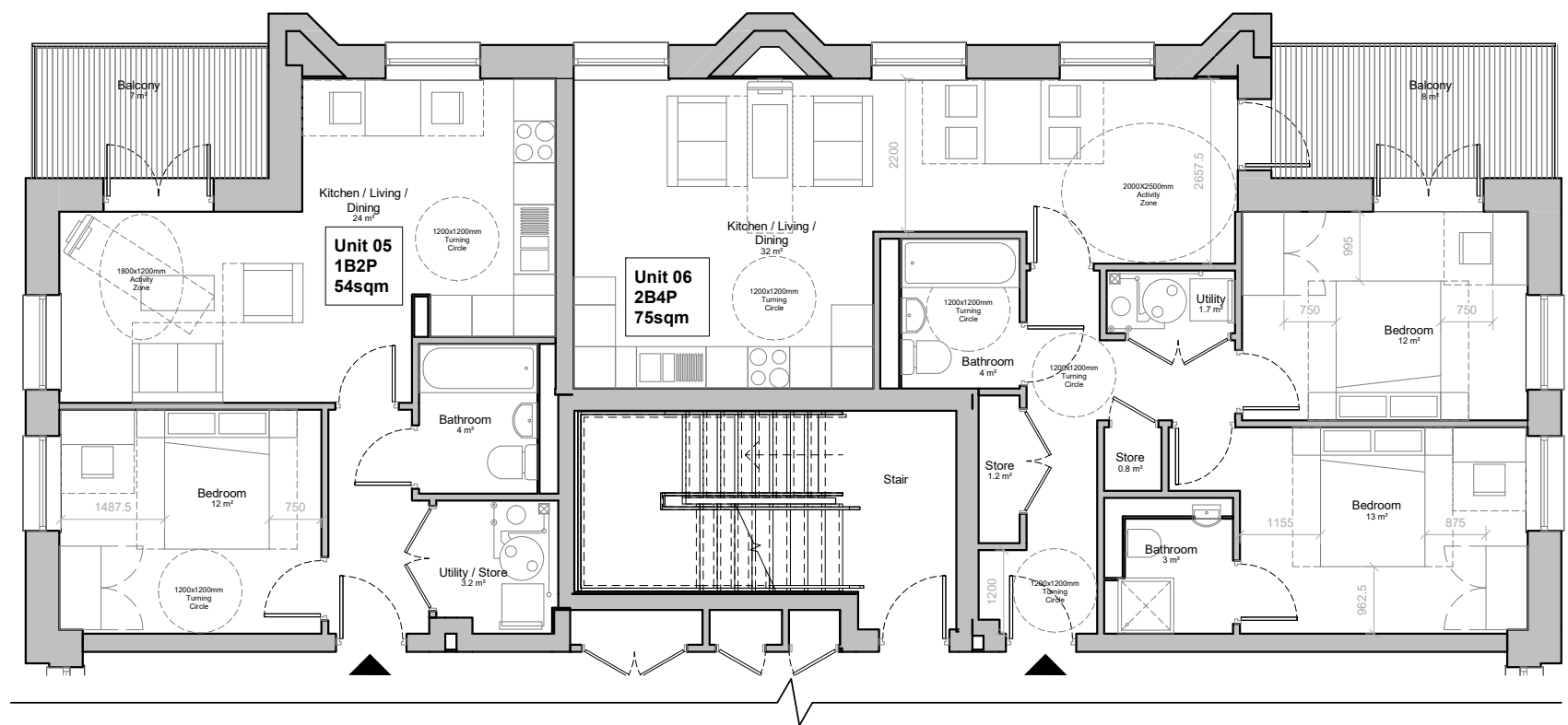
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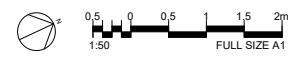
Rev	Date	Description
1.0	29/05/20	Planning Comment Capture
0.0	31/10/19	Planning Issue

Project: Elm Nursery Mitcham CR4 3TA			
Title: South - Ground Floor Flat Layouts			
Date: 29/05/20	Project Status: Planning		
Scale: 1 : 50 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-EN-00-DR-A-12001			Revision: 1.0



Continued on Drawing 12003

1 North - First Floor Flat Layouts
1 : 50



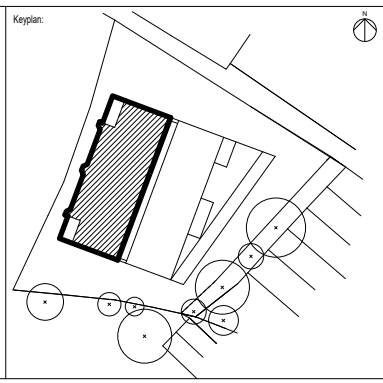
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Notes:

Legend:

- ▲ Building Entrance
- ▲ Dwelling Entrance



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Rev	Date	Description
1.0	29/05/20	Planning Comment Capture
0.0	31/10/19	Planning Issue

Project:
**Elm Nursery
Mitcham
CR4 3TA**

Title:
North - First Floor Flat Layouts

Date:
29/05/20

Project Status:
Planning

Scale:
1 : 50 @ A1

Drawn: AM	Checked: CL	Approved: LS
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Drawing 12002



1 South - First Floor Flat Layouts
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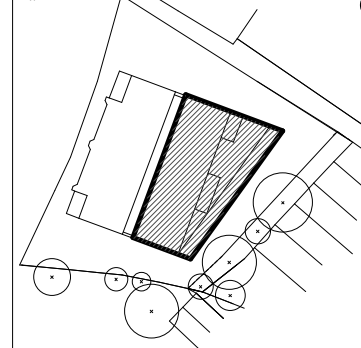
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6. All levels have been provided by the Surveyor.
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Notes:

Legend:

- ▲ Building Entrance
- ▲ Dwelling Entrance

Keyplan:



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Rev	Date	Description
0.0	31/10/19	Planning Issue

Project:

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Mitcham
CR4 3TA**

Title:
South - First Floor Flat Layouts

Date:
31/10/19

Project Status:
Planning

Scale:
1 : 50 @ A1

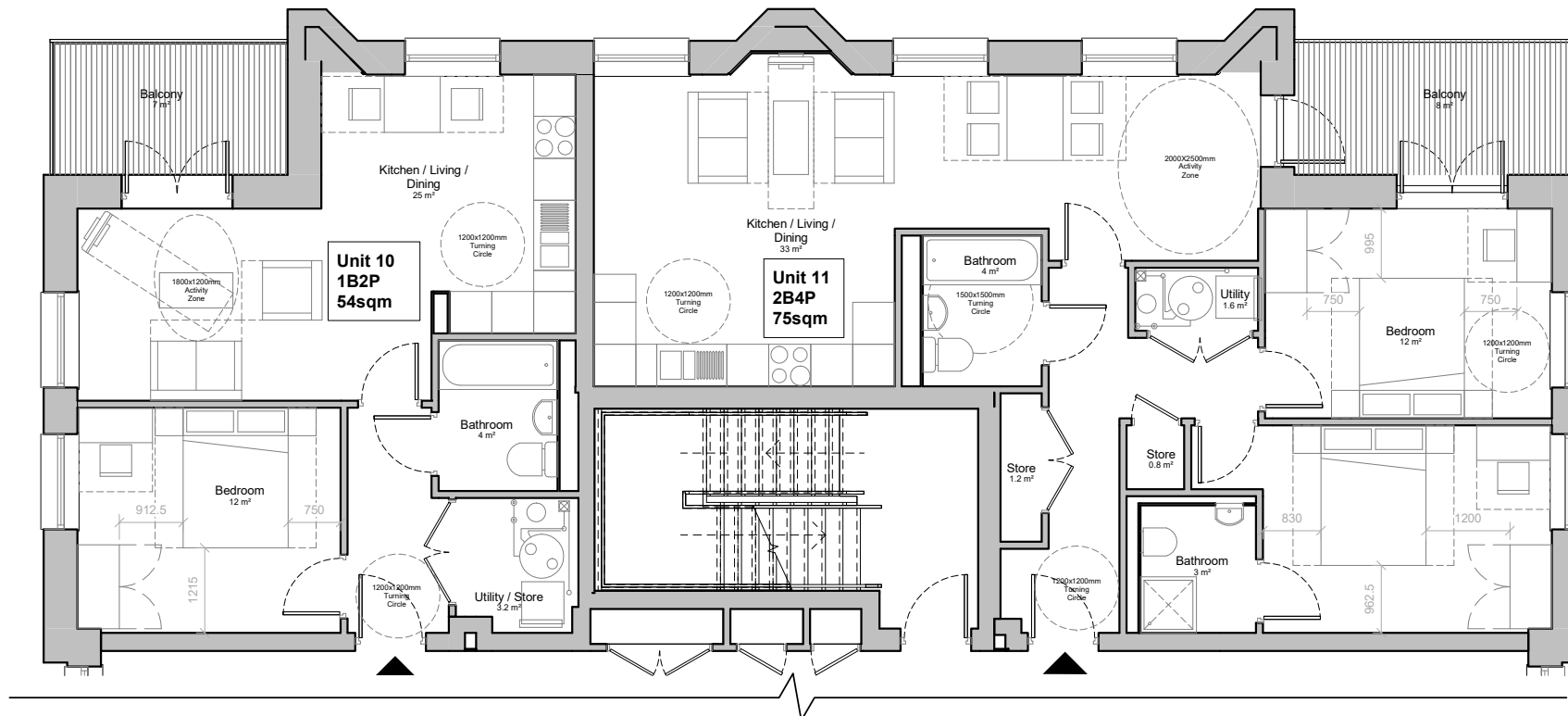
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Checked:
CL

Approved:
LS

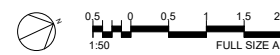
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MRT-WWP-EN-01-DR-A-12003

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Continued on
Drawing 12005

1 North - Second Floor Flat Layouts
1 : 50



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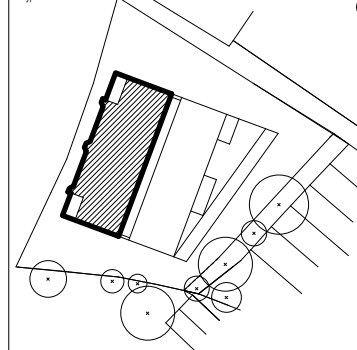
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Notes:

Legend:

- ▲ Building Entrance
- ▲ Dwelling Entrance

Keyplan:



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1.0	29/05/20	Planning Comment Capture
0.0	31/10/19	Planning Issue

Project:

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Title:

North - Second Floor Flat Layouts

Date:
29/05/20

Project Status:
Planning

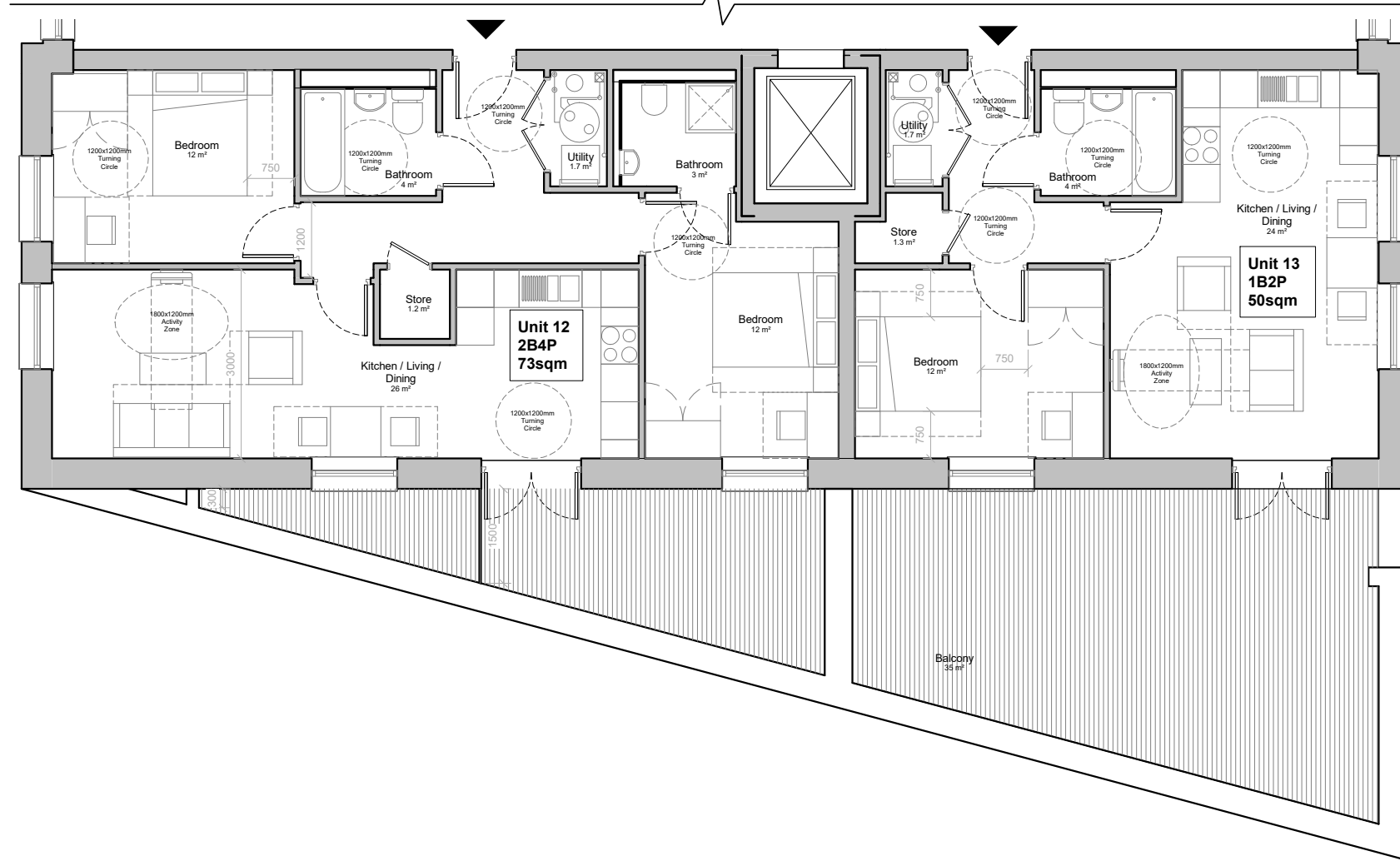
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Checked: CL
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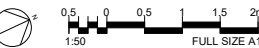
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MRT-WWP-EN-02-DR-A-12004

Revision:
1.0

Continued on
Drawing 12004



1 South - Second Floor Flat Layouts
1 : 50



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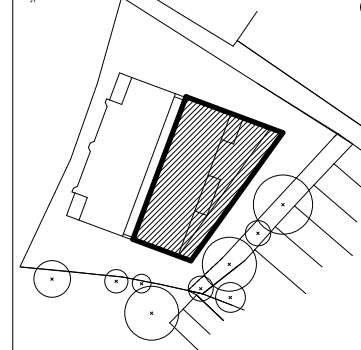
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Notes:

Legend:

- ▲ Building Entrance
- ▲ Dwelling Entrance

Keyplan:



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Rev	Date	Description
1.0	29/05/20	Planning Comment Capture
0.0	31/10/19	Planning Issue

Project:

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CR4 3TA**

Title:

South - Second Floor Flat Layouts

Date:
29/05/20

Project Status:
Planning

Scale:
1 : 50 @ A1

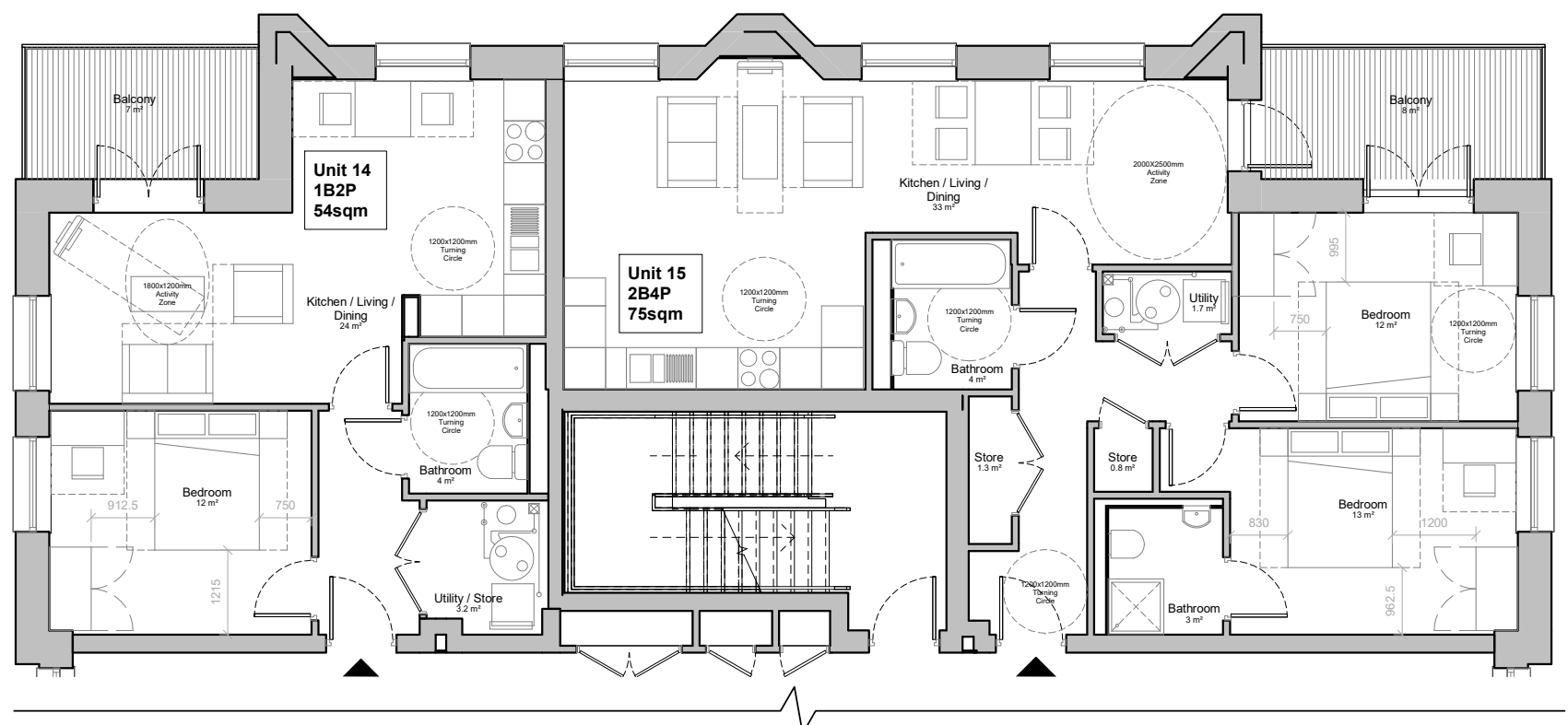
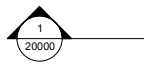
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CL

Approved:
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Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:
MRT-WWP-EN-02-DR-A-12005

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1.0



Continued on Drawing 12007

Page 184

1 North - Third Floor Flat Layouts
1 : 50



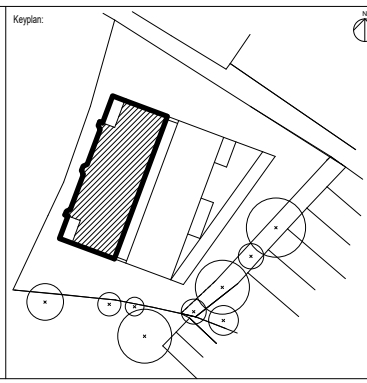
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Notes:

Legend:

- ▲ Building Entrance
- ▲ Dwelling Entrance



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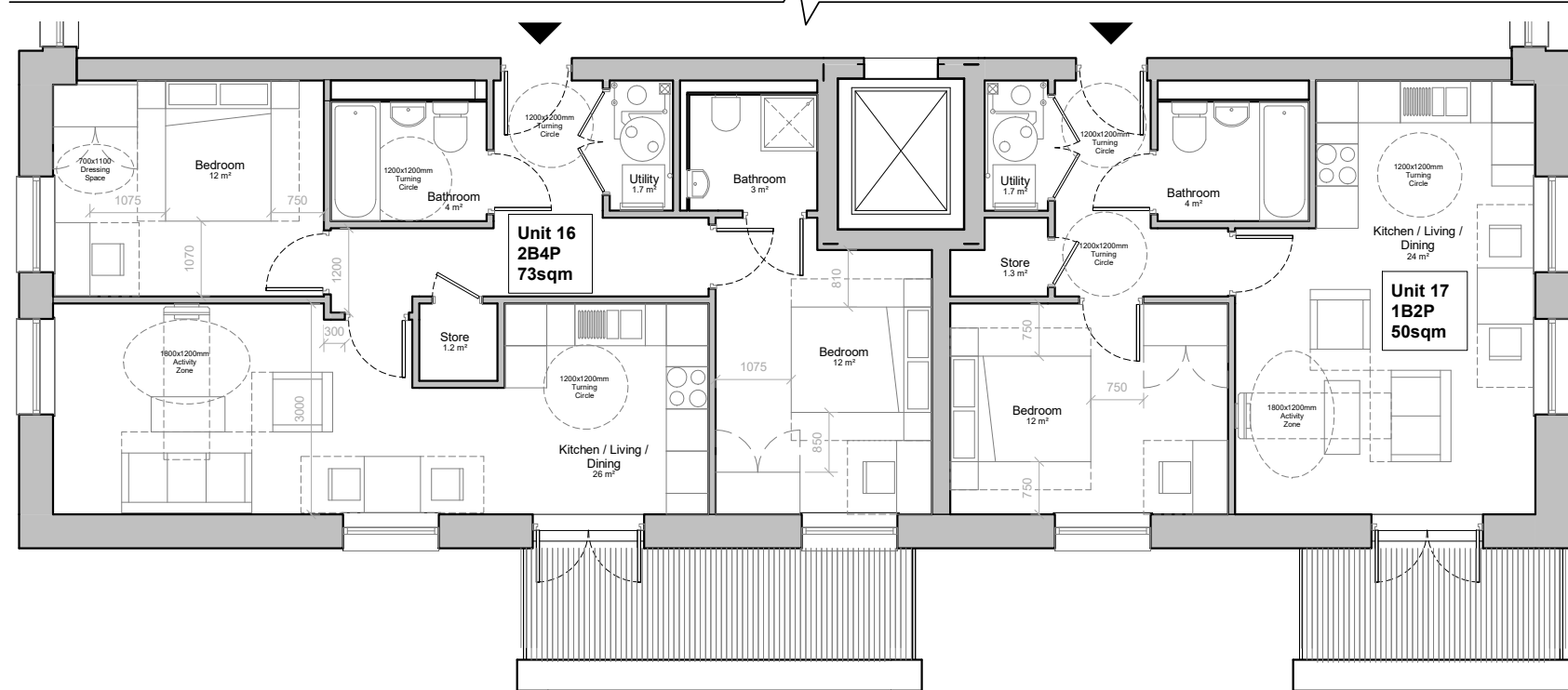
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1.0	29/05/20	Planning Comment Capture
0.0	31/10/19	Planning Issue

Project:			
Elm Nursery Mitcham CR4 3TA			
Title:			
North - Third Floor Flat Layouts			
Date:	29/05/20	Project Status:	Planning
Scale:	1 : 50 @ A1	Drawn:	AM
		Checked:	CL
		Approved:	LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-EN-03-DR-A-12006			1.0

Floor_225mm_RC_Slab_500mmO/A_Floor
Continued on
Drawing 12006



1 South - Third Floor Flat Layouts
1 : 50



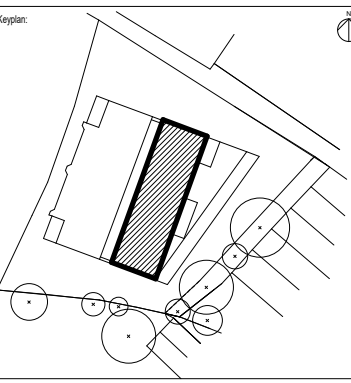
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Notes:

Legend:

- ▲ Building Entrance
- ▲ Dwelling Entrance



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0.0	31/10/19	Planning Issue

Project:
**Elm Nursery
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CR4 3TA**

Title:
South - Third Floor Flat Layouts

Date:
29/05/20

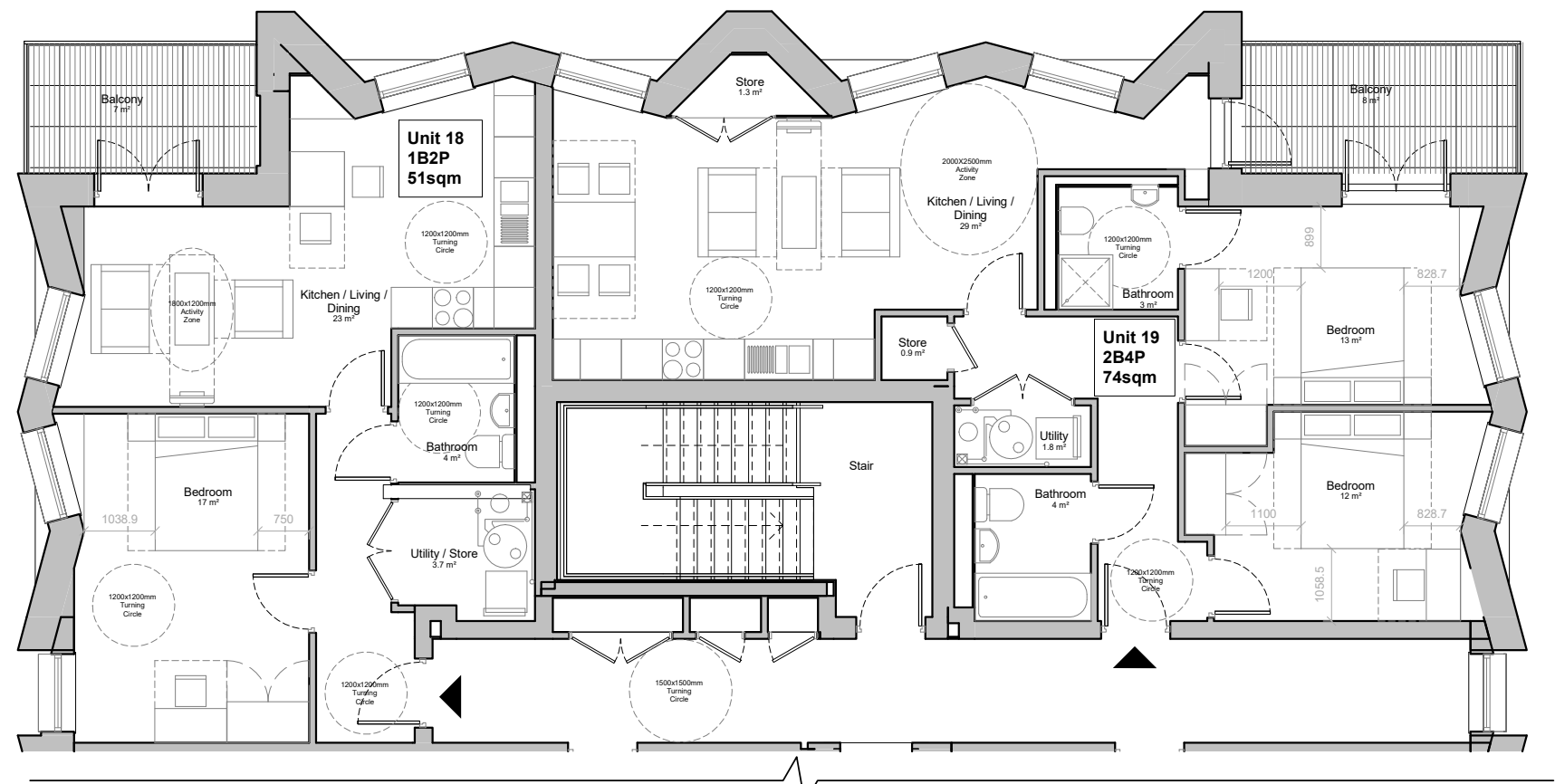
Project Status:
Planning

Scale: 1 : 50 @ A1	Drawn: AM	Checked: CL	Approved: LS
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Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:
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Revision:
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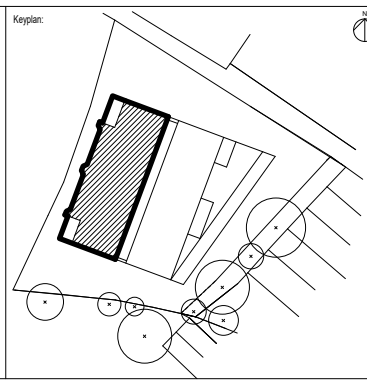
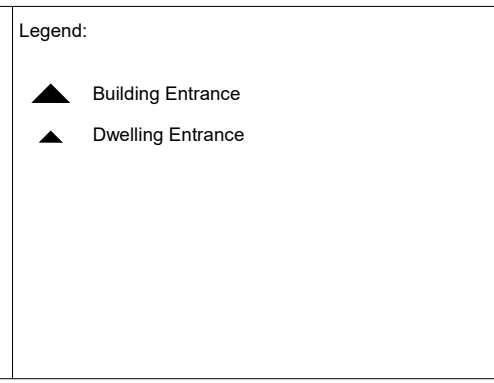
1 North - Fourth Floor Flat Layouts
1 : 50



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Notes:



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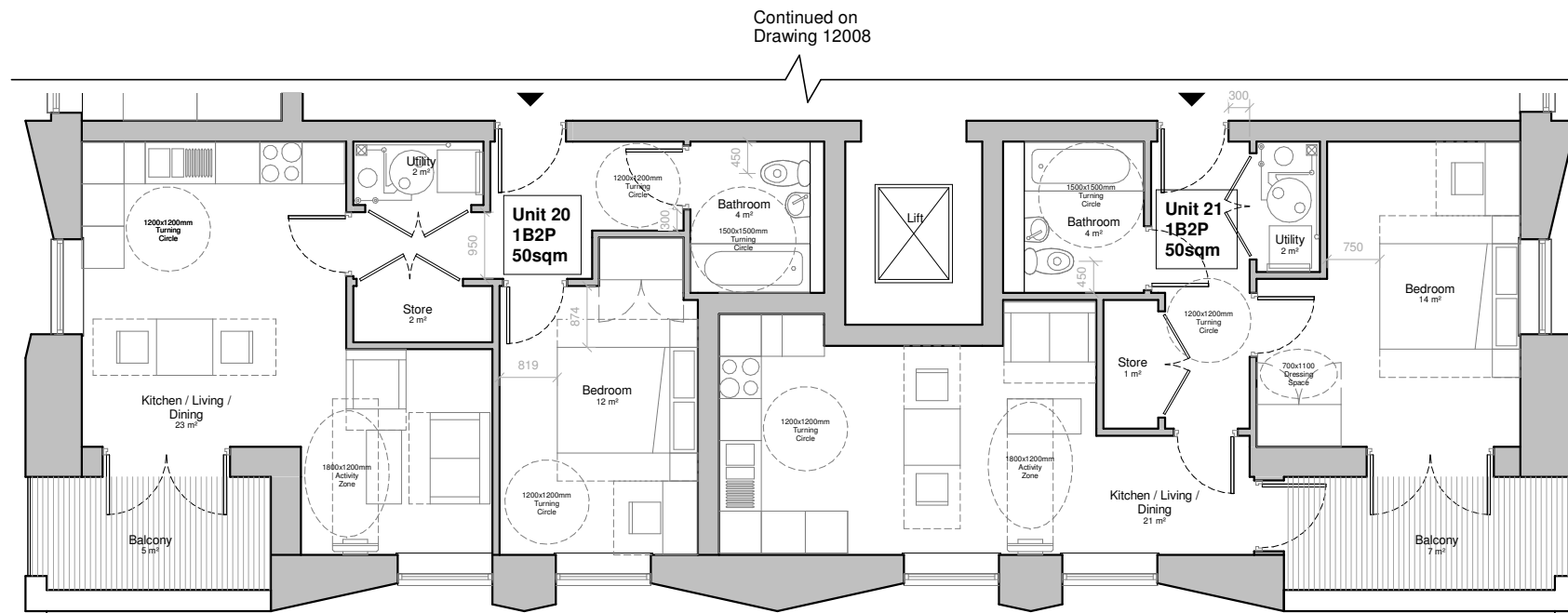
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1.0	29/05/20	Planning Comment Capture
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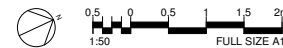
Project: Elm Nursery Mitcham CR4 3TA			
Title: North - Fourth Floor Flat Layouts			
Date: 29/05/20	Project Status: Planning		
Scale: 1 : 50 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-EN-04-DR-A-12008			Revision: 1.0

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1 South - Fourth Floor Flat Layouts
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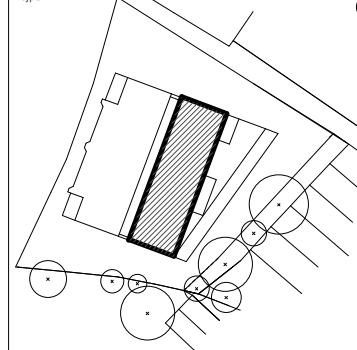
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Notes:

Legend:

- ▲ Building Entrance
- ▲ Dwelling Entrance

Keyplan:



Architect:

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Rev	Date	Description
0.0	31/10/19	Planning Issue

Project:

Elm Nursery
Mitcham
CR4 3TA

Title:

South - Fourth Floor Flat Layouts

Date:
31/10/19

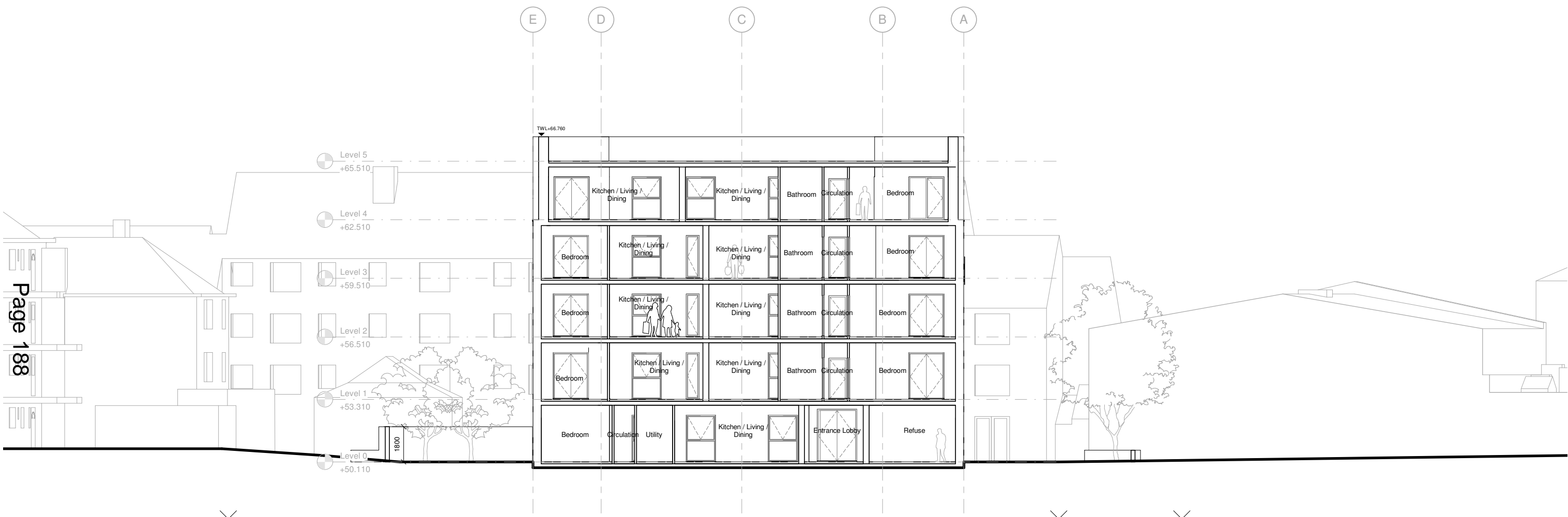
Project Status:
Planning

Scale:
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Drawn: AM	Checked: CL	Approved: LS
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Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:
MRT-WWP-EN-04-DR-A-12009

Revision:
0.0



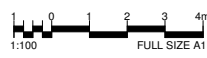
Elm Court

Proposed Development - Elm Nursery

Access Route to Feltham Road

Food World

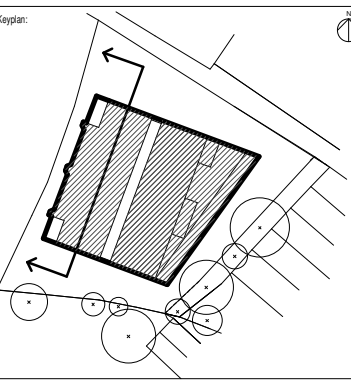
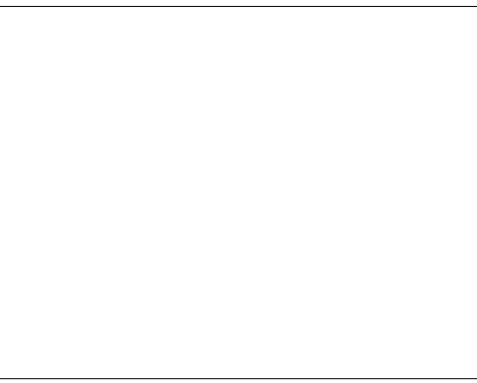
1 Section AA
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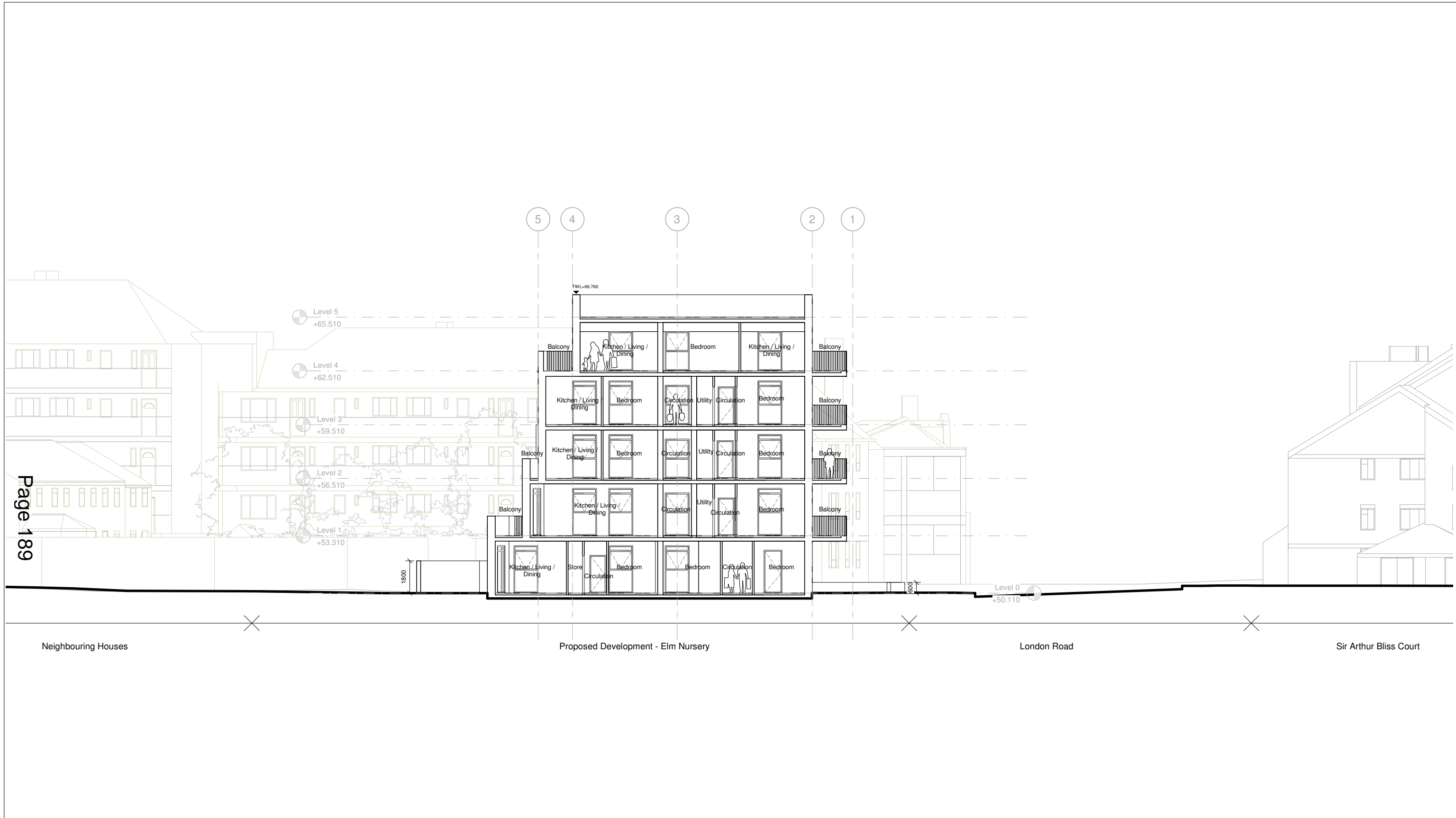
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Notes:

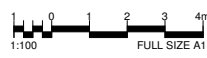


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0.0	31/10/19
Rev	Date
	Description
	Planning Issue

Project:			
Elm Nursery Mitcham CR4 3TA			
Title:			
Sections AA			
Date:	31/10/19	Project Status:	Planning
Scale:	1 : 100 @ A1	Drawn:	AM
		Checked:	CL
		Approved:	LS
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MRT-WWP-EN-ZZ-DR-A-20000			0.0



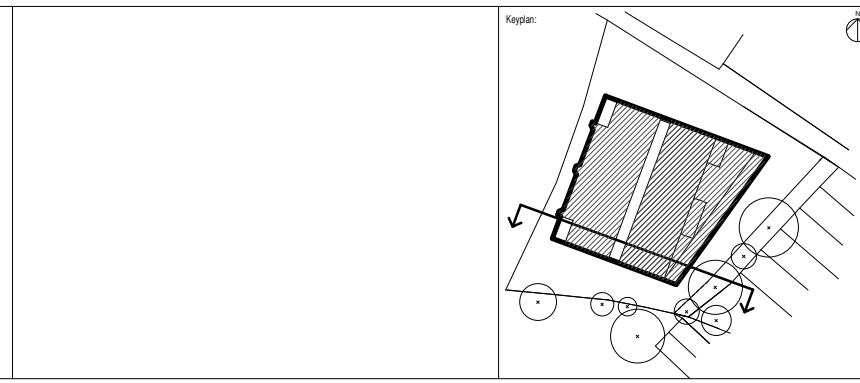
2 Section BB
1 : 100



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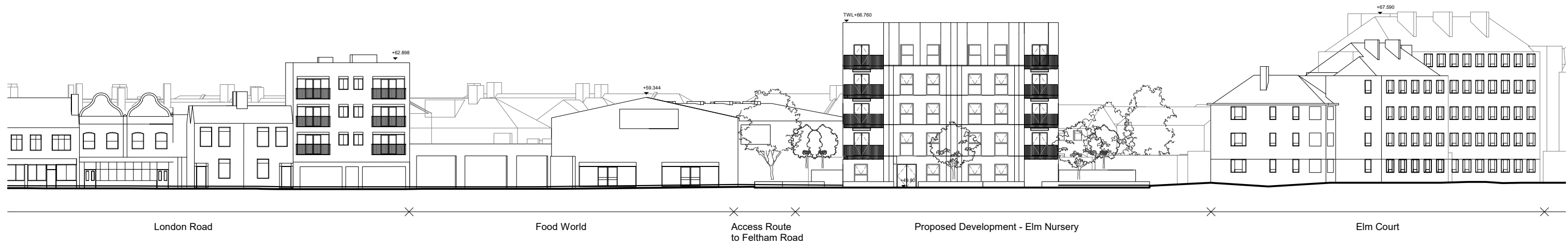
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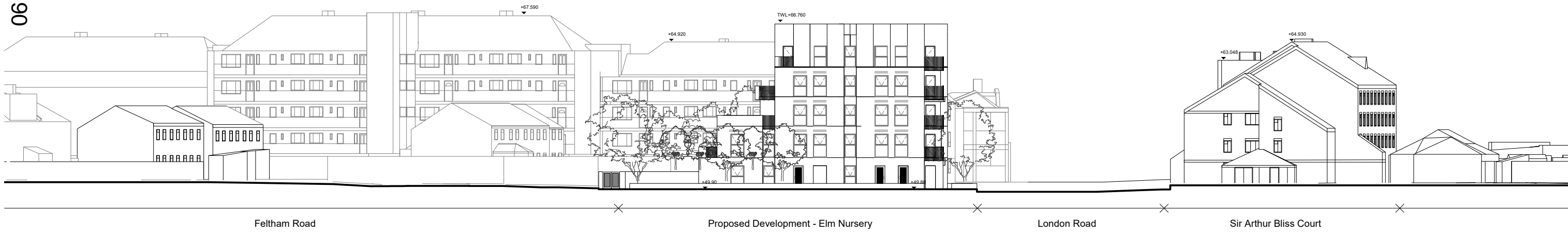
Rev	Date	Description
0.0	31/10/19	Planning Issue

Project: Elm Nursery Mitcham CR4 3TA			
Title: Section BB			
Date: 31/10/19	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-EN-ZZ-DR-A-20001			Revision: 0.0



1 Proposed Context Elevation - North West
1 : 200

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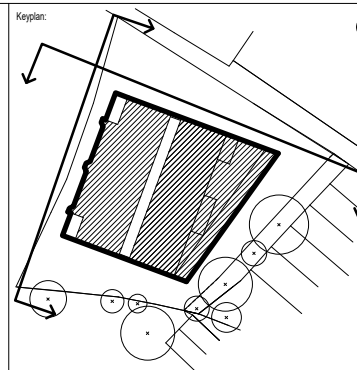
2 Proposed Context Elevation - North East
1 : 200



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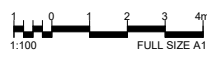
Rev	Date	Description
1.0	29/05/20	Planning Comment Capture
0.0	31/10/19	Planning Issue

Project: Elm Nursery Mitcham CR4 3TA			
Title: Proposed Context Elevations			
Date: 29/05/20	Project Status: Planning		
Scale: 1 : 200 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-EN-ZZ-DR-A-21000			Revision: 1.0



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1 Proposed Elevation - North West
1 : 100



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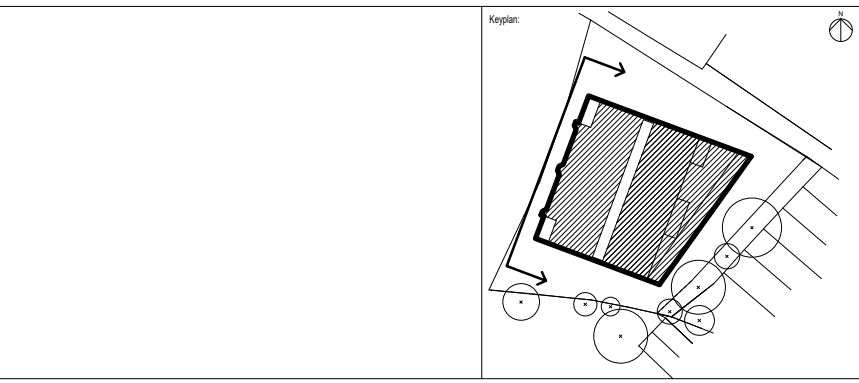
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Notes:

Materiality Key

1. Glazed brick by S. Anselmo Bronze glazed brick in stretcher bond.
2. Brick (upper levels) by Freshfield Lane First Quality Multi in stretcher bond.
3. Brick (ground levels) by Freshfield Lane First Quality Multi in Flemish bond.
4. Aluminium windows and balcony doorsets PPC to RAL 8006. Side-hung, inward opening windows with trickle ventilation system.
5. Aluminium windows and balcony doorsets with 'glazed-in' aluminium louvre to top light, PPC to RAL 8006.
6. Aluminium trims, sills, capping's and flashings PPC to RAL 8006
7. Bottom Fixed Galvanised Mild Steel Railings, formed from rolled steel flats, PPC to RAL 8006
8. Soffit board, secret fix, in white, to Balconies or similar.
9. Decking Tiles to balconies and external communal corridors.
10. Aluminium External Doorset with fixed glazed sidelight and folded aluminium canopies PPC to RAL 8006
11. Glazed Communal Entrance Doors PPC to RAL 8006
12. Bin & Cycle Store Doors, PPC to RAL 8006
13. Concealed Rain Water Pipes and Aluminium guttering
14. Wall light to balconies and external flat entrance doorsets.

For landscape materiality, please refer to Exterior Architecture Landscape Planning Statement.



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Rev	Date	Description
1.0	29/05/20	Planning Comment Capture
0.0	31/10/19	Planning Issue

Project:
**Elm Nursery
Mitcham
CR4 3TA**

Title:
Proposed Elevations - North West

Date:
29/05/20

Project Status:
Planning

Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
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Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:
MRT-WWP-EN-ZZ-DR-A-21001

Revision:
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1 Proposed Elevations - South East
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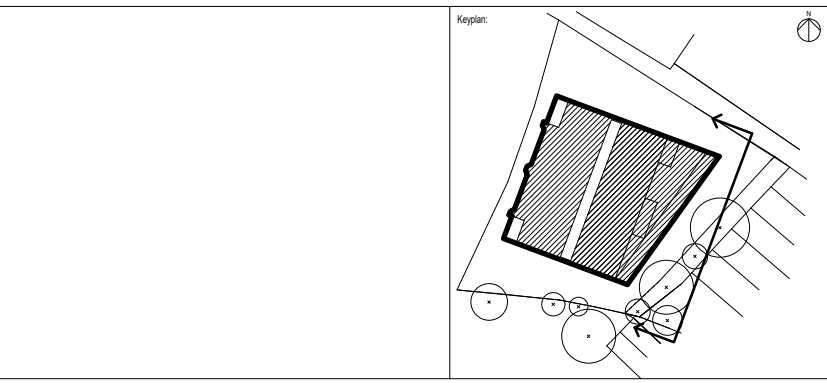
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Rev	Date	Description
1.0	29/05/20	Planning Comment Capture
0.0	31/10/19	Planning Issue

Project:
**Elm Nursery
Mitcham
CR4 3TA**

Title:
Proposed Elevations - South East

Date: 29/05/20	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-EN-ZZ-DR-A-21002			1.0

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1 Proposed Elevation - North East
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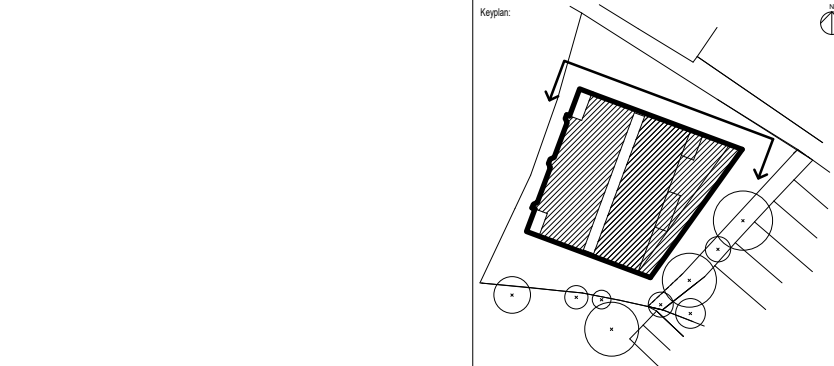
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Rev	Date	Description
1.0	29/05/20	Planning Comment Capture
0.0	31/10/19	Planning Issue

Project:

**Elm Nursery
Mitcham
CR4 3TA**

Title:

Proposed Elevations - North East

Date: 29/05/20	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-EN-ZZ-DR-A-21003			1.0

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1 Proposed Elevation - South West
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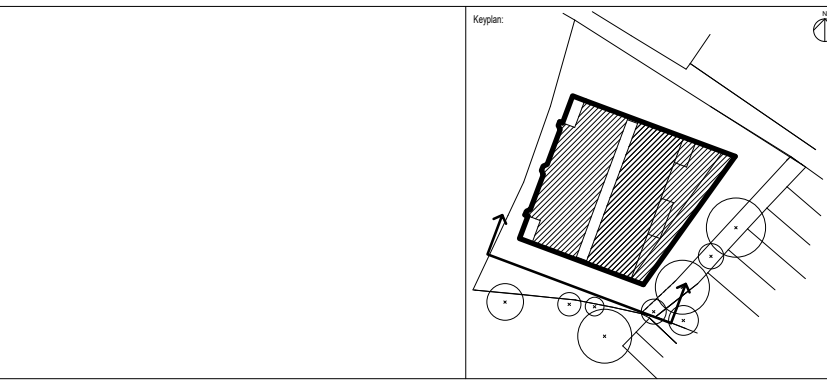
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Rev	Date	Description
1.0	29/05/20	Planning Comment Capture
0.0	31/10/19	Planning Issue

Project:

**Elm Nursery
Mitcham
CR4 3TA**

Title:

Proposed Elevations - South West

Date: 29/05/20

Project Status: **Planning**

Scale:	Drawn:	Checked:	Approved:
1 : 100 @ A1	AM	CL	LS

Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: **MRT-WWP-EN-ZZ-DR-A-21004**

Revision: **1.0**

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PLANNING APPLICATIONS COMMITTEE
16th July 2020

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>Item No:</u> <u>DATE VALID</u>
	19/P4046	11/12/2019
Site Address:	Farm Road Church Farm Road Morden SM4 6RA	
Ward:	St Helier	
Proposal:	DEMOLITION OF EXISTING CHURCH BUILDINGS AND ERECTION OF A FOUR STOREY DEVELOPMENT COMPRISING 15 SELF-CONTAINED UNITS (9X 1B AND 6X 2B UNITS), AND ERECTION OF 3 x THREE STOREY DWELLINGHOUSES (1X 5B AND 2X 4B); PROVIDED WITH ASSOCIATED CYCLE PARKING, REFUSE STORES, PARKING BAYS AND LANDSCAPING.	
Drawing No.'s:	MRT-WWP-FR-XX-DR-A-00001 (Site Location Plan); MRT-WWP-FR-XX-DR-A-00002 (Existing Site Plan); MRT-WWP-FR-ZZ-DR-A-00003 (Existing Context Elevations); MRT-WWP-FR-XX-DR-A-10000 Rev 1.0 (Proposed Site Plan)_Amended 24.06.20; MRT-WWP-FR-00-DR-A-11000 Rev 1.0 (Ground Floor Plan - As proposed)_Amended 24.06.20; MRT-WWP-FR-01-DR-A-11001 (First Floor Plan - As Proposed); MRT-WWP-FR-02-DR-A-11002 (Second Floor Plan - As Proposed); MRT-WWP-FR-03-DR-A-11003 (Third Floor Plan - As Proposed); MRT-WWP-FR-R1-DR-A-11004 (Roof Plan - As Proposed); MRT-WWP-FR-00-DR-A-12000 Rev 1.0 (Apartment Block Flat Layouts - Ground Floor)_Amended 24.06.20; MRT-WWP-FR-01-DR-A-12001 (Apartment Block Flat Layouts - First and Second Floor); MRT-WWP-FR-03-DR-A-12002 (Apartment Block Flat Layouts - Third Floor); MRT-WWP-FR-ZZ-DR-A-12003 (Townhouse Layouts - Ground and First Floor); MRT-WWP-FR-02-DR-A-12004 (Townhouse Layouts - Second Floor); MRT-WWP-FR-ZZ-DR-A-20000 (Section AA); MRT-WWP-FR-ZZ-DR-A-20001 Rev 1.0 (Section BB)_Amended 24.06.20; MRT-WWP-FR-ZZ-DR-A-21000 (Proposed Context Elevations); MRT-WWP-FR-ZZ-DR-A-21001 (Proposed Elevations - Farm Road); MRT-WWP-FR-ZZ-DR-A-21002 (Proposed Elevations - Combermere Road); MRT-WWP-FR-ZZ-DR-A-21003 Rev 1.0 (Proposed Elevations - Rear Elevations)_Amended 24.06.20. ExA_1930_FR_101 Rev D (General Arrangement Plan); ExA_1930_FR_110 Rev C (Tree Retain and Remove Plan); ExA_1930_FR_201 Rev C (Planting Plan).	
	Documents: Design and Access Statement (Issue 03) 31/10/2019; Design	

and Access Statement Addendum 21/05/20; Daylight and Sunlight report 17/10/2019 (ref: AWH_21971_REL06_V02); Landscape Planning Statement 16/08/2019 (ref: ExA_1930_FR_Planning_Statement Rev C); BS 5837:2012 Tree Survey, Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement v2 16/08/2019; Preliminary ecological appraisal, bat roost assessment and tree survey v2 (16/08/2010); Preliminary roost assessment and nocturnal bat surveys (10/06/2019); Farm Road Church Transport Statement Rev 4.0 (31/10/2019); Development Viability Report (30/10/2019).

Contact Officer: Catarina Cheung (020 8545 4747)

RECOMMENDATION

Grant Planning Permission subject to the completion of any enabling agreement and conditions.

CHECKLIST INFORMATION

- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: Yes
- Design Review Panel consulted: Reviewed by DRP during pre-application stage, but not for the main application
- Number of neighbours consulted: 40
- Controlled Parking Zone: Yes, Zone M2
- Archaeological Zone: No
- Conservation Area: No
- Listed Building: No
- Trees: None on the site, however on the southern boundary of the adjoining site are lined with a number of TPO lime trees

1. INTRODUCTION

- 1.1 The application is being brought to the Planning Applications Committee for determination due to the nature and number of objections received.

2. SITE AND SURROUNDINGS

- 2.1 The application site (approximately 1200sqm) comprises a single storey 1960s building, which has a barrel vaulted roof over the main hall with flat side and rear extensions and was formerly used as a church and community hall. To the rear of the main building is a detached single storey structure used for storage.

- 2.2 The site is located within St Helier Estate, on the eastern side of Farm Road, a corner site at the junction of Farm Road and Combermere Road, in Morden.
- 2.3 There are marked parking bays at the front of the site along Farm Road, and along Combermere Road are a handful of off-street parking spaces with double yellow lines stretching around 30m from the junction. Double yellow lines are drawn along the opposite side of the road from the church.
- 2.4 The site does not lie within a Conservation Area and is not a Listed building.
- 2.5 The north-western boundary of the site is adjacent to the Merton College Playing Fields Open Space.
- 2.6 The site has a PTAL rating of 2 (measured on a scale of 0 to 6b, 0 being the worst), and is located in a Controlled Parking Zone, M2.
- 2.7 Farm Road Church is identified in Merton's Local Plan 2020 (currently under review following Stage 2 consultation held between 31 October 2018 and 28 January 2019) as an 'opportunity' site for development – 'Site Mo2', and the Council's proposed site allocation is residential (C3) use. The allocation does not consider a mixed use combining D1 uses with residential.

3. CURRENT PROPOSAL

- 3.1 The proposal seeks to demolish the existing single storey structures and redevelop the site for residential use providing a flatted development of 4 storeys comprising 15 units (9x 1bed units and 6 x 2 bed units), and a row of 3 x 3 storeys terrace dwellinghouses (1x5b and 2x4b).
- 3.2 The main entrance to the flats would be from Farm Road, 2 accessible units are provided which are independently accessed from Combermere Road. The three terrace dwellinghouses would be entered from Combermere Road.
- 3.3 The 3 dwellinghouses would be provided with off-street parking spaces each, and the flatted development would be provided 2 disabled off-street parking spaces only for the accessible units.
- 3.4 Individual refuse and bike stores would be provided at the front of the proposed dwellinghouses, and also for the 2 accessible units (which face toward Combermere Road). A communal refuse bin store and cycle store would be provided for the flats on the ground floor within the building, and additional short stay cycle spaces at the entrance of the development, accessed from Farm Road.
- 3.5 The three terrace dwellinghouses would have a total width of 15.5m, depth of 10.68m, eaves height of 6m, maximum ridge height of 9.4m toward the front elevation sloping to a height 8.6m at the rear. The external finishing of the dwellinghouses would be red brick, hung tiled roof and bronze aluminum cladding to the dormers.
- 3.6 The flatted block lies on a slightly sloping part of the site, therefore, toward Farm Road, the building would show a width of 21.5m, eaves height 9.4m and maximum height 12.9m. And toward Combermere Road, a width of 20m, (measured at the lowest point of the ground level) eaves height of 10.3m and maximum height of 13.8m. The external finishing of the building would be hung tiles on the main elevations and roof, the 'cows'

(framing the balconies and front entrances) and roof dormers would be bronze aluminum, and within the cowl recesses the building would show red brickwork.

3.7 The proposed dwelling mix would be as follows:

	Level	Type	Storeys	Proposed GIA (sqm)	Proposed amenity (sqm)
Unit 1	Ground	1b2p (wheelchair accessible unit)	1	61	51
Unit 2	Ground	1b2p (wheelchair accessible unit)	1	64	72
Unit 3	Ground	1b2p	1	50	89
Unit 4	First	2b4p	1	72	7
Unit 5	First	1b2p	1	57	6
Unit 6	First	1b2p	1	54	6
Unit 7	First	2b4p	1	75	7
Unit 8	Second	2b4p	1	72	7
Unit 9	Second	1b2p	1	57	6
Unit 10	Second	1b2p	1	54	6
Unit 11	Second	2b4p	1	75	7
Unit 12	Third	2b4p	1	75	7
Unit 13	Third	1b2p	1	54	6
Unit 14	Third	1b2p	1	50	6
Unit 15	Third	2b4p	1	72	7
	TH1	5b7p	3	144	50
	TH2	4b7p	3	130	51
	TH3	4b7p	3	130	95

3.8 The proposal at Farm Road Church consists of 18 new homes – 15 apartments, and 3 houses. The apartments are for private rental, and the houses are for market sale. This site is being brought forward in conjunction with three other development sites in Merton (Elm Nursery [19/P4047], Raleigh Gardens [19/P4048], and Development Site at Madeira Road [19/P4050]) by Merantun Developments Ltd, which have a joint affordable housing strategy.

3.9 The scheme has also been subject to negotiation and amendment, (alterations re-consulted 22/05/2020)

The changes include:

- Amendment of the flatted development's gable roof detail, including a ribbed brick finish to the side elevation, further discussed within Section 7.3.
- Amendment to the layout of Unit 1 (ground floor) to provide access to the external amenity area via the living/kitchen/dining area rather than bedroom.
- Amendment to the amenity layout for Unit 1, Unit 3 and the plant room.

4. RELEVANT PLANNING HISTORY

4.1 MER334/70: ERECTION OF A STORAGE BUILDING – Granted 07/05/1970

4.2 MER870/67: ERECTION OF NEW MISSION HALL BUILDING – Granted 28/12/1967

5. CONSULTATION

External

- 5.1 Public consultation was undertaken by way of letters sent to 40 neighbouring properties. Major application site and press notices.
- 5.2 10 representations were received to the proposal. 1 of support, 3 comments and 6 objections.
- 5.3 1 comment received by Merton Green Party emphasising the need to deliver affordable housing. 2 comments received by Wimbledon Swift Group and Swift Conservation raising awareness of the building project's potential to include to provide a new nesting site for swifts.
- 5.4 Objections from the public are summarised as below:
- Loss of privacy;
 - Not in keeping with the surrounding buildings, overdevelopment of the site;
 - Lack of car parking, and potential increase of parking pressure on surrounding streets not in CPZ;
 - Ill-timing of consultation over Christmas;
 - Impact on neighbouring access to driveway if cars are parked along Combermere Road and during construction;
 - Loss of light;
 - Decrease value of neighbouring properties.
- 5.5 1 submission in support for the scheme:
- 4 storey height on Farm Road could be considered excessive in the locality, however accept the need for homes and there is general need to increase housing density given land constraints in the borough;
 - Appreciate the high quality of application by Merantun;
 - Consideration for Merantun/Merton Council to install electric car charging bays on Farm Road adjacent to the sports ground for new and existing locals which would increase the sustainability credentials for the development;
- 5.6 Officer response to representations – Comments relating to the design (height), impact on neighbouring amenity (light and privacy) and car parking will be addressed in section 7 of this report.
- On-street car parking spaces along Farm Road (in front of the development) would be retained. No on-street parking spaces are proposed on the road opposite of properties on Combermere Road (numbers 2, 4 and 6) as a single dropped kerb would be provided for the proposed 3 terrace dwellings.
- Impact on property values is not a planning consideration.
- 5.7 A 14 day re-consultation was carried out on 22/05/2020, and one further objection was received raising the following concerns:
- Remain in objection to the scheme because of the building's height.
- 5.8 Thames Water – General waste and water comments provided, if the application were minded to be approved a number of informatives have been provided.
- 5.9 Design Review Panel – During the pre-application stage, the schemes were put forward to the Design Review Panel (DRP) twice before submission of the main planning application: 23 April 2019 and 29 October 2019. During the DRP in April, the

scheme received an Amber verdict, and at DRP in October, the scheme received a Green verdict.

The notes from the October meeting:

The Panel felt this was a well-designed and accomplished proposal that generally fitted well with its surroundings, was of an appropriate scale and used good quality materials. It was felt that tile hanging went well with the proposed timber frame construction. The Panel felt that most of the previous review comments had been taken on board.

A number of comments and suggestions were made by the Panel it felt the applicant should consider further. The typology on Combermere Road was felt to be different. It was suggested that a different brick colour could be used on the town houses on this street, although there were mixed views on this. This point related to the view that there were large expanses of blank brickwork on flank walls. It was suggested that the applicant look into ways of giving relief to these as well as introducing side windows where possible. This could help introduce more light into the accommodation.

The window screens added to address potential overlooking at the rear were felt not to be successful and it was recommended that the windows themselves needed to be angled. The panel also questioned the quality of external space for ground floor flats, given that amenity space of flats would be facing the street. It was suggested that more attention needed to be paid to ensuring this was as useable as possible. Ensuring there was robust boundary treatment such as fencing/walls rather than just hedging, and bringing the gates/threshold to the back of the footway to maximise the space and defensible space, was suggested.

The detail of the bronze coloured metal panels was queried, as the CGI did not show a realistic detail. It was important this worked well in terms of quality and that the reality and CGI were honest in showing the reality of the effect. Overall, the Panel noted that the applicant needed to work to ensure that the quality of the scheme was not eroded as it passed through the planning and construction process. The size and impact of the feature dormers was questioned and whether the scale was reflected internally with a higher ceiling height – which it was.

The Panel queried the individual Air Source Heat Pump (ASHP) approach taken for heating and hot water, and how this would affect likely household bills. The stated uvalues for double glazing were also queried. The Panel also queried whether the size of the flats was to standard, as no measurements had been given for areas etc.

Verdict: GREEN

Internal

- 5.10 Tree officer – No objection to the proposal. The proposed landscaping is fine, but a condition should be attached to require further details in connection with the submitted landscape plans. As far as the trees are concerned, conditions have been recommended should the application be minded for approval.
- 5.11 Ecology –
- The site does not have any Local Plan environmental site designations.
 - The north-western edge of the site is directly adjacent to the Merton College Playing Fields Open Space.

- The applicant has submitted 2 ecological reports, of which the methodology, findings and recommendations seem suitable. The recommendations from both reports should be included as suitably worded conditions, to ensure the protection and enhancement of biodiversity and provide a net biodiversity gain on the site.

5.12 Transport officer – The local area forms part of Controlled Parking Zone M2. Restrictions are enforced from Monday to Friday between 10am to 4pm. The site lies within an area PTAL 2 which is considered to be poor. A poor PTAL rating suggests that only a few journeys could be conveniently made by public transport.

Car Parking - A car free option would be considered for the flatted development. Each of the three townhouses would be provided with one off-street car parking space. Two accessible car parking spaces are also proposed outside of the ground-floor wheelchair accessible apartments. The Council would agree to a legal agreement to preclude future occupiers from obtaining parking permits for the whole development.

Dropped Kerb - The proposed joint crossovers are in principle supportable. However, further permission for this must be sought separately from the Council's Highways Team.

Cycle Parking - The London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space for cycles: 1 per studio and one bed dwellings; and 2 per all other dwellings. Long stay cycle parking should be secure and undercover.

Waste Collection - Given there is an already established collection route along Farm Road, it is not considered the proposal would have a detrimental impact on the waste collection services in the area. The waste provision as indicated will be adequate to meet the weekly waste output of the development in accordance with LB Merton guidance.

Recommendation - No objection in principle to the development. The following conditions should apply to any planning approval:

- Condition requiring provision of the disabled parking bays.
- Condition requiring Cycle parking.
- Details of refuse storage arrangements.
- Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.

5.13 Highways officer – conditions and informatives have been recommended should the application be minded for approval.

5.14 Climate Change – The Council declared a climate emergency in July 2019 and will shortly be adopting an action plan asking that developers maximise sustainability in schemes. Whilst the original proposal sought to surpass Merton's minimum policy standards, the applicants are seeking further solutions to apply additional measures to promote sustainability – such as the provision of PVs on the roof.

Energy statements are being updated accordingly and shall be reviewed by the Council's Climate Change officer, any further changes to this arrangement shall be reported to the LPA.

- 5.15 Environmental Health – Should the application be approved, a condition has been recommended requesting a Demolition and Construction Method Statement to be submitted prior to commencement of development.

Following reconsultation, no supplementary comments that are relevant to Environmental Health (Noise and Nuisance) were raised.

- 5.16 Waste services – The 3x houses have a straightforward arrangement, bins would need to be presented for collection outside of any bin store.

The communal bin store for the flatted development would be visible from Farm Road. The pull distance would be within 10m of the parked collection vehicle on Farm Road which would be acceptable.

- 5.17 GLAAS. Archaeology – The proposal is unlikely to have a significant effect on heritage assets of archaeological interest. The site is not located within an APA and being less than 0.5ha in size is considered to be of negligible archaeological risk according to the archaeological risk model in the GLAAS Charter. There is no requirement for a Desk-Based Assessment for small, previously developed sites within APAs. No further assessment or conditions are therefore necessary.

- 5.18 Met Police - Secure by Design – Having given due consideration to the details of the security and safety features from the information provided. The design and access statement mentions SBD in section 7.5.1. I have only a few comments and recommendations.

The proposed front boundary treatment appears to be wall of varying height due to the relief, its design should eliminate the chance of being used as seating. The lobby doorsets are one and a half leaf which requires twice the amount of security is needed, the door should be a single leaf.

No further comments were raised on the amended drawings.

6. POLICY CONTEXT

6.1 NPPF - National Planning Policy Framework (2019):

Part 5 Delivering a sufficient supply of homes

Part 9 Promoting sustainable transport

Part 11 Making effective use of land

Part 12 Achieving well-designed places

Part 14 Meeting the challenge of climate change, flooding and coastal change

6.2 London Plan 2016:

3.3 Increasing housing supply

3.4 Optimising housing potential

3.5 Quality and design of housing developments

3.8 Housing choice

3.9 Mixed and balanced communities

3.10 Definition of affordable housing

3.11 Affordable housing targets

3.12 Negotiating affordable housing

3.13 Affordable housing thresholds

5.1 Climate change mitigation

- 5.2 Minimising carbon dioxide emissions
 - 5.3 Sustainable design and construction
 - 5.13 Sustainable drainage
 - 5.17 Waste Capacity
 - 6.3 Assessing effects of development on transport capacity
 - 6.9 Cycling
 - 6.11 Smoothing traffic flow and easing congestion
 - 6.13 Parking
 - 7.2 An Inclusive environment
 - 7.3 Designing out crime
 - 7.4 Local character
 - 7.5 Public realm
 - 7.6 Architecture
 - 7.14 Improving air quality
 - 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
 - 8.2 Planning obligations
 - 8.3 Community infrastructure levy
- 6.3 Merton Sites and Policies Plan July 2014 policies:
- DM C1 Community facilities
 - DM D1 Urban design and the public realm
 - DM D2 Design considerations in all developments
 - DM EP4 Pollutants
 - DM H2 Housing mix
 - DM H3 Support for affordable housing
 - DM O1 Open space
 - DM O2 Nature conservation, Trees, hedges and landscape features
 - DM T1 Support for sustainable transport and active travel
 - DM T2 Transport impacts of development
 - DM T3 Car parking and servicing standards
 - DM T5 Access to road network
- 6.4 Merton Core Strategy 2011 policy:
- 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 17 Waste management
 - CS 18 Transport
 - CS 20 Parking servicing and delivery
- 6.5 Supplementary planning documents
- Accessible London SPG – October 2014
 - London Housing SPG 2016
 - Technical Housing standards – nationally described space standards 2015
 - Affordable Housing and Viability SPG – August 2017
 - Merton’s Waste and Recycling Storage Requirements – For Commercial and Residential Premises in the London Borough of Merton

7. PLANNING CONSIDERATIONS

- 7.1 The key planning considerations of the proposal are as follows:

- Principle of development
- Design and impact upon the character and appearance of the area
- Impact upon neighbouring amenity
- Standard of accommodation
- Transport, parking and cycle storage
- Refuse
- Sustainability
- Affordable housing
- Other matters
- Developer contributions

7.2 PRINCIPLE OF DEVELOPMENT

Loss of the church hall.

- 7.2.1 Policy DM C1 seeks to ensure the provision of sufficient, accessible, well-designed community facilities. Any redevelopment proposals resulting in a net loss of existing community facilities will need to demonstrate that the loss would not create, or add to, a shortfall in provision for the specific community uses and that there is no viable demand for any other community uses on the site.
- 7.2.2 The application site previously formed part of the St Helier Estate in Morden. The freehold of the site was sold from the London County Council to the SSRSU (Shaftesbury Society and the Ragged School Union) in 1935 with restrictive conditions attached stating that except with the Council's prior consent, not to use the part of the property than "as and for a site for a mission hall for the use of the SSRSU and its affiliated organizations or some other society or religious organisations having objects similar to the SSRSU".
- 7.2.3 The Church eventually fell into disuse, and around 2012, conversations involving the Council and then freeholders were had about the likelihood to find a new Church occupier and to explore redevelopment options, likely for residential use. The Church was fully boarded up to protect from unauthorised entry in 2014, with all non-essential services decommissioned and contents removed; and eventually acquired by the Council in December 2015. Any outstanding issues relating to restrictive covenants would be for the Council as the land owner to resolve and are not part of this planning assessment.
- 7.2.4 For a timeframe of around 7-8 years, the Church Hall has not been in use, nor does the planning history of the site reveal proposals by any new user groups who have come forward seeking re-use as a church or community facility.
- 7.2.5 Farm Road Church is identified in Merton's Local Plan 2020 (currently under review following Stage 2 consultation held between 31 October 2018 and 28 January 2019) as an 'opportunity' site for development – 'Site Mo2', and the Council's proposed site allocation is residential (C3) use. The allocation does not consider a mixed use combining D1 uses with residential.
- 7.2.6 It is considered that given the site has not actively served as a community building for a prolonged period, and following its purchase by the Council and identification as an opportunity site, it may be reasonable to release the site from community use. It may be reasonable to conclude that there would be no demonstrable harm to the area's social infrastructure to change the site's use from community (D1) to residential (C3).

7.2.7 Furthermore, the buildings on site are not considered of architectural interest and are in poor condition not having been actively maintained for evidently a number of years. There would be no case to resist the loss of the building from a design perspective.

Erection of residential development

7.2.8 The National Planning Policy Framework, London Plan Policy 3.3 and the Council's Core Strategy Policy CS8 and CS9 all seek to increase sustainable housing provision and access to a mixture of dwelling types for the local community, providing that an acceptable standard of accommodation would be provided. Policy 3.3 of the London Plan 2016 also states that boroughs should seek to enable additional development capacity which includes intensification, developing at higher densities.

7.2.9 The emerging London Plan, now accorded moderate weight, is anticipated to be adopted in the coming months, and will signal the need for a step change in the delivery of housing in Merton. Table 3.1 of the London Plan identifies that LBM has an annual housing target of 411 units, or 4,107 over the next ten years. However, this minimum target is set to increase significantly (918 set out in the 'London Plan Examination in Public Panel Report Appendix: Panel Recommendations October 2019').

7.2.10 The site is in a wholly residential area, and it would be most appropriate to reactivate the unused site with a residential proposal which would tie in with the character of the street. The development seeks to make effective use of the site by providing 18 residential units. The principle of doing so is considered acceptable and in line with policies to increase provision of additional homes and seeking opportunities through intensification of the site.

7.2.11 Whilst the introduction of residential use to the development site would respond positively to London Plan, draft London Plan and Core Strategy planning policies to increase housing supply, optimise the site and support provision of additional housing, the development scheme is also subject to all other planning considerations being equally fulfilled and compliant with the policies referred to in Section 6.

Housing mix

7.2.12 Policy DM H2 of Merton's Sites and Policies Plan requires development to create socially mixed communities, catering for all sectors of the community by providing a choice of housing with respect to dwelling size and type in the borough. Residential development proposals will be considered favourably where they contribute to meeting the needs of different households such as families with children, single person households and older people by providing a mix of dwelling sizes, taking account of the borough level indicative proportions concerning housing mix. Policy 3.8 of the London Plan requires new developments offer a genuine choice of homes that Londoners can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environment.

7.2.13 Merton's Core Strategy Policy CS 8 requires 10% of new housing to be wheelchair accessible or easily adaptable for residents who are wheelchair users.

7.2.14 The scheme provides the following unit mix:

- 9 x 1-bed units (50%)
- 6 x 2-bed units (33%)
- 2 x 4-bed units (11%)
- 1 x 5-bed units (6%)
- Of which approximately 10% would be fully wheelchair accessible units.

- 7.2.15 The proposals would deviate from the indicative housing mix set out in the Sites and Policies Plan which envisages a broadly equal split between 1, 2 and 3 bedroom (and larger) units. This mix is informed by a number of factors, including Merton's Strategic Housing Market Assessment (SHMA 2010). Further work is being undertaken as part of the preparation of a new local plan. Merton's Strategic Housing Needs (Market) Assessment was published in July 2019.
- 7.2.16 Morden has a higher percentage of 3 bedroom houses than the borough average (based on 2011 census data) and so an assessment is required as to whether a focus on smaller units would be harmful to the area and whether by focusing on smaller units the development fulfils other planning objectives such as optimising housing output.
- 7.2.17 Officers consider that the mix would optimise the development potential of the site, help to deliver flats of a variety of sizes while at the same time providing some new family housing, helps to meet the requirements of a range of households in a part of the Borough where the available evidence confirms a greater concentration of 3 bedroom family housing than the Borough average. The proposals thereby assist in the promotion of objectives in both policy 3.8 and 3.9 of the London Plan and officers consider that it would be unreasonable to refuse permission by pursuing a mechanistic adherence to what are only indicative housing mix percentages.
- 7.2.18 The proposal will provide a mix of unit sizes, including units for single persons, couples and families with children. The scheme will also provide 10% fully wheelchair accessible units, helping contribute to the stock of housing for all sectors of the community and assisting in creating socially mixed communities.
- 7.2.19 The proposal will therefore comply with the aims of Council Policies DM H2 and CS8, London Plan Policy 3.8 offering a range of housing choice.
- 7.2.20 The proposal at Farm Road Church consists of 18 new homes – 15 apartments, and 3 houses. The apartments are for private rental, and the houses are for market sale. This site is being brought forward in conjunction with three other development sites in Merton (Elm Nursery [19/P4047], Raleigh Gardens [19/P4048], and Development Site at Madeira Road [19/P4050]) by Merantun Developments Ltd, which have a joint affordable housing strategy. This tenure arrangements along with affordable housing provision and its assessment against adopted policy shall be dealt with in separate overarching report, which link with the 4 applications.

7.3 CHARACTER AND APPEARANCE

- 7.3.1 The NPPF states that developments should function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Developments should ensure that they are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- 7.3.2 Policies CS14, DMD1 & DMD2 require that new development reflect the best elements of the character of the surrounding area, or have sufficient distinctive merit so that the development would contribute positively to the character and appearance of the built environment. Policy DM D2 of Merton's Sites and Policies Plan requires development to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area and to

use appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting. The requirement for good quality design is further supported by the London Plan London Plan Policies 7.4 and 7.6.

- 7.3.3 In the immediate surrounds, along Farm Road, Combermere Road and Faversham Road comprise predominately 3 storey (including roof level) 1930-50's terrace and semi-detached dwellings. Noted along Faversham Road, there is a new build terrace block (completed circa 2016-17) comprising 3 dwellings which display a height of 3 storeys, feature front dormer roof details, at a slightly heightened level from that of its twentieth century neighbors.
- 7.3.4 Within the wider St Helier Estate, there are noted buildings of 4 storeys (comprising 3 storeys with a mansard style roof form), these highlighted within the applicant's design and access statement, page 18: Elstead House, 100-104 Green Lane; development on Schoolgate Drive and 164-186 St Helier Avenue. Whilst a 4 storey height is not absent in the area, officers rely not only on the presence of such buildings to determine whether this would be appropriate for the application site, but also the design of the building's massing, layout and selection of materials.
- 7.3.5 The development presents two different building typologies, an L-shaped flatted block facing toward Farm Road and the junction, and townhouses toward Combermere Road.
- 7.3.6 The townhouses respond directly to the neighbouring terrace dwellings, being of two storeys with a habitable pitched roof level displaying front dormer details – this is somewhat reminiscent of the detailing to the new built townhouses along Faversham Road. The townhouses are approximately 0.8m taller than the existing Combermere terrace houses, and the eaves also a marginal step up of approximately 0.9m. When viewed from the street elevation, whilst there is a gentle progression up in height, the townhouses would appear as a suitable modern continuation of the terrace dwellings.
- 7.3.7 The flatted building presents another gradual increase in height from the townhouses up to a total of four storeys, the top within the roof level. The roof form displays a similar pitched roof to that of the town houses, but designed as a 'folded' roof with its use of hung tiles folding down from the roof into the front and rear elevations. The design of the chamfered corner contributes to the corner building design, imitating that of the plot outline.
- 7.3.8 Amendments to the design (which were the subject re-consultation) included the addition of ribbed brickwork detailing on the roof level of the northern flank elevation, to distinguish itself as a roof level and also contribute animation and shadow to an otherwise potentially plain and visually imposing flank wall.
- 7.3.9 Whilst there are differences between the two building types, these are subtle, and overall the development appears cohesive. Both roof forms are punctured with bronze detailed dormer windows, which gives the development altogether a rhythm.
- 7.3.10 The junction location presents an opportunity to put forward a bolder building. The (massing of the block when viewed from Combermere Road would appear prominent and it may be judged that the flatted part of the development has been articulated adequately to deliver this so as not appear overbearing toward the surrounding context. The townhouses assimilate with the terrace dwellings along Combermere

Road and their height and massing do not appear intrusive and would be considered an enhancing modern addition to the streetscene.

7.4 NEIGHBOURING AMENITY

- 7.4.1 SPP Policy DM D2 states that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of loss of light, quality of living conditions, privacy, visual intrusion and noise.

Combermere Road

- 7.4.2 The proposed terrace dwellings would project 4m from the rear building line of the properties on Combermere Road but would be set back by approximately 4.4m. The height of the town houses would be around 0.78m taller than the Combermere Road dwellings.
- 7.4.3 The existing single storey detached structure is set back 2.48m from 3 Combermere Road, at a height of around 5m which projects near the width of the site. Whilst the proposed building would sit marginally taller than the existing terraced dwellings, this would be set back further at 4.4m than the existing structure.
- 7.4.4 The 4.4m separation distance is considered reasonably appropriate, and design of the townhouses is such that the height slopes down at the rear. Therefore, the eaves height of the building visible from the rear gardens of Combermere Road would be 6.1m and maximum of around 8.9m. So, whilst there would be a projection of 4m visible, the proposed heights are not considered overly dominant, coupled with a sufficient set back. Compared with the existing situation where the single storey structure projects the depth of the site, the proposal would allow increased breathing space along the boundary for the gardens of Combermere Road.

The Cottage, Farm Road

- 7.4.5 The proposed flatted development would be separated from The Cottage by a distance of approximately 15m; and specifically between the proposed side window and the first floor of The Cottage would be around 15.7m. However, the side windows of the flatted development would serve bathrooms and be obscure glazed therefore reducing opportunity for overlooking.
- 7.4.6 Nonetheless, the proposed development is considered sufficiently set back from the Cottage so as not to negatively impact the amenities of this dwelling. Whilst it is noted there may be some shading toward the Cottage (given the orientation of the buildings), confirmed by the accompanying Daylight and Sunlight report, the proposed VSC (vertical sky component) of the assessed windows and lit area proposed would still meet the criteria of the BRE and be considered acceptable.

Farm Road, west of the application site

- 7.4.7 The separation distance from the front building line of the proposed development to the properties positioned opposite (west) on Farm Road would be at approximately 24 to 26m. This is considered a suitable separation and would unlikely result in undue harm toward neighbouring light, outlook or privacy.
- 7.4.8 The submitted Daylight and sunlight report concludes that: "The development does not affect the daylighting and sunlighting to the surrounding properties" and officers consider its findings to be sound.

7.5 STANDARD OF ACCOMODATION

Internal

- 7.5.1 Policy 3.5 of the London Plan 2016 requires housing development to be of the highest quality internally and externally, and should satisfy the minimum internal space standards (specified as Gross Internal Areas –GIA) as set out in Table 3.3 of the London Plan. Table 3.3 provides comprehensive detail of minimum space standards for new development; which the proposal would be expected to comply with. Policy DMD2 of the Adopted Sites and Policies Plan (2014) also states that developments should provide suitable levels of sunlight and daylight and quality of living conditions for future occupants.

	Level	Type	Storeys	Proposed GIA (sqm)	Required GIA (sqm)	Compliant
Unit 1	Ground	1b2p	1	61	50	Yes
Unit 2	Ground	1b2p	1	64	50	Yes
Unit 3	Ground	1b2p	1	50	50	Yes
Unit 4	First	2b4p	1	72	70	Yes
Unit 5	First	1b2p	1	57	50	Yes
Unit 6	First	1b2p	1	54	50	Yes
Unit 7	First	2b4p	1	75	70	Yes
Unit 8	Second	2b4p	1	72	70	Yes
Unit 9	Second	1b2p	1	57	50	Yes
Unit 10	Second	1b2p	1	54	50	Yes
Unit 11	Second	2b4p	1	75	70	Yes
Unit 12	Third	2b4p	1	75	70	Yes
Unit 13	Third	1b2p	1	54	50	Yes
Unit 14	Third	1b2p	1	50	50	Yes
Unit 15	Third	2b4p	1	72	70	Yes
TH1		5b7p	3	144	125	Yes
TH2		4b7p	3	130	121	Yes
TH3		4b7p	3	130	121	Yes

- 7.5.2 As demonstrated by the table above, all the units would comply with the minimum space standards.

- 7.5.3 The design achieves dual aspects for all the residential units and townhouses.

External

- 7.5.4 In accordance with Merton Site's and Policies Policy DMD2, all new houses are required to provide a minimum garden area of 50 sqm as a single usable regular shaped amenity space. For flatted dwellings, a minimum of 5sqm of private outdoor space should be provided for 1-2 person flatted dwellings (also specified in the Mayor's Housing Supplementary Planning Guidance) and an extra 1 sqm should be provided for each additional occupant.

	Type	Proposed amenity (sqm)	Required amenity (sqm)	Compliant
Unit 1	1b2p	51	5	Yes
Unit 2	1b2p	72	5	Yes
Unit 3	1b2p	89	5	Yes

Unit 4	2b4p	7	7	Yes
Unit 5	1b2p	6	5	Yes
Unit 6	1b2p	6	5	Yes
Unit 7	2b4p	7	7	Yes
Unit 8	2b4p	7	7	Yes
Unit 9	1b2p	6	5	Yes
Unit 10	1b2p	6	5	Yes
Unit 11	2b4p	7	7	Yes
Unit 12	2b4p	7	7	Yes
Unit 13	1b2p	6	5	Yes
Unit 14	1b2p	6	5	Yes
Unit 15	2b4p	7	7	Yes
TH1	5b7p	50	50	Yes
TH2	4b7p	51	50	Yes
TH3	4b7p	95	50	Yes

7.5.5 As demonstrated by the table above, all the units would provide sufficient external amenity areas.

7.6 TRANSPORT, PARKING AND CYCLE STORAGE

7.6.1 Core Strategy Policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, street parking or traffic management. Cycle storage is required for all new development in accordance with London Plan Policy 6.9 and Core Strategy Policy CS18. It should be secure, sheltered and adequately lit and Table 6.3 under Policy 6.13 of the London Plan stipulates that 1 cycle parking space should be provided for a studio/1 bedroom unit and 2 spaces for all other dwellings.

7.6.2 The proposed development would provide 2x off street parking spaces for the wheelchair accessible units, and 3x off-street parking spaces for the townhouses (one for each).

7.6.3 The Transport officer has been consulted and has observed that the site has a PTAL of 2, which is poor (measured on a scale of 0 to 6b, 0 being the worst), and is located in Controlled Parking Zone M2. However, noted, there are footpaths in both the north and south directions which connect pedestrians to shops, community parks and schools. The pedestrian footpaths also connect to two nearby national rail stations: St Helier to the south west and Morden South to the northwest. Considering these short cut to pedestrian facilities, the sustainability of the site would demand a higher PTAL rating and therefore a car free option would be considered appropriate for the flatted development.

7.6.4 Each of the three townhouses proposed to have one off-street car parking space. Two accessible car parking spaces are proposed outside of the ground-floor wheelchair accessible apartments.

7.6.5 A legal agreement for the proposed development would be necessary to preclude future occupiers from obtaining parking permits.

7.6.6 In relation to cycle storage, the London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space for cycles:

1 per studio and one bed dwellings; and 2 per all other dwellings. The proposed flatted development would provide a cycle store containing 24 cycle spaces and additional short stay cycle spaces at the front of the development. The number of units indicate that 21 cycle spaces would be required. Therefore, the proposed provision would exceed the minimum requirement and is considered acceptable.

7.6.7 The townhouses would require 2 cycle spaces each, at the front of each townhouse would be a private cycle store providing a space for 2 cycles. This is considered acceptable and meets adopted standards.

7.7 REFUSE

7.7.1 The London Plan Policy 5.17 and Merton Core Strategy Policy CS17 require new developments to show capacity to provide waste and recycling storage facilities.

7.7.2 Merton's Waste and Recycling Storage Requirements require that residents do not have to walk more than 30metres to dispose of their waste and recycling in accordance to Building Regulations 2002, Part H. The collection vehicle shall be able to approach the container store or collection point within a maximum distance of 10 metres.

7.7.3 For the townhouses, the refuse bins would be positioned in a designated area at the front of the dwellings. This area would be considered an appropriate and convenient location for access, and collection from the highway.

7.7.4 For the flatted development, a communal refuse store would be located on the ground floor within the building. The store area can be accessed internally by residents, and there would be an external door opening on the western elevation toward Farm Road, which would permit ease of access for collection.

7.8 SUSTAINABILITY

7.8.1 All major residential development proposals will need to demonstrate:

- a) Compliance with Merton's Core Planning Strategy Policy CS15 Climate Change (parts a-d) and the Policies in outlined in Chapter 5 of the London Plan (2016) through submission of a detailed energy strategy.
- b) Proposals will need to demonstrate compliance with zero emissions target outlined in Policy 5.2 of the London Plan (2016):
 - i. Development proposals must achieve a minimum on-site emissions reduction target of a 35% improvement against Part L 2013, with the remaining regulated emissions (to 100% improvement against Part L 2013) to be offset through *cash in lieu contribution*, and secured via Section 106 agreement. The contribution will be used to enable the delivery of carbon dioxide savings elsewhere in the borough;
 - ii. The cash in lieu contribution will be collected according to the methodology outlined in the Mayor's Sustainable Design and Construction SPG. This will require each tonne of CO₂ shortfall to be offset at a cost of £60 per tonne for a period of 30 years (i.e. 60 x 30 = £1800 per tonne CO₂);
 - iii. Major residential developments will be expected to calculate and demonstrate the cumulative CO₂ emissions savings to be offset through

cash in lieu contribution (in accordance with the above approved methodology, and in line with the Mayor's guidance on preparing energy assessments as part of their submitted energy strategy.

- c) Achieve wholesome water consumption rates not in excess of 105 litres per person per day.

7.8.2 The Council declared a climate emergency in July 2019 and will shortly be adopting an action plan asking that developers maximise sustainability in schemes. Whilst the original proposal sought to surpass Merton's minimum policy standards, the applicants are seeking further solutions to apply additional measures to promote sustainability – such as the provision of PVs on the roof. Energy statements are being updated accordingly and shall be reviewed by the Council's Climate Change officer. Officers consider that this should not impede the determination of the application and that the application of a combination of suitably robust conditions along with legal requirements to secure appropriate carbon offset contributions would ensure that the scheme met adopted standards or mitigated the impact of the development were any shortfall to arise.

7.9 AFFORDABLE HOUSING

7.9.1 This matter has been assessed within a separate overarching report, which link the 4 Merantun Development applications.

7.10 OTHER MATTERS

Trees and Ecology

7.10.1 Policy DM O1 requires protection and enhancement of open space and to improve access to open space. The Council will continue to protect Metropolitan Open Land (MOL) and designated open spaces from inappropriate development in accordance with the London Plan and government guidance. And Policy DM O2 seeks to protect and enhance biodiversity, particularly on sites of recognised nature conservation interest. To protect trees, hedges and other landscape features of amenity value and to secure suitable replacements in instances where their loss is justified.

7.10.2 The Council's Tree officer has been consulted and raises no objection to the proposal. The proposed landscaping is acceptable, but a condition should be attached to require further details in connection with the submitted landscape plans.

7.10.3 In relation to the trees, conditions have been recommended should the application be minded for approval to ensure existing trees are protected in line with the submitted arboricultural report.

7.10.4 The Council's Ecology officer has also been consulted, and following review of the submitted ecological reports, considers their methodology, findings and recommendations are suitable. The recommendations from both reports should be included as suitably worded conditions, to ensure the protection and enhancement of biodiversity and provide a net biodiversity gain on the site.

Archaeology

7.10.5 GLAAS have been consulted and consider the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. The site is not located within an APA and being less than 0.5ha in size is considered to be of negligible archaeological

risk according to the archaeological risk model in the GLAAS Charter. There is no requirement for a Desk-Based Assessment for small, previously developed sites within APAs. No further assessment or conditions are therefore necessary.

7.11 DEVELOPER CONTRIBUTIONS

7.11.1 The proposed developments would all be subject to payment of the Merton Community Infrastructure Levy and the Mayor of London's Community Infrastructure Levy (CIL).

8. **CONCLUSION**

8.1 It is considered the redevelopment of the site is appropriate as it would offer an opportunity to reactivate a vacant disused plot of land, and the intensification of this area would deliver dwellings for which there is a recognized need and of a satisfactory standard. The buildings' scale, massing, design, positioning and materials would add a new and contemporary addition to the streetscene which may be considered to complement the local surroundings. The proposals would not have a harmful impact toward the amenity of the neighbouring properties by reason of loss of light or outlook. Parking impact may be suitably regulated via a legal agreement and sustainability targets achieved through suitable conditions and via carbon offset contributions.

8.2 The proposals are recommended for approval subject to a suitable legal agreement requiring the development to be permit free, to provide carbon offset contributions, linked in relation to affordable housing provision for all 4 Merantun Development sites.

RECOMMENDATION

Grant planning permission subject to the completion of an appropriate legal agreement to deliver the following:

- Affordable housing off site as part of a comprehensive 4 site development package which includes this site;
- Carbon offset financial contributions;
- Restrictions on parking permit eligibility.

And the following conditions:

1. A1 Commencement of Development
2. A7 Approved Plans
3. B1 External Materials to be approved – prior to commencement of development (other than demolition and works up to DPC level)
4. B4 Details of surface treatment – Prior to occupation of development, further details of the surfacing of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, footpaths, hard and soft shall be submitted in writing for approval by the Local Planning Authority (providing specification of product where appropriate). The development shall not be occupied until the details have been approved and works to which this condition relates have been carried out in accordance with the approved details.
5. B5 Details of Walls/Fences – Prior to occupation of development, further details (providing specification of product where appropriate) of boundary walls and fences shall be submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be occupied until the details are approved and carried out in accordance with the approved details. The walls and

fencing shall be permanently retained thereafter.

6. C01 No Permitted Development – 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), no extension, enlargement or other alteration of the 3 dwellinghouses (layouts shown on drawings: MRT-WWP-FR-ZZ-DR-A-12003 [Townhouse Layouts - Ground and First Floor]; MRT-WWP-FR-02-DR-A-12004 [Townhouse Layouts - Second Floor]), other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.
7. C03 Obscure Glazing – before the development is first occupied, bathroom windows on the northern elevation of the flatted development (facing toward The Cottage) are to be obscure glazed, and shall be permanently maintained as such thereafter.
8. C07 Refuse & Recycling (details to be submitted) – No development shall be occupied until a scheme for the storage of refuse and recycling has been submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be occupied until the scheme has been approved and carried out in full. Those facilities and measures shall thereafter be retained for use at all times from the date of first occupation.
9. D10 External Lighting – Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.
10. D11 Construction Times – No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.
11. Non-standard condition – Notwithstanding the lightning strategy shown on page 14 of the 'Landscape Planning Statement' (ref: ExA_1930_FR_Planning_Statement Rev C), an amended lighting scheme with specification of lighting products to be installed on the site shall be submitted to the Council for approval prior to occupation of the development.
12. F01 Landscaping/Planting Scheme – Notwithstanding the Planting Plan layout shown on drawing ref: ExA_1930_FR_201 Rev C and the Tree & Planting strategy within the 'Landscape Planning Statement' (ref: ExA_1930_FR_Planning_Statement Rev C), a further detailed landscaping and planting scheme shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development, these works shall then be carried out as approved before the occupation of the buildings hereby approved unless otherwise agreed in writing by the Local Planning Authority. The details shall include on a plan, full details of the size, species, spacing, quantities and location of proposed plants, together with any hard surfacing, means of enclosure, and indications of all existing trees, hedges and any other features to be retained, and measures for their protection during the course of development.
13. F05 Tree Protection – The details and measures for the protection of the existing trees as specified in the approved document 'BS 5837:2012 Tree Survey, Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement – Version 2' dated 16th August 2019, shall be fully complied with. The methods for the protection of the existing retained trees shall fully accord with all

of the measures specified in the report and shall be installed prior to the commencement of any site works and shall remain in place until the conclusion of all site works.

14. F08 Site Supervision – The details of the approved document ‘BS 5837:2012 Tree Survey, Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement – Version 2’ dated 16th August 2019, shall include the retention of an arboricultural expert to monitor and report to the Local Planning Authority not less than monthly the status of all tree works and tree protection measures throughout the course of the demolition and site works. A final Certificate of Completion shall be submitted to the Local Planning Authority at the conclusion of all site works.
15. H02 Vehicle Access to be provided – The development hereby approved shall not be occupied until the proposed vehicle access has been sited and laid out in accordance with the approved plans.
16. H03 Redundant Crossovers – The development shall not be occupied until the existing redundant crossover (along Farm Road) have been be removed by raising the kerb and reinstating the footway in accordance with the requirements of the Highway Authority.
17. H04 Provision of Vehicle Parking – The 5 vehicle parking spaces shown on the approved plans shall be provided before the occupation of the buildings or use hereby permitted and shall be retained for parking purposes for occupiers and users of the development and for no other purpose.
18. H06 Cycle Parking (Details to be submitted) – No development shall be occupied until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.
19. Non-standard condition (ecology) – The recommendations set out in the ‘Preliminary ecological appraisal, bat roost assessment and tree survey of Farm Road Church, Morden, London Borough of Merton’ by CGO Ecology Ltd, dated 16/08/2019, and ‘Preliminary roost assessment and nocturnal bat surveys of Farm Road Church, Morden, London Borough of Merton’ by CGO Ecology Ltd, dated 10/06/19, shall be carried out where specified prior to the commencement of development, and protective/enhancement measures incorporated into the development scheme throughout the construction process and prior to occupation of the development. Of particular note, the ‘Preliminary ecological appraisal, bat roost assessment and tree survey’ recommends three nocturnal (dusk/dawn) bat surveys must be carried out between May to August. Any relevant findings and measures for protection shall be reported to the LPA.
20. Non-standard condition (sustainability) – No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 35% improvement on Part L regulations 2013, and wholesome water consumption rates of no greater than 105 litres per person per day.
21. No development shall take place, other than site preparation/clearance, until a Demolition **and** Construction Logistics Plan (including a Construction Management

plan in accordance with TfL guidance) has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period.

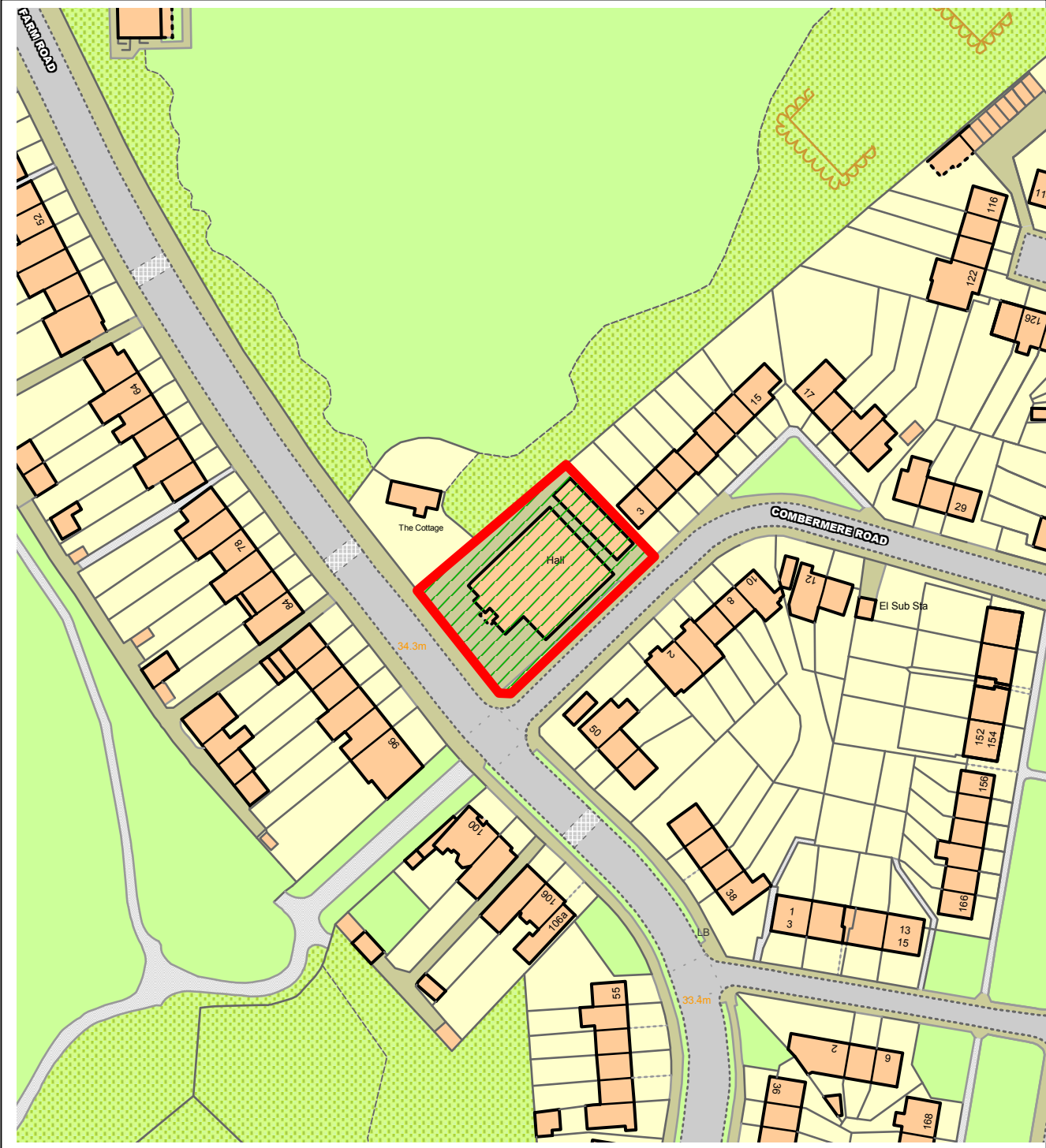
The Statement shall provide for:

- hours of operation
- the parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- wheel washing facilities
- measures to control the emission of noise and vibration during construction.
- measures to control the emission of dust and dirt during construction/demolition
- a scheme for recycling/disposing of waste resulting from demolition and construction works.

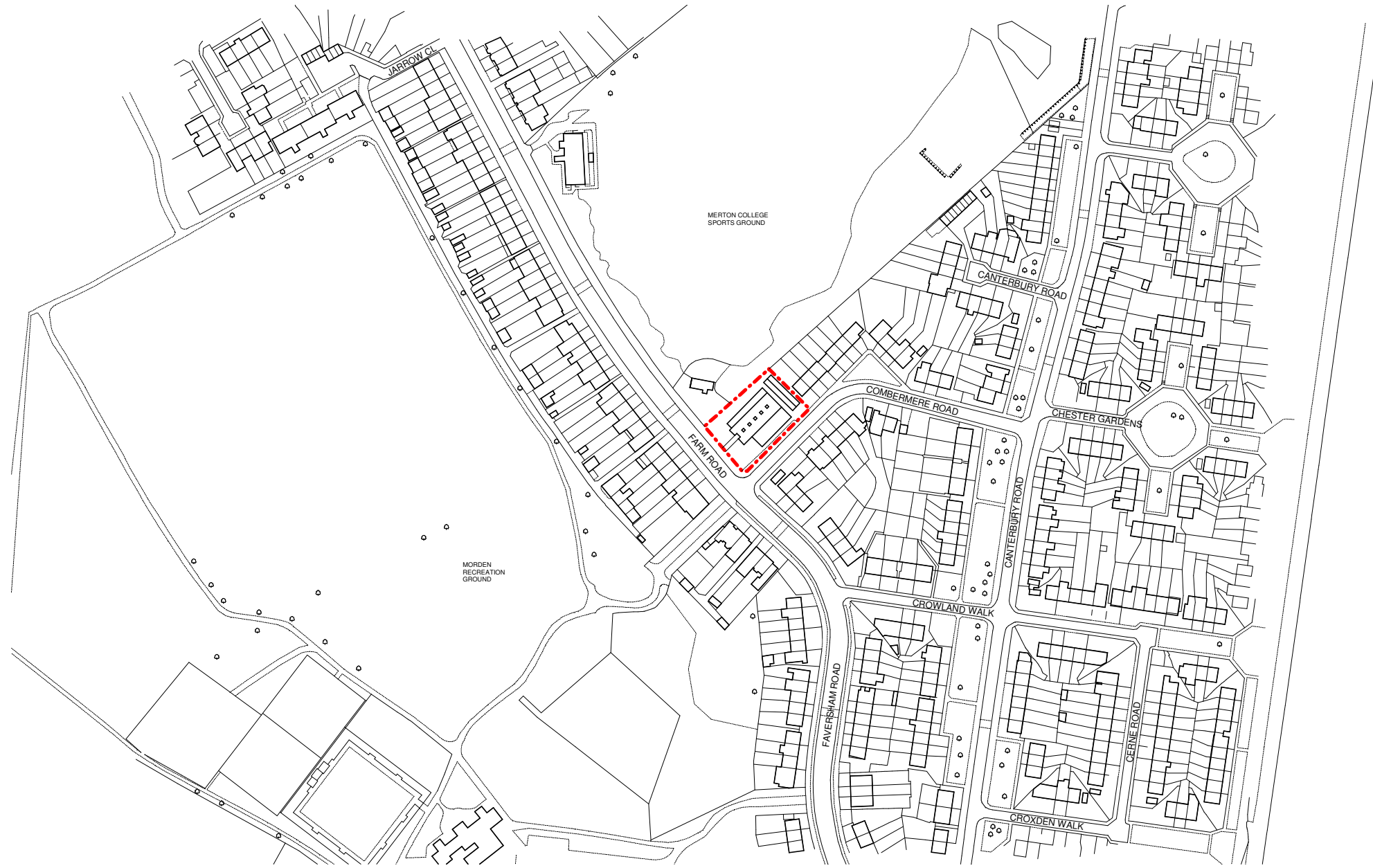
Informatives

1. INF 01 Party Walls Act
2. INF 08 Construction of Accesses – It is Council policy for the Council's contractor to construct new vehicular accesses. The applicant should contact the Council's Highways Team prior to any work starting to arrange for this work to be done.
3. INF 09 Works on Public Highway
4. INF 12 Works affecting the public highway
5. INF 14 Tree felling, birds and bats
6. INF 20 Street naming and numbering
7. INF Sustainability
8. INF Swifts
9. INF Thames Water
10. Note to Applicant – approved schemes

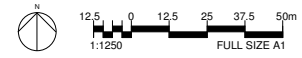
NORTHGATE SE GIS Print Template



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1 Site Location Plan
1 : 1250



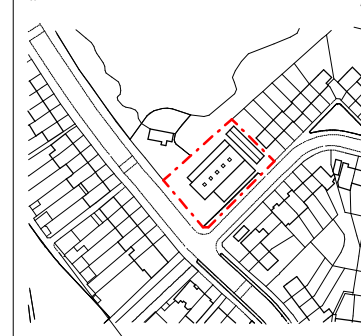
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Notes:

Legend:
- - - Site Boundary

Keyplan:



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Rev	Date	Description
0.0	31/10/2019	Planning Issue

Project:
**Farm Road
Morden
SM4 6RA**

Title:
Site Location Plan

Date:
31/10/19

Project Status:
Planning

Scale:
1 : 1250 @ A1

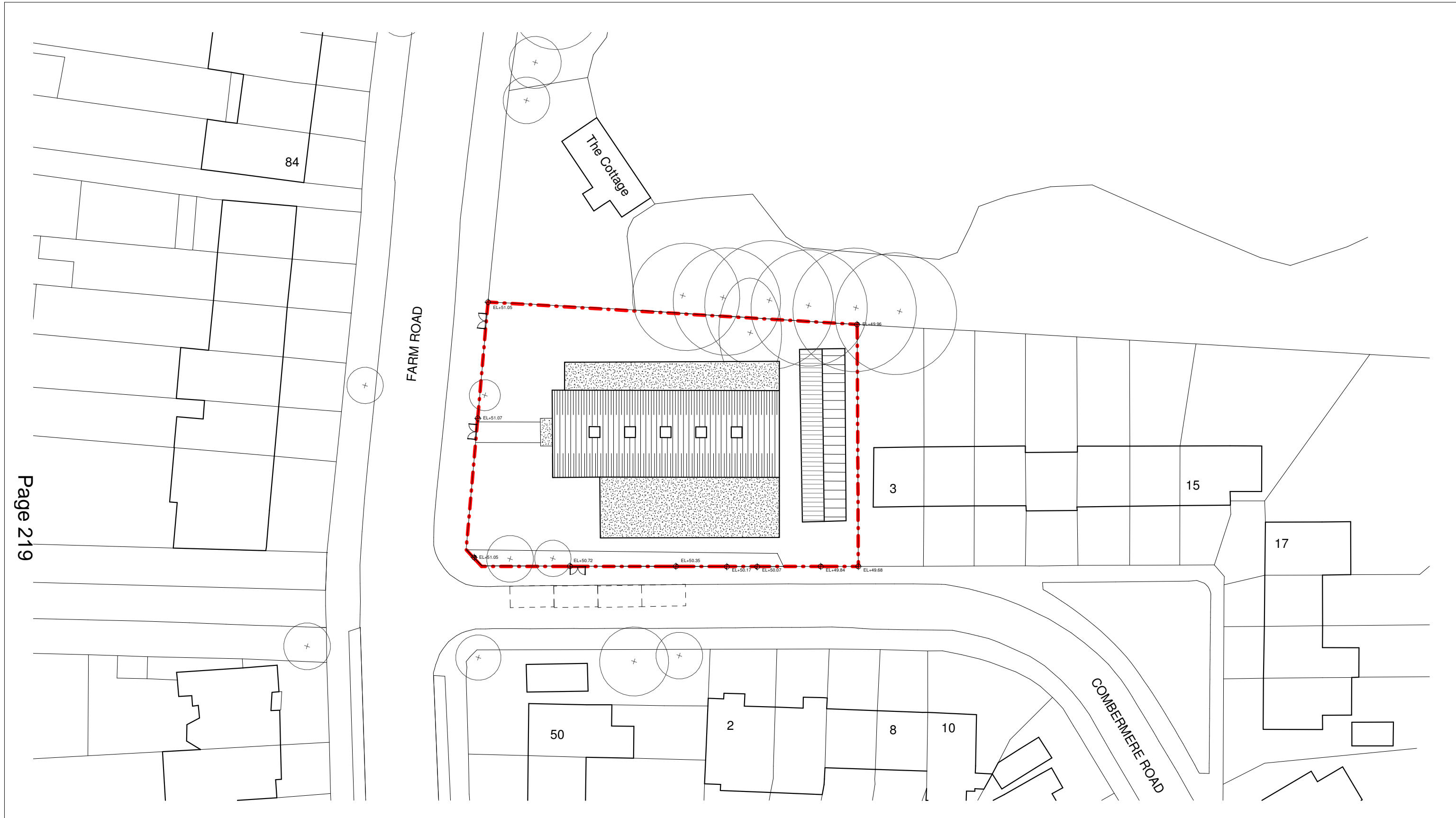
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AJ

Checked:
CL

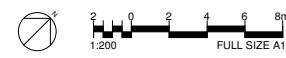
Approved:
LS

Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:
MRT-WWP-FR-XX-DR-A-00001

Revision:
0.0



1 Existing Site Plan
1 : 200



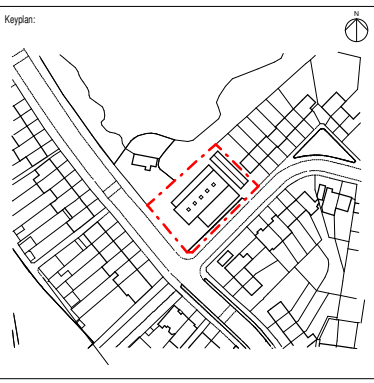
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Notes:

Legend:

- Site Boundary
- ⊕ Existing Trees



Architect:

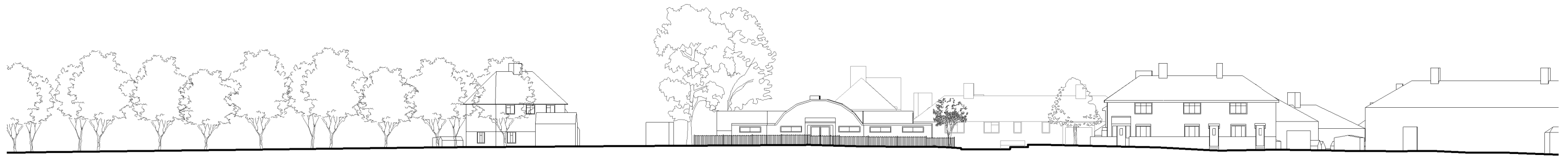
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Rev	Date	Description
0.0	31/10/2019	Planning Issue

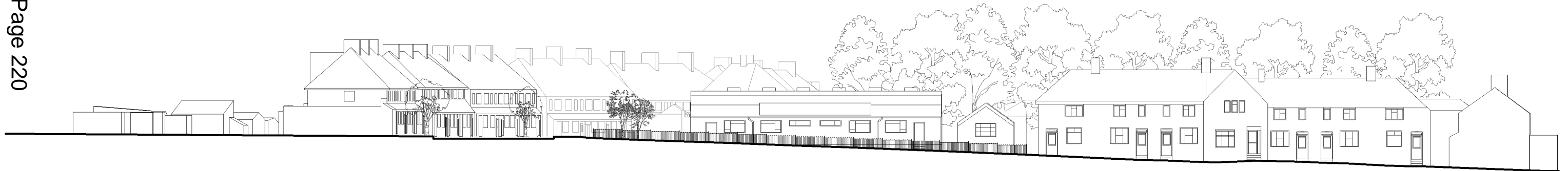
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		Checked:	CL
		Approved:	LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-FR-XX-DR-A-00002			0.0



← Merton College Playing Fields The Cottage Development Site - Farm Road Church Combermere Road Farm Road →

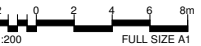
① West Elevation_Existing Context
1 : 200

Page 220



← Morden Recreation Ground Farm Road Development Site - Farm Road Church Combermere Road Terrace →

② South Elevation_Existing Context
1 : 200

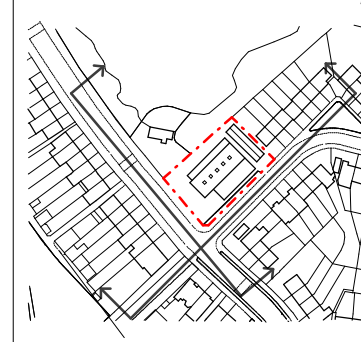


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Notes:

Keyplan:



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Rev	Date	Description
0.0	31/10/2019	Planning Issue

Project:
**Farm Road
Morden
SM4 6RA**

Title:
Existing Context Elevations

Date:
31/10/19

Project Status:
Planning

Scale:
1 : 200 @ A1

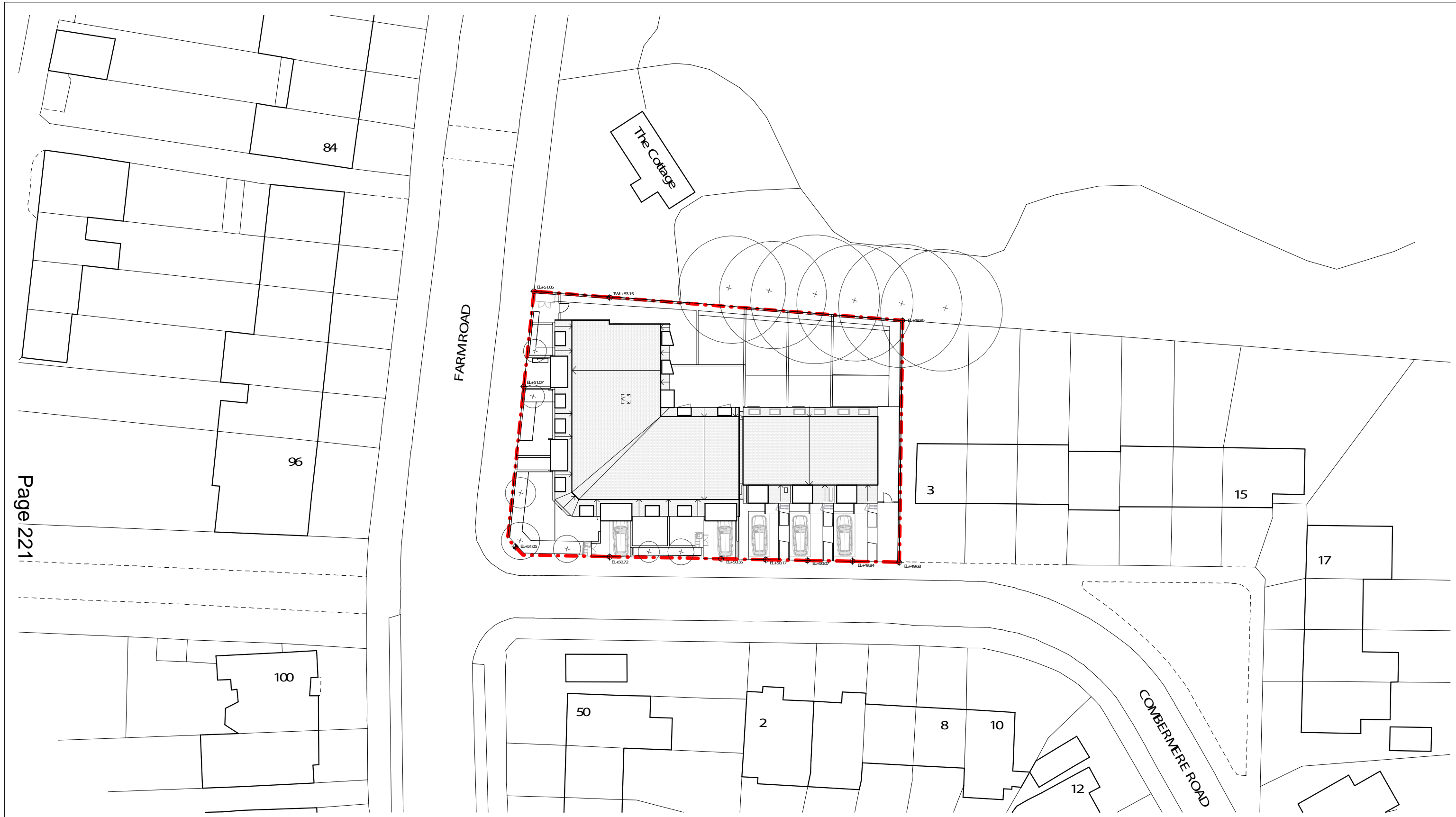
Drawn:
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Approved:
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Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:
MRT-WWP-FR-ZZ-DR-A-00003

Revision:
0.0



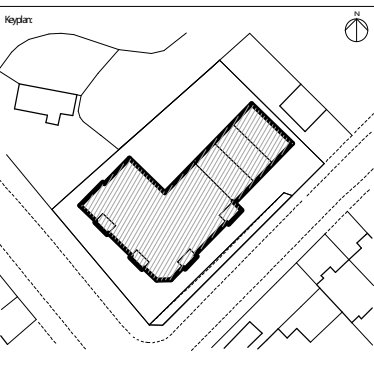
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Notes:

Legend

- Site Boundary
- + Existing Trees
- + Proposed Trees



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Rev	Date	Description
1.0	15/05/20	Planning Amendments
0.0	31/10/2019	Planning Issue

Project:
Farm Road
Morden
SM4 6RA

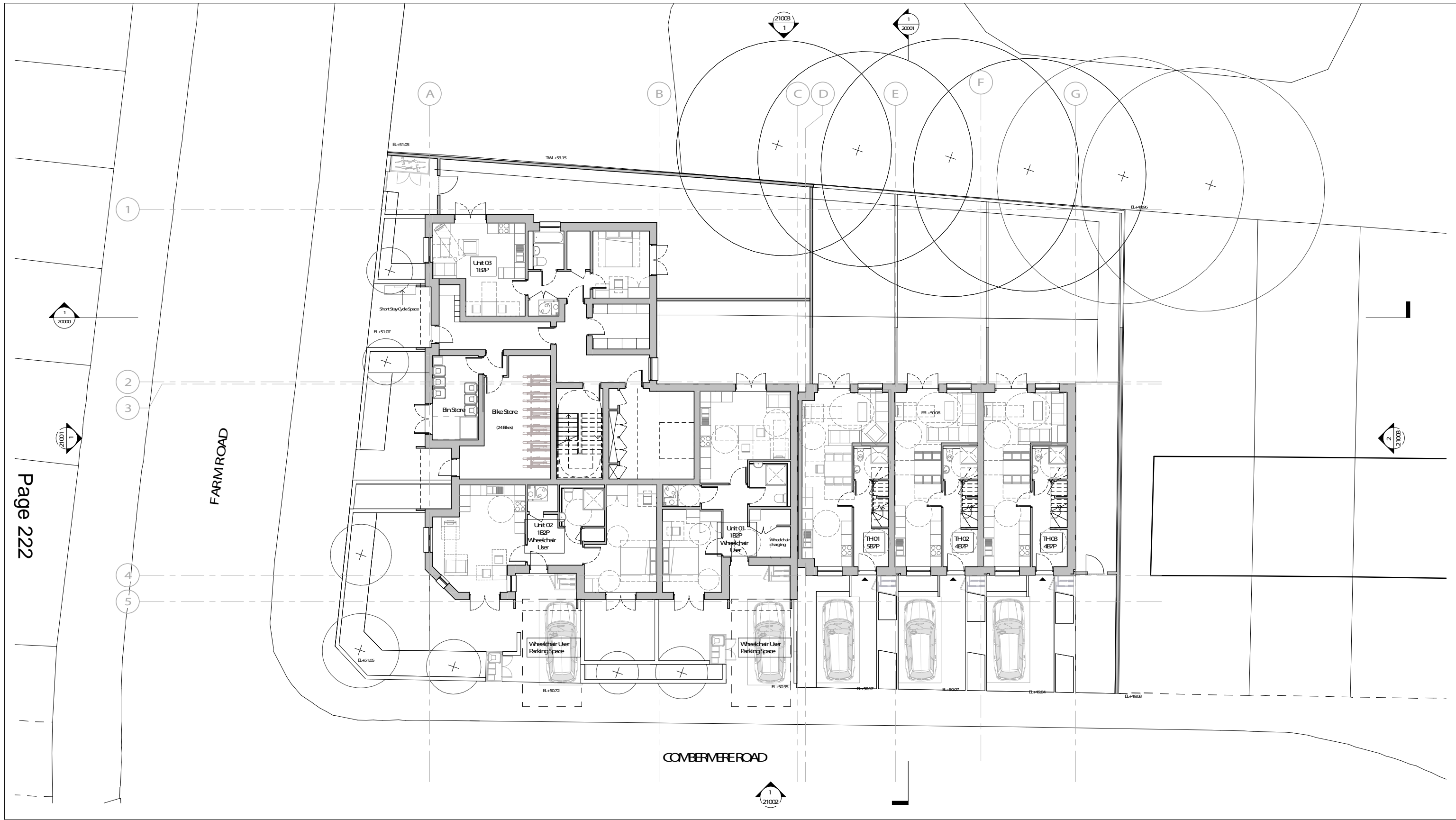
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Proposed Site Plan

Date:	Project Status:
15/05/20	Planning

Scale:	Drawn:	Checked:	Approved:
1:200@A1	AJ	CL	LS

Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No. Revision:
 MRF-WWP-FR-XX-DRA-10000 1.0

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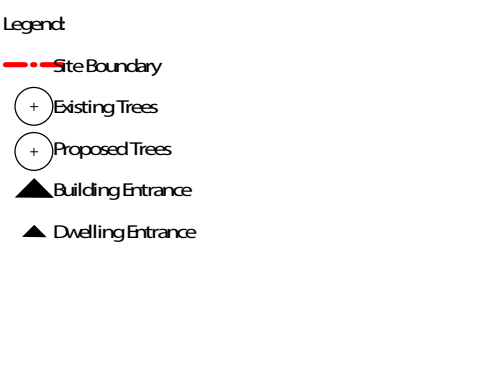


01 Ground Floor Plan
1:100



Notes:

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5. Check all site and survey drawings to ensure they are correct.
6. All work to be completed by the contractor.
7. Drawings and planning purposes only for construction.



Architect:

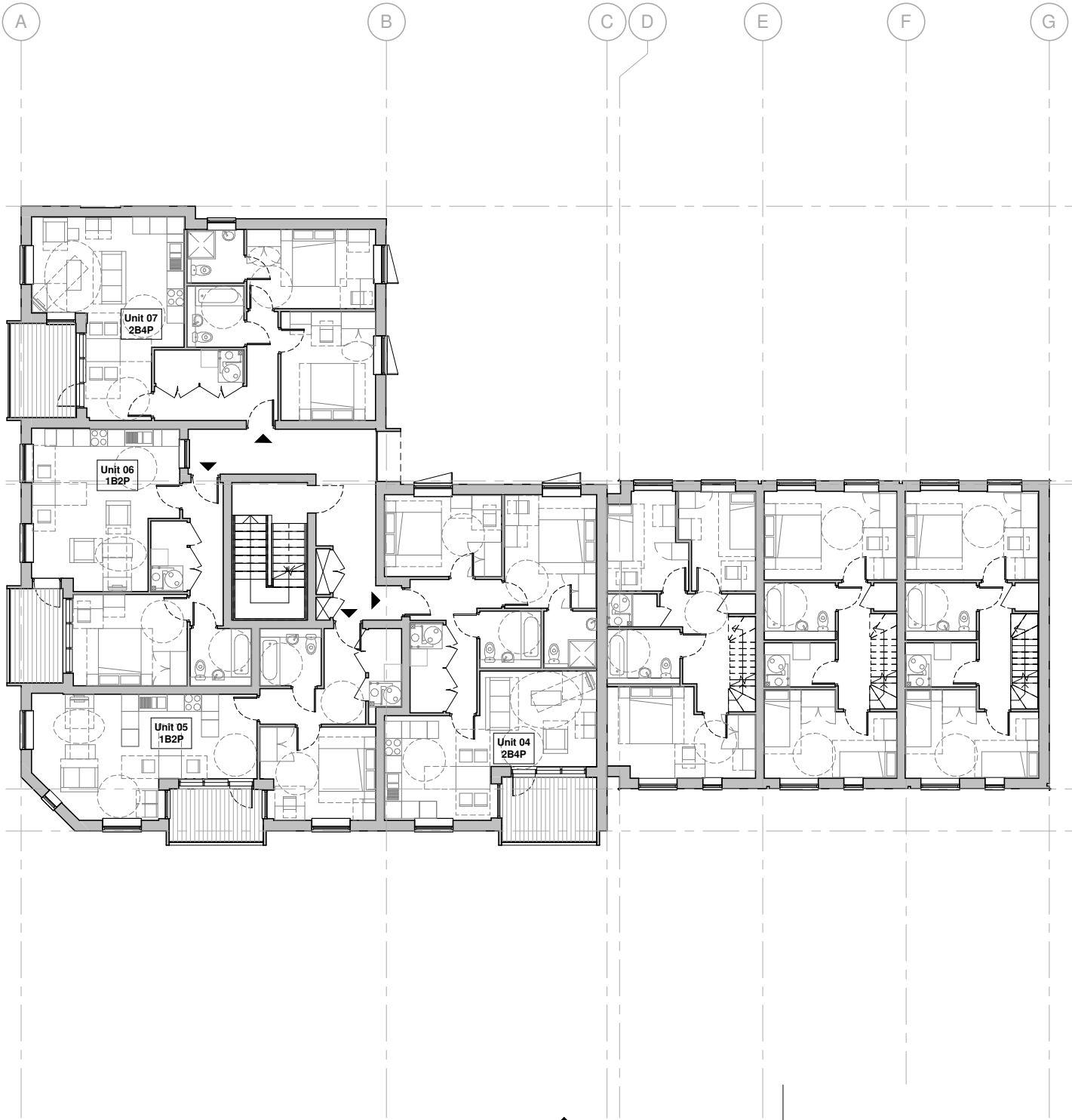
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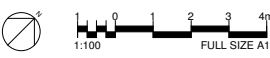
Rev	Date	Description
1.0	15/05/20	Planning Amendments
0.0	31/10/2019	Planning Issue

Project:		Farm Road Morden SM4 6RA	
Title:		Ground Floor Plan - As Proposed	
Date:	15/05/20	Project Status:	Planning
Scale:	1:100@A1	Drawn:	AJ
		Checked:	CL
		Approved:	LS
Project No.:	MRF-WWP-FR00-DRA-11000	Revision:	1.0



Page 223

1 First Floor Plan
1 : 100

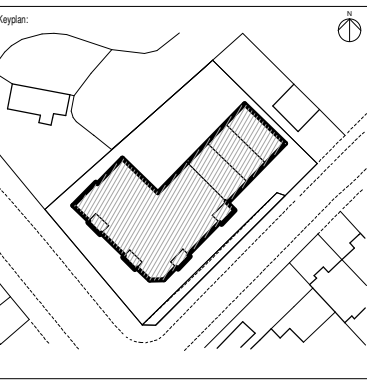


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Notes:

Legend:
▲ Dwelling Entrance



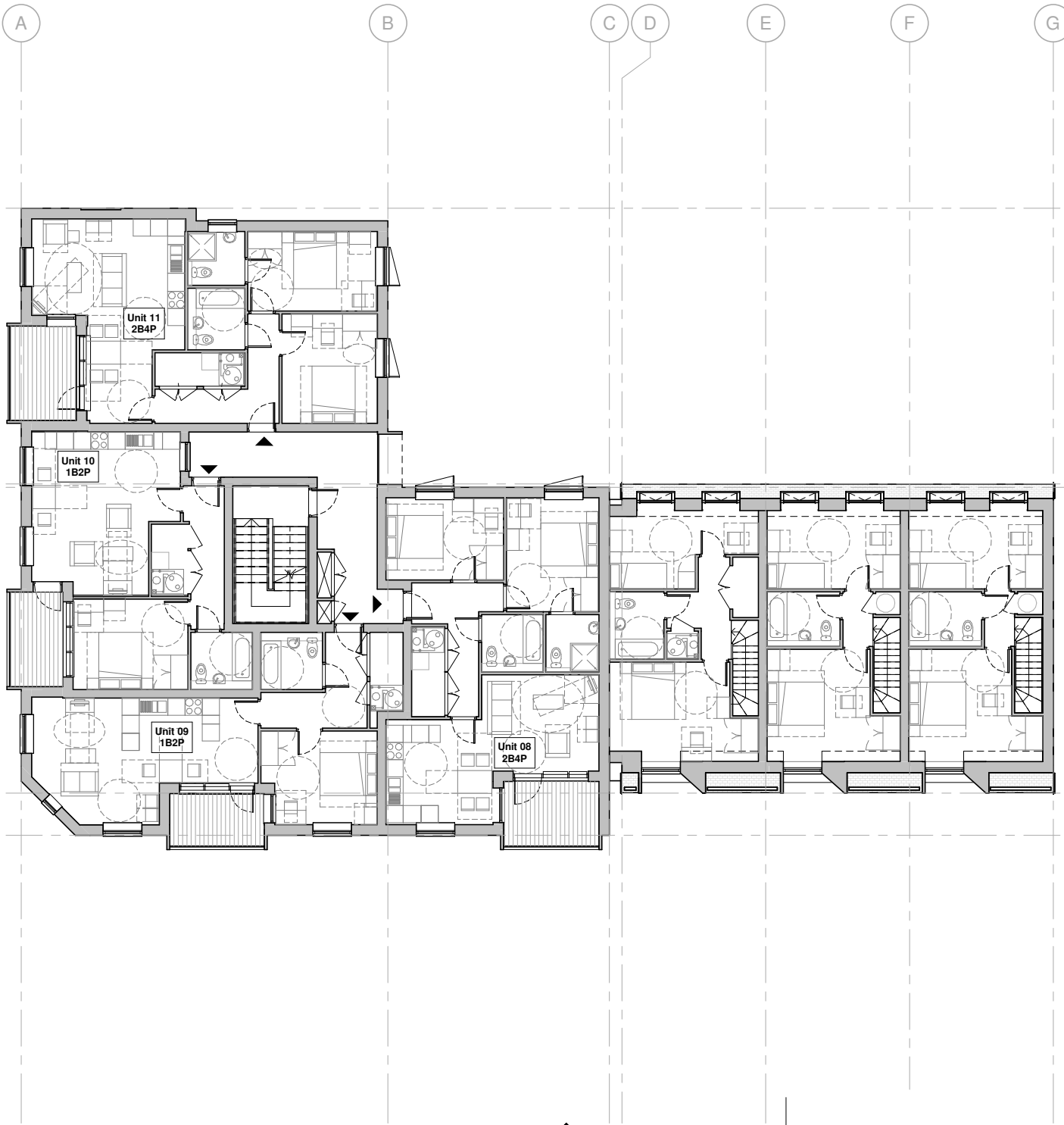
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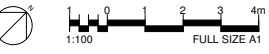
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Rev	Date	Description
0.0	31/10/2019	Planning Issue

Project: Farm Road Morden SM4 6RA			
Title: First Floor Plan - As Proposed			
Date: 31/10/19	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AJ	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-FR-01-DR-A-11001			Revision: 0.0



1 Second Floor Plan
1 : 100

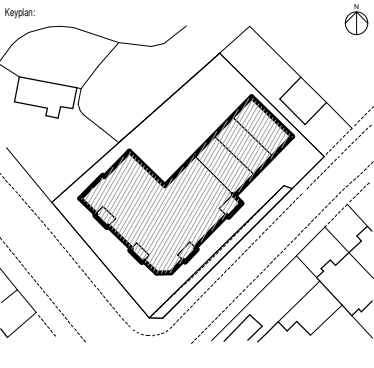


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Notes:

Legend:
▲ Dwelling Entrance

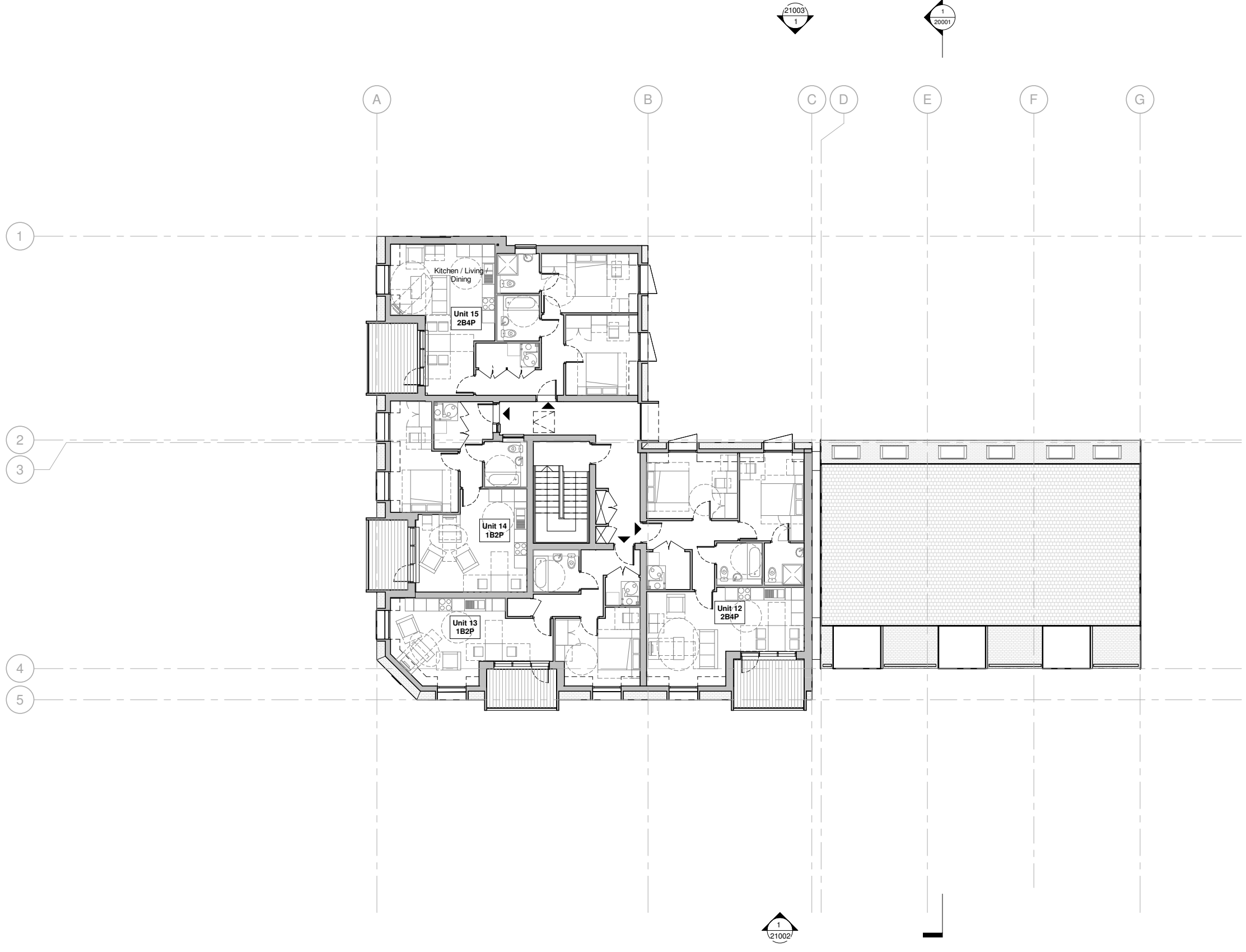


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0.0	31/10/2019	Planning Issue

Project: Farm Road Morden SM4 6RA			
Title: Second Floor Plan - As Proposed			
Date: 31/10/19	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AJ	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-FR-02-DR-A-11002			Revision: 0.0



1 Third Floor Plan
1 : 100

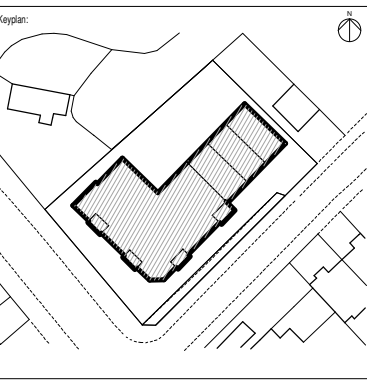


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Notes:

Legend:
▲ Dwelling Entrance

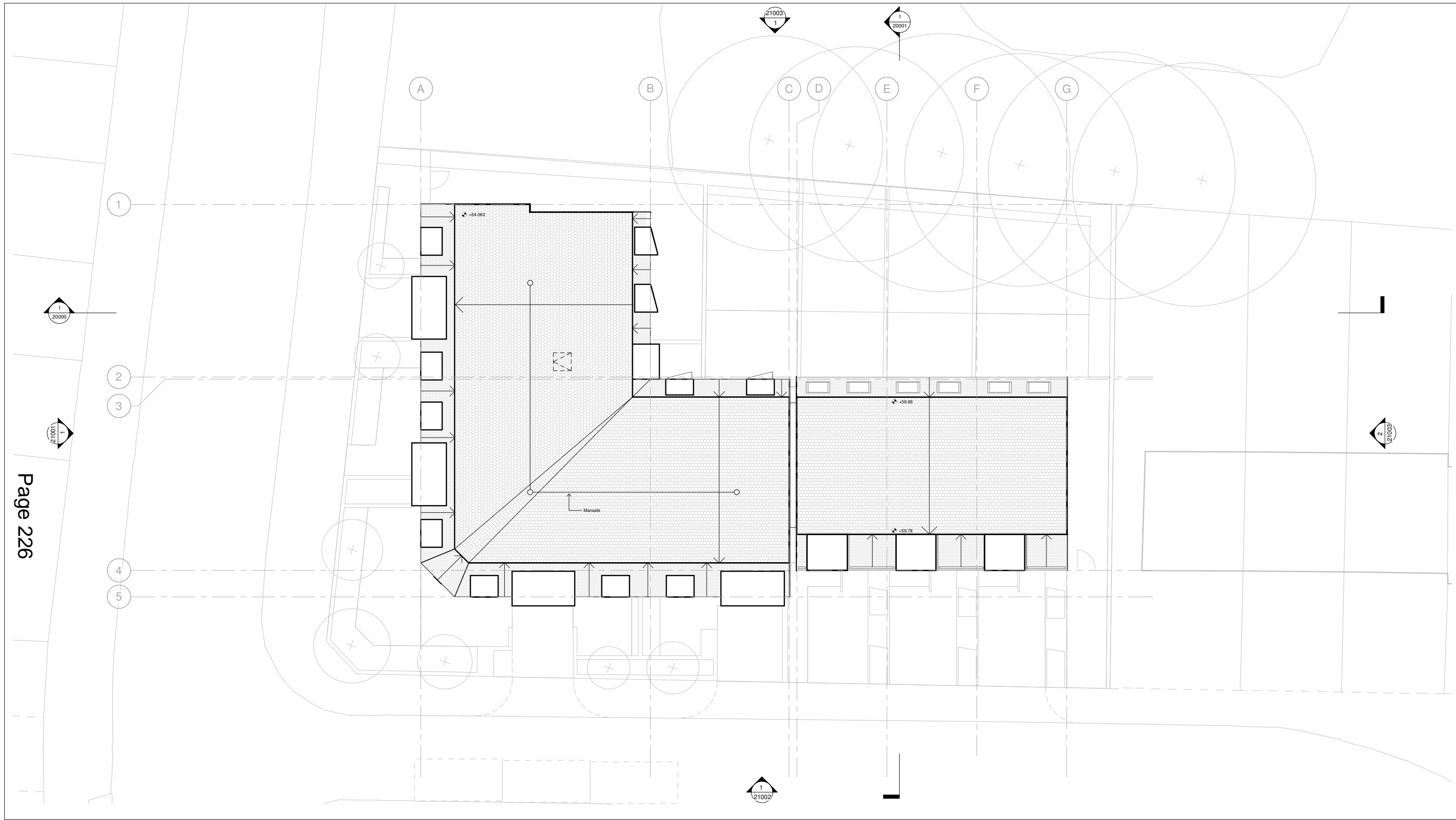


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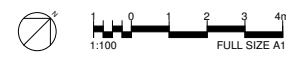
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0.0	31/10/2019	Planning Issue

Project: Farm Road Morden SM4 6RA			
Title: Third Floor Plan - As Proposed			
Date: 31/10/19	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AJ	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-FR-03-DR-A-11003			Revision: 0.0



1 Overall Roof Plan
1 : 100

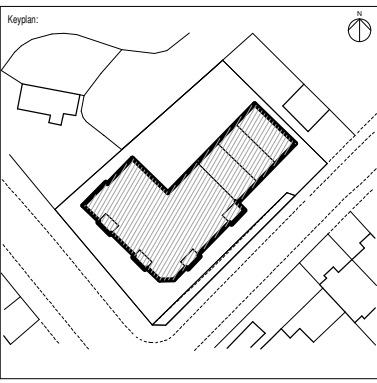


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Notes:

Legend:
→ Arrow indicates rise to high point



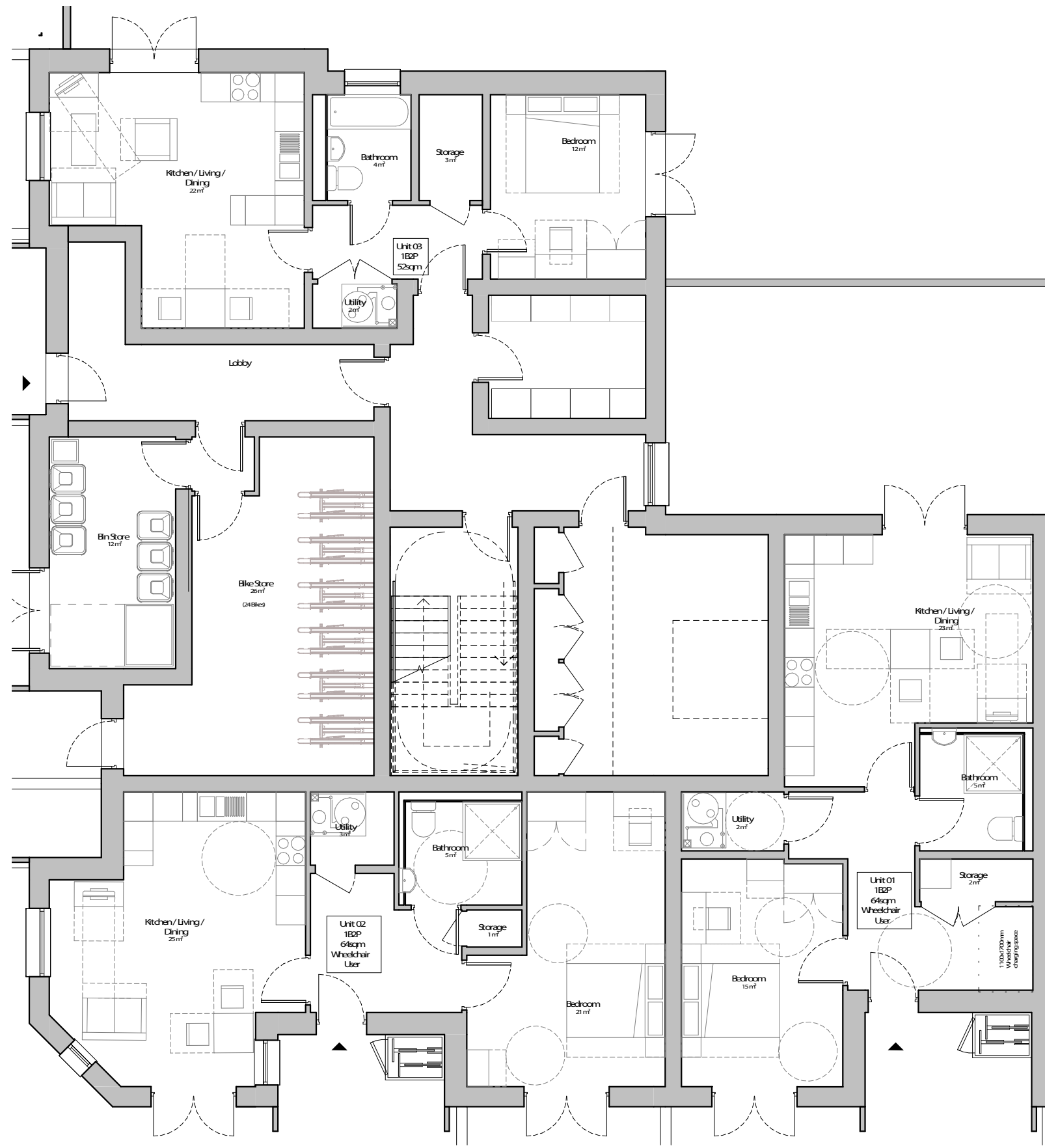
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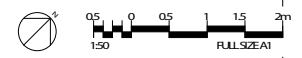
Rev	Date	Description
0.0	31/10/2019	Planning Issue

Project:		Farm Road Morden SM4 6RA	
Title: Roof Plan - As Proposed			
Date: 31/10/19	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AJ	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-FR-R1-DR-A-11004			Revision: 0.0



Refer to drawing 12003

1 Level 0 Apartment Block Flat Layouts
1:50

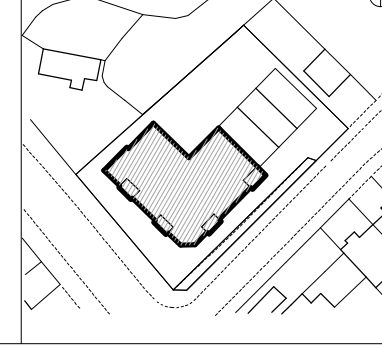


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 4. The design is based on current and all relevant codes, specifications and drawings.
 5. Check all dimensions and drawings to ensure they are correct.
 6. All work shall be completed by the date.
 7. Drawings are for planning purposes only and not for construction.

Legend

▲ Dwelling Entrance

Map



Architect

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Rev	Date	Description
1.0	15/05/20	Planning Amendments
0.0	31/10/2019	Planning Issue
Rev	Date	Description

Project:		Farm Road Morden SM4 6RA	
Title:		Apartment Block Flat Layouts - Ground Floor	
Date:	15/05/20	Project Status:	Planning
Scale:	1:50@A1	Drawn:	AJ
		Checked:	CL
		Approved:	LS
Project No.:	MRF-WWP-FR00-DRA-12000	Revision:	1.0



1 Level 1 - Apartment Block Flat Layouts
1 : 50

Refer to drawing 12004

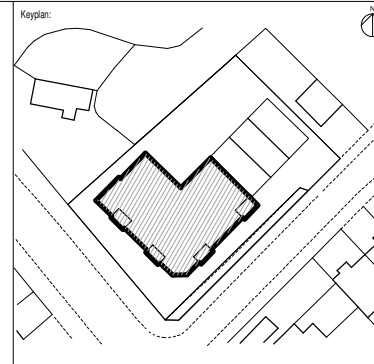


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Notes:

Legend:
▲ Dwelling Entrance

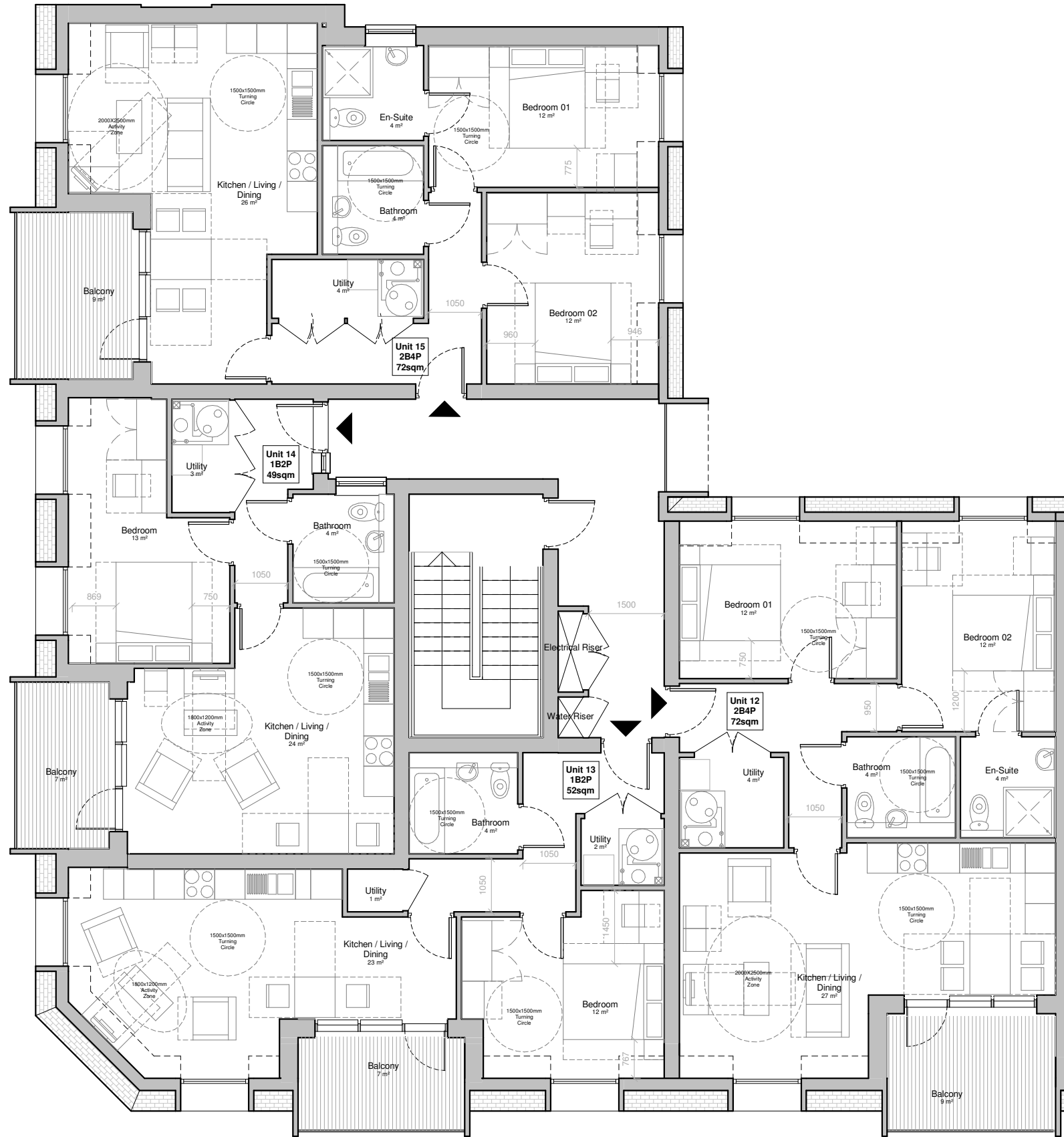


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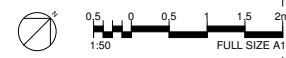
0.0 31/10/2019 Planning Issue

Rev Date Description

Project: Farm Road Morden SM4 6RA	
Title: Apartment Block Flat Layouts - First and Second Floor	
Date: 31/10/19	Project Status: Planning
Scale: 1 : 50 @ A1	Drawn: AJ
	Checked: CL
	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-FR-01-DR-A-12001	
	Revision: 0.0



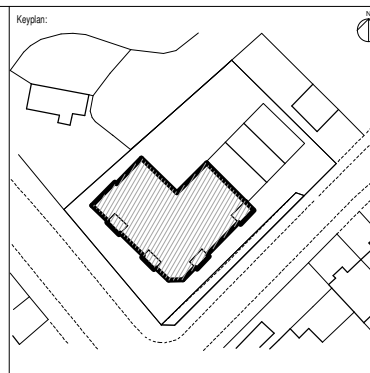
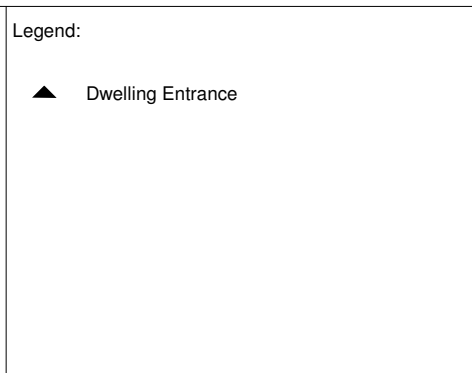
1 Level 3 - Apartment Flat Layouts
1 : 50



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0.0	31/10/2019	Planning Issue
Rev	Date	Description

Project: Farm Road Morden SM4 6RA			
Title: Apartment Block Flat Layouts - Third Floor			
Date: 31/10/19	Project Status: Planning		
Scale: 1 : 50 @ A1	Drawn: AJ	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-FR-03-DR-A-12002			Revision: 0.0

Refer to drawing 12000



1 Level 0 Townhouse Layouts
1 : 50

Refer to drawing 12001



2 Level 1 Townhouse Layouts
1 : 50

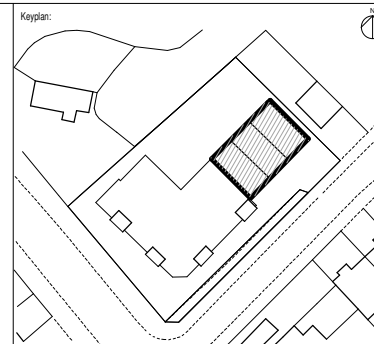


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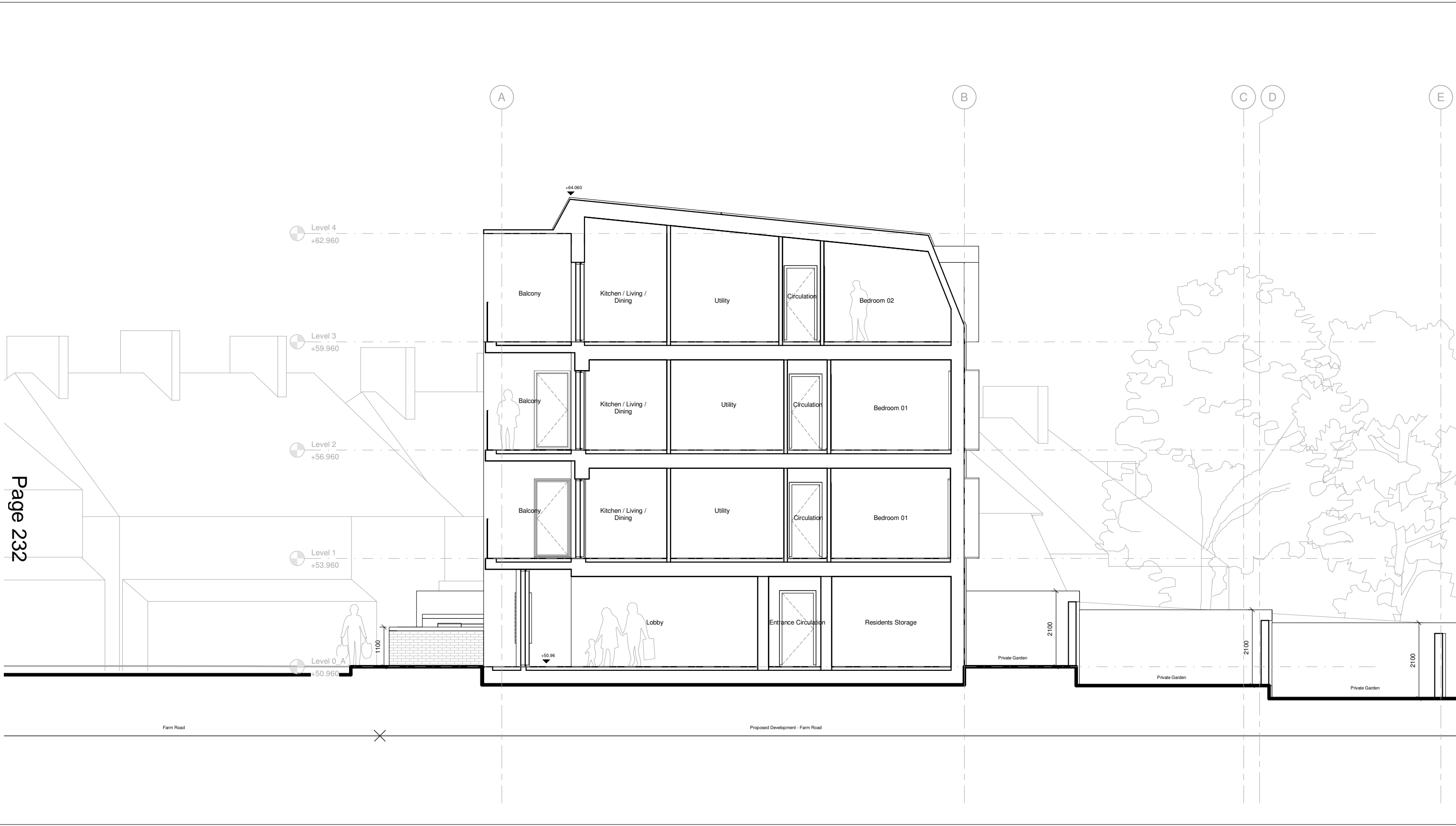
Notes:

Legend:
▲ Dwelling Entrance



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Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:	Revision:
MRT-WWP-FR-ZZ-DR-A-12003	0.0

Project: Farm Road Morden SM4 6RA	
Title: Townhouse Layouts - Ground and First Floor	
Date: 31/10/19	Project Status: Planning
Scale: 1 : 50 @ A1	Drawn: AJ
	Checked: CL
	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:	Revision:
MRT-WWP-FR-ZZ-DR-A-12003	0.0



Page 232

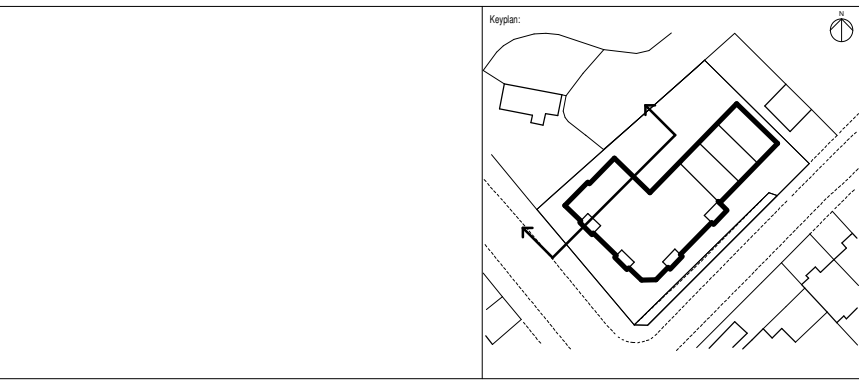
1 Section AA
1 : 50



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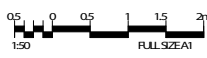
Rev	Date	Description
0.0	31/10/2019	Planning Issue

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Title: Section AA			
Date: 31/10/19	Project Status: Planning		
Scale: 1 : 50 @ A1	Drawn: AJ	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-FR-ZZ-DR-A-20000			Revision: 0.0



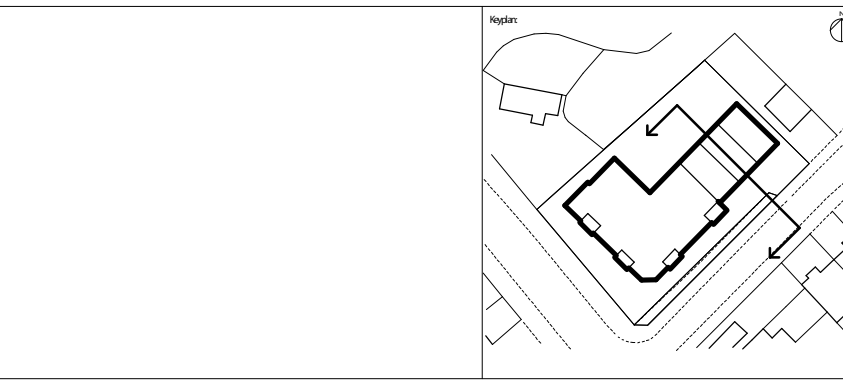
Page 233

1 Section BB
1:50



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Rev	Date	Description
1.0	15/05/2020	Planning Amendments
0.0	31/10/2019	Planning Issue

Project:
**Farm Road
Morden
SM4 6RA**

Title:
Section BB

Date:	Project Status:
15/05/20	Planning

Scale:	Drawn:	Checked:	Approved:
1:50@A1	AJ	CL	LS

Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:	Revision:
MRF-WWP-FR-ZZ-DRA-20001	1.0

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Merton College Playing Fields The Cottage Proposed Development - Farm Road Combermere Road Farm Road

1 Proposed West Context Elevation
1 : 200

Page 234



Morden Recreation Ground Farm Road Proposed Development - Farm Road Combermere Road Terrace

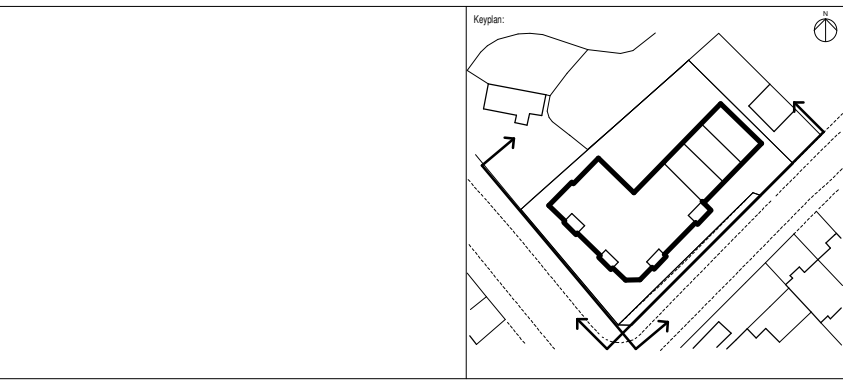
2 Proposed South Context Elevation
1 : 200



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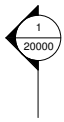
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Title: Proposed Context Elevations			
Date: 31/10/19	Project Status: Planning		
Scale: 1 : 200 @ A1	Drawn: AJ	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-FR-ZZ-DR-A-21000			Revision: 0.0



1 Proposed West Elevation
1 : 100

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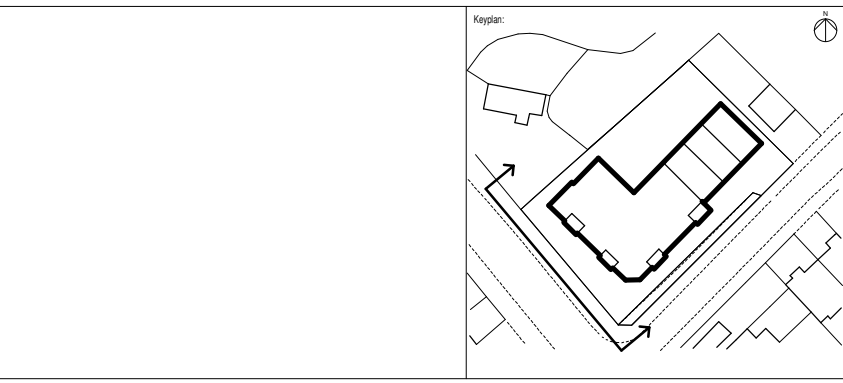
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6. All levels have been provided by the Surveyor.
7. Drawings are for planning purposes only, not for construction.

Notes:

Materiality Key

- 'Giscol Scotch Common' UK module brick by Northcot or similar approved, laid in Stretcher bond, with Red-Brown Mortar to match (E141 by CPI Euromix or similar) and bucket-handle pointing.
- Inset panel of 'Giscol Scotch Common' UK module brick by Northcot or similar approved, laid in Stretcher Bond, with Red-Brown Mortar to match (E141 by CPI Euromix or similar) and bucket-handle pointing.
- Hung tile roof and façade by Wienerberger Amaranat Clay Tile.
- Aluminium windows and balcony doorsets PPC to RAL 8006. Side-hung, inward opening windows with trickle ventilation system.
- Aluminium windows and balcony doorsets with 'glazed-in' aluminium louvre, to top light, PPC to RAL 8006.
- Projecting PPC aluminium window reveals beyond tile face to RAL 8006.
- Aluminium cladding to dormer windows, PPC to RAL 8006.
- Projecting aluminium cladding to balcony surrounds, PPC to RAL 8006.
- Aluminium frames, sills, cappings and flashings PPC to RAL 8006
- Bottom Fixed Galvanised Mild Steel Railings, formed from rolled steel flats, PPC to RAL 8006
- Soffit board, secret-fix, in white, to Balconies.
- Decking Tiles to balconies and external communal corridors.
- Aluminium External Doorset with fixed glazed sidelight and aluminium canopies, formed from folded sheet and PPC to RAL 8002
- Aluminium Curtain Wall glazing system PPC to RAL 8006
- Glazed Communal Entrance Doors PPC to RAL 8006
- Bin & Cycle Store Doors, louvred, PPC to RAL 8006
- Asguard Galvanised Steel Twin or Vertical Cycle Locker within curtilage of ground floor front gardens
- Concealed aluminium gutter with exposed aluminium hopper and downpipe PPC to RAL 8006
- Wall light, or similar, to balconies and external flat entrance doorsets.

For landscape materiality, please refer to Exterior Architecture Landscape Planning Statement.



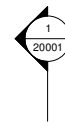
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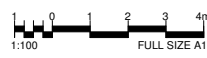
Project: Farm Road Morden SM4 6RA			
Title: Proposed Elevations - Farm Road			
Date: 31/10/19	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AJ	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-FR-ZZ-DR-A-21001			Revision: 0.0



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1 Proposed South Elevation
1 : 100



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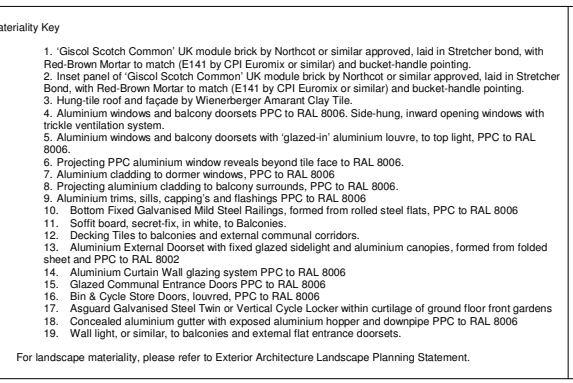
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- Aluminium windows and balcony doorsets with 'glazed-in' aluminium louvre, to top light, PPC to RAL 8006.
- Projecting PPC aluminium window reveals beyond tile face to RAL 8006.
- Aluminium cladding to dormer windows, PPC to RAL 8006.
- Projecting aluminium cladding to balcony surrounds, PPC to RAL 8006.
- Aluminium frames, sills, cappings and flashings PPC to RAL 8006
- Bottom Fixed Galvanised Mild Steel Railings, formed from rolled steel flats, PPC to RAL 8006
- Soffit board, secret-fix, in white, to Balconies.
- Decking Tiles to balconies and external communal corridors.
- Aluminium External Doorset with fixed glazed sidelight and aluminium canopies, formed from folded sheet and PPC to RAL 8002
- Aluminium Curtain Wall glazing system PPC to RAL 8006
- Glazed Communal Entrance Doors PPC to RAL 8006
- Bin & Cycle Store Doors, louvered, PPC to RAL 8006
- Asquard Galvanised Steel Twin or Vertical Cycle Locker within curtilage of ground floor front gardens
- Concealed aluminium gutter with exposed aluminium hopper and downpipe PPC to RAL 8006
- Wall light, or similar, to balconies and external flat entrance doorsets.

For landscape materiality, please refer to Exterior Architecture Landscape Planning Statement.



Architect:

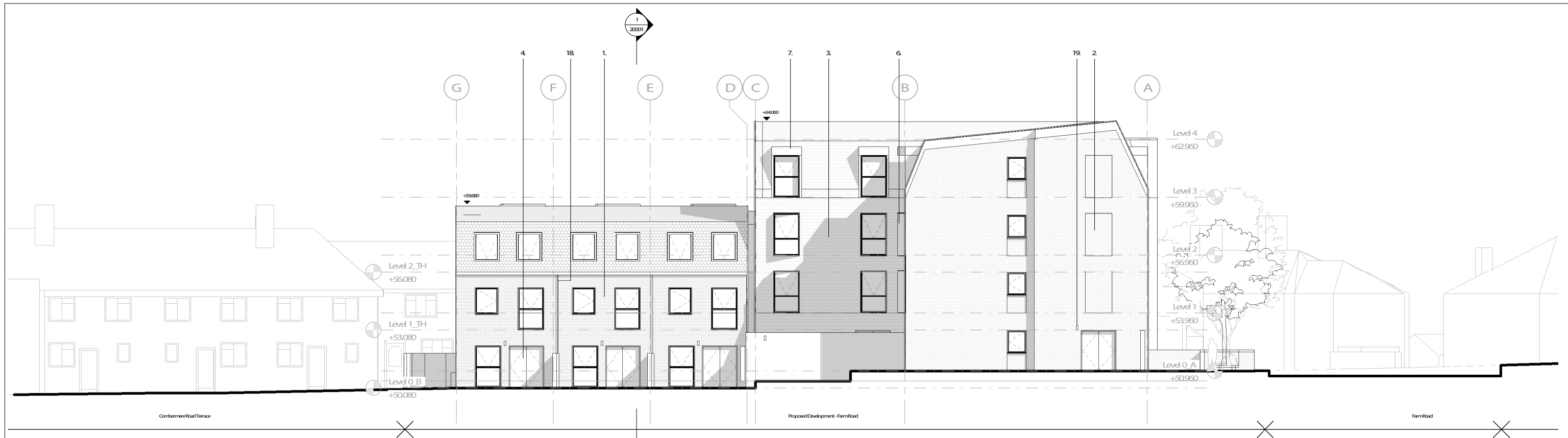
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Rev	Date	Description
0.0	31/10/2019	Planning Issue

Project:		Farm Road Morden SM4 6RA	
Title:		Proposed Elevations - Combermere Road	
Date:	31/10/19	Project Status:	Planning
Scale:	1 : 100 @ A1	Drawn:	AJ
		Checked:	CL
		Approved:	LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-FR-ZZ-DR-A-21002			0.0



1 Proposed North Elevation
1:100



2 Proposed East Elevation
1:100

1. Do not scale drawings. All dimensions are given in millimetres unless otherwise stated.
2. All dimensions are in millimetres unless otherwise stated.
3. All dimensions are in millimetres unless otherwise stated.
4. The design is based on the current planning consent.
5. Check all dimensions and levels against the current planning consent.
6. All dimensions are in millimetres unless otherwise stated.
7. Drawings are for planning purposes only and are not to be used for construction.

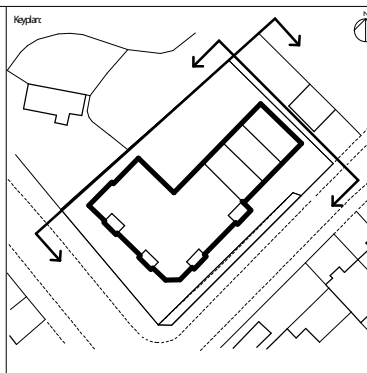
Notes:

1. Do not scale drawings. All dimensions are given in millimetres unless otherwise stated.
2. All dimensions are in millimetres unless otherwise stated.
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4. The design is based on the current planning consent.
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7. Drawings are for planning purposes only and are not to be used for construction.

Materiality Key

1. 'Giscol Scotch Common' UK module brick by Northco
2. Inset panel of 'Giscol Scotch Common' UK module brick by Northco
3. Hung tile roof and facade by Wellerberger Amant
4. Aluminium windows and balcony doors set in aluminium frames with glass
5. Aluminium windows and balcony doors set in aluminium frames with glass
6. Projecting aluminium window frames beyond the
7. Aluminium cladding to dormer windows, PFC to RAL 8006
8. Projecting aluminium cladding to balconies around
9. Aluminium trims, sills, cappings and flashings, PFC to RAL 8006
10. Bottom fixed galvanneal mild steel railings for
11. Soffit board, secret fix in white, to balconies
12. Decking tiles to balconies and external communal
13. Aluminium External Doors with fixed glass side panels and PFC to RAL 8006
14. Aluminium Curtain Wall glazing system PFC to RAL 8006
15. Glazed Communal Entrance Doors PFC to RAL 8006
16. Bin & Cycle Store Doors, Insulated PFC to RAL 8006
17. Aquagard Galvanneal Steel Twin or Vertical Cycle
18. Concealed aluminium gutter with exposed aluminium
19. Wall light, or similar, to balconies and external

t or similar approved, laid in Stretcher bond, with
rick by Northco or similar approved laid in Stretcher
8006. Side hung inward opening windows with
ed in aluminium frame, top to light, PFC to RAL
le face to RAL 8006,
8006
s, PFC to RAL 8006
PFC to RAL 8006
medium ribbed steel flues, PFC to RAL 8006
corridors,
eight and aluminium canopies, formed from fixed
8006
6
Locker within curtilage of ground floor front garden
m hopper and down pipe PFC to RAL 8006
flat entrance doors.



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Project:
Farm Road
Morden
SM4 6RA

Title:
Proposed Elevations - Rear Elevations

Date:
15/05/20

Project Status:
Planning

Scale:
1:100 @ A1

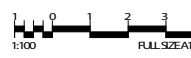
Drawn:
AJ

Checked:
CL

Approved:
LS

Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No. - Revision:
MRF-WWP-FR-ZZ-DRA-21003

Revision:
1.0



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PLANNING APPLICATIONS COMMITTEE
16th July 2020

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>Item No:</u> <u>DATE VALID</u>
	19/P4050	11/12/2019
Site Address/Ward:	Development Site North of 11 to 17 Madeira Road Mitcham	
Ward:	Cricket Green	
Proposal:	ERECTION OF A THREE STOREY DEVELOPMENT COMPRISING 11 SELF-CONTAINED UNITS (7X 1B AND 4X 2B), AND ERECTION OF 7 X THREE STOREY TOWNHOUSES (4B); WITH ASSOCIATED CYCLE PARKING, REFUSE STORES, 4 X PARKING BAYS (2 DISABLED BAYS) AND LANDSCAPING.	
Drawing No.'s:	MRT-WWP-CP-XX-DR-A-00001 (Site Location Plan); MRT- WWP-CP-XX-DR-A-00002 (Existing Site Plan); MRT-WWP- CP-ZZ-DR-A-02500 (Existing Context Elevations); MRT-WWP- CP-XX-DR-A-10000 (Proposed Site Plan); MRT-WWP-CP-00- DR-A-11000 Rev 1.0 (Ground Floor Plan - As Proposed)_Amended 21.05.20; MRT-WWP-CP-01-DR-A- 11001 Rev 1.0 (First Floor Plan - As Proposed)_Amended 21.05.20; MRT-WWP-CP-02-DR-A-11002 Rev 1.0 (Second Floor Plan - As Proposed)_Amended 21.05.20; MRT-WWP-CP- R1-DR-A-11003 Rev 1.0 (Roof Plan - As Proposed)_Amended 21.05.20; MRT-WWP-CP-00-DR-A-12001 (Townhouse Layouts - Ground Floor); MRT-WWP-CP-01-DR-A-12003 (Townhouse Layouts - First Floor); MRT-WWP-CP-02-DR-A-12005 (Townhouse Layouts - Second Floor); MRT-WWP-CP-ZZ-DR- A-20000 (Townhouse Sections); MRT-WWP-CP-ZZ-DR-A- 21001 (Proposed Elevations - Townhouses Front and North); MRT-WWP-CP-ZZ-DR-A-21002 (Proposed Elevations - Apartment Block - North and West); MRT-WWP-CP-ZZ-DR-A- 21003 (Proposed Elevations - Apartment Block - East and South); MRT-WWP-CP-ZZ-DR-A-21004 (Proposed Elevations - Townhouses Rear and South); MRT-WWP-CP-ZZ-DR-A- 21000 Rev 1.0 (Proposed Context Elevations)_Amended 21.05.20. ExA_1930_CP_101 Rev D (General Arrangement Plan); ExA_1930_CP_110 Rev A (Tree Retain and Remove Plan); ExA_1930_CP_201 Rev A (Planting Plan).	
	Documents: Design and Access Statement (Issue 03) 31/09/2019; Design and Access Statement Addendum 21/05/20; Canons Place Heritage Assessment (May 2020); Daylight and Sunlight report 17/10/2019 (ref: AWH_21971_REL06_V2); Landscape Planning Statement 02/10/2019 (ref: ExA_1930_CP_Planning_Statement Rev A); BS 5837:2012	

Tree Survey, Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement v4 22/06/2020; Preliminary ecological appraisal, bat roost assessment and tree survey v3 (04/10/2019); Ecologist Letter v2 (04/10/2019); Canons Place Transport Statement Rev 3.0 (12/08/2019); Development Viability Report (30/10/2019).

Contact Officer: Catarina Cheung (020 8545 4747)

RECOMMENDATION

Grant Planning Permission subject to the completion of any enabling agreement and conditions.

CHECKLIST INFORMATION

- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: Yes
- Design Review Panel consulted: Reviewed by DRP during pre-application stage, but not for the main application
- Number of neighbours consulted: 39
- Controlled Parking Zone: No
- Archaeological Zone: Yes, Tier 2
- Conservation Area: Yes, Mitcham Cricket Green
- Listed Building: No, but toward the east is Park Place, Grade II Listed, and west, Canons House and Dovecote House, Grade II* and Grade II Listed
- Trees: The site is overgrown, there are no TPOs but there is a Pagoda tree at the centre of the site which won Meton's Favourite Tree Competition for 2019

1. INTRODUCTION

- 1.1 The application is being brought to the Planning Applications Committee for determination due to the nature and number of objections received.

2. SITE AND SURROUNDINGS

- 2.1 The application site (approximately 1800sqm) is located north of Madeira Road in Mitcham, behind the semi-detached properties fronting the main road. The site is access via a laneway from both Madeira Road to the south and Commonsides West to the east. The site is a vacant piece of scrubland within the wider Canons Place Leisure complex and is gated off with no public access, there are no TPOs within the site but there is a significant Pagoda tree at the centre of the site which won the Favourite Tree Competition for 2019. The site is 'L-shaped' and wraps around the neighbouring residential dwelling, 15 Madeira Road, to the north-west of the site.

- 2.2 The site lies within Mitcham Cricket Green Conservation Area, specifically sub area Cranmer Green, which also encompasses the grounds of the Canons House. Toward the east, 54 Commonside West, known as Park Place, is a Grade II Listed Building operating as a Toby Carvery, their car park shares the eastern boundary of the application site which is currently divided by a metal railing with a number of trees providing screening. The western boundary of the application site comprises the 18th Century Listed wall of The Canons curtilage (which contains a stone plaque inscribed with “This wall is placed at the boundary & built by Mrs. E. M. Cranmer in the year 1816”), and further toward west is The Canons House and Dovecote House, Grade II* and Grade II Listed Building respectively.
- 2.3 Between the application site and The Canons House, arriving from the laneway from Madeira Road, is The Canons car park, continuing north arrives at the Canons Leisure Centre car park and The Canons Leisure Centre itself.
- 2.4 The application site is located adjacent to designated open space and Metropolitan open land.
- 2.5 The site has a PTAL rating of 2 (measured on a scale of 0 to 6b, 0 being the worst), and is not located within a Controlled Parking Zone.
- 2.6 This application site is identified in Merton’s Local Plan 2020 (currently under review following Stage 2 consultation held between 31 October 2018 and 28 January 2019) as an ‘opportunity’ site for development – ‘Site Mi5’, and the Council’s proposed site allocation is residential (C3) use.

3. CURRENT PROPOSAL

- 3.1 The proposed development seeks to erect 7 townhouses (4bed) of 3 storey height along the eastern boundary of the site, and a 3 storey L-shaped flatted development toward the south-western corner comprising 11 units (7 x 1bed and 4 x 2bed units).
- 3.2 The buildings would surround the perimeter of the site, focusing around the Pagoda tree at its central point. The tree would form the main landscape feature of the courtyard, the apartments and houses facing inward to this space and the entrances to the properties are also accessed from this new ‘internal street’. Entry to the development could either be accessed off Madeira Road or Commonside West (going past Park Place).
- 3.3 6 off-street parking spaces are provided, 2 disabled parking spaces are designated for the accessible units in the flatted development (Units 1 and 3).
- 3.4 Individual refuse and bike stores would be provided at the front of the proposed townhouses, and are also designated a refuse collection area to wheel bins for collection days. A communal refuse bin store and cycle store would be provided for the flats on the ground floor within the building.
- 3.5 The townhouses would have a total width of 55.8m, depths from 8-9m with a maximum height of 10.2m. The external finishing of the townhouses would be of a warm buff brick with bronze metal work detailing. The rear elevation of the townhouses would form the new boundary between the site and Park Place’s adjacent car park (currently, there is a metal railing dividing the two). The curved wall of the townhouses’ courtyards

would be detailed with metal railings to provide security, as well as a low level of planting area to create a defensible space between the sites.

3.6 The flatted block would have a maximum height of 10.2m, toward the western elevation would have display a depth of 25.6m and toward the southern elevation would display a depth of 22.8m. The western element would have a width of 7.5m and the southern, a width of 9m. Materiality wise, this would be externally finished the same as the townhouses to retain a cohesive appearance.

3.7 The proposed dwelling mix would be as follows:

	Level	Type	Storeys	Proposed GIA (sqm)	Proposed amenity (sqm)
Unit 1	Ground	1b2p (wheelchair accessible unit)	1	65	60
Unit 2	Ground	1b2p	1	51	42
Unit 3	Ground	1b2p (wheelchair accessible unit)	1	64	24
Unit 4	First	2b4p	1	74	7
Unit 5	First	1b2p	1	50	7
Unit 6	First	1b2p	1	52	7
Unit 7	First	2b4p	1	74	7
Unit 8	Second	2b4p	1	74	7
Unit 9	Second	1b2p	1	50	7
Unit 10	Second	1b2p	1	52	7
Unit 11	Second	2b4p	1	74	7
	TH1	4b6p	3	118	23
	TH2	4b6p	3	118	25
	TH3	4b6p	3	118	26
	TH4	4b6p	3	118	26
	TH5	4b6p	3	118	26
	TH6	4b6p	3	118	26
	TH7	4b6p	3	118	65

3.8 The proposal at Madeira Road consists of 18 new homes, 7 of which are houses for private sale, and 11 of which are apartments for the private rental sector (PRS). This site is being brought forward in conjunction with three other development sites in Merton (Farm Road 19/P4046], Elm Nursery [19/P4047] and Raleigh Gardens [19/P4048]) by Merantun Developments Ltd, which have a joint affordable housing strategy.

3.9 The scheme has also been subject to negotiation and amendment, with alterations being the subject of re-consultation on 22/05/2020. The changes include:

- Reduction of balcony depth of the flatted development, from 2m to 1.8m. Stepping further away from the Listed wall and boundary to achieve a clearer division between the two.
- An amended Arboricultural report to clarify the spread of the Pagoda tree, the development's impact on its growth as well as tree management strategy. This has been reviewed by the Council's Tree officer, comments within Sections 5 and 7.10.
- An addendum to the Design and Access statement provides further clarification of

the townhouses amenity space, as well as their refuse strategy, design of the townhouses' rear elevation and boundary treatment with Park Place's car park.

4. RELEVANT PLANNING HISTORY

- 4.1 04/P1468: REMEDIAL WORKS TO LISTED WALL – Granted 04/04/2005
- 4.2 00/P2184: REBUILD SECTION OF BOUNDARY WALL (APPLICATION FOR LISTED BUILDING AND CONSERVATION AREA PLANNING CONSENT) – Granted 28/06/2001
- 4.3 96/P1134: PROVISION OF FOUR PARKING BAYS ON EXISTING GRASSED AREA ADJACENT TO CARETAKER'S HOUSE (COUNCIL APPLICATION). – Granted Section 316 Permission 20/12/1996
- 4.4 MER553/83: LISTED BUILDING CONSENT TO CREATE A 4M WIDE OPENING IN BOUNDARY WALL TO ALLOW NEW ACCESS ROAD. – Consent by Minister 31/12/1983
- 4.5 MER529/83: FORMATION OF REAR ACCESS ROAD. – Granted 08/09/1983
- 4.6 MER332/82: LISTED BUILDING APPLICATION FOR DEMOLITION AND ALTERATIONS OF BUILDINGS AND WALLS. - Granted Listed Building Consent 09/09/1982

Recent planning history on neighbouring site – The Canons:

- 4.7 17/P1450: LISTED BUILDING CONSENT FOR Alterations and extensions to Canons House to provide a mix of workspace, education and community spaces involving demolition of toilet block and part of wall for erection of new entrance and community wall, partial demolition and extension to Madeira Hall to provide café, play/community room and public toilets, repair works to the Dovecote, provision of a new civic space in location of current northern car park, provision of new play area to replace existing play area, and associated landscaping and external works including reinstatement of historic running track, installation of outdoor gym equipment, new fencing, entrances, paths and lighting, and resurfacing of driveway. – Granted 26/02/2018
- 4.8 17/P1449: Alterations and extensions to Canons House to provide a mix of workspace (Class B1), education and community spaces (Class D1) involving demolition of toilet block and part of wall for erection of new entrance and community wall, partial demolition and extension to Madeira Hall to provide café, play/community room and public toilets, repair works to the Dovecote, provision of a new civic space in location of current northern car park, provision of new play area to replace existing play area, and associated landscaping and external works including reinstatement of historic running track, installation of outdoor gym equipment, new fencing, entrances, paths and lighting, and resurfacing of driveway. – Granted 26/02/2018

5. CONSULTATION

External

- 5.1 Public consultation was undertaken by way of letters sent to 39 neighbouring properties. Major application and conservation area/listed building site and press notices were displayed.
- 5.2 10 representations were received to the proposal. 3 comments and 7 objections.
- 5.3 2 comments received by Wimbledon Swift Group and Swift Conservation raising awareness of the building project's potential to include to provide a new nesting site

for swifts. 1 comment received by the Merton Green Party regarding affordable housing.

- 5.4 Mitcham Cricket Green Community & Heritage raised the following concerns:
- Poor community engagement, and considers the conclusion provided in the Statement of Community Involvement to be a fundamental distortion of the truth;
 - Do not support development of the site separate from its function as part of the historic Canons landscape and in a manner which does not reflect its historic use as functional open space, the plans would harm both the Conservation Area and heritage assets;
 - Excessive height, bulk and mass;
 - 3 storey blank flank elevation of flatted development unacceptable;
 - Design and architectural context is weak, the proposals would cause harm to the Mitcham Cricket Green Conservation Area, supported by an inadequate Heritage Assessment;
 - The proposed impact of the development would undermine the public benefit being secured from public investment in The Canons supported by the National Lottery;
 - Conflict with the projects being under at The Canons;
 - Concern of potential damage to the striking Pagoda tree at the centre of the site which is a celebrated local asset, question the sense of proposing development on three sides of the tree and whether there is sufficient space for continued growth;
 - Excessive lighting scheme which will cause unnecessary light pollution, potential harm to the sensitive landscape, nightscape and wildlife;
 - Viability study should be subject to independent scrutiny;
 - Minimal parking provision is inadequate and will place extra parking pressure on surrounding roads already at capacity, 2 proposed parking spaces at the end of the “mews street” are poorly conceived and will conflict with pedestrian safety;
 - Inadequate information on sustainability.
- 5.5 Objections from the public are summarised as below:
- Loss of privacy and overlooking;
 - There is a climate change emergency declared by Merton Council, cutting down healthy older trees is not in line with the actions the Council’s needs;
 - Out of character in the area;
 - 3 storeys is inappropriate;
 - Detract from the neighbouring historic buildings;
 - Insufficient provision of car parking;
 - General services in the area are not sufficient to cater for the increase of population caused by the development;
 - Impact on proposed value of Madeira Road;
 - Absence of adequate information to assess the impact on designated heritage assets and the Conservation area;
 - Absence of information relating to The Canons project;
 - Protection of the Pagoda tree and wildlife;
 - Inadequate Statement of Community Involvement;
 - Harm to Conservation area and Heritage assets;
 - Conflict with Council’s affordable housing policies.
- 5.6 A 14 day re-consultation was carried out 22/05/2020, and 3 representations were received.
- 5.7 Mitcham Cricket Green Community & Heritage:
- Initial objection still stands;

- Reduction of the balconies are in minor but welcome change;
- Negative impact toward Park Place;
- Errors in initial arboricultural report and concerns of impact toward Pagoda tree;
- Townhouses to provide only half the outdoor amenity space required by policy;
- Revised Heritage Assessment remains inadequate;
- Impractical arrangement for refuse strategy;
- 3 storey blank flank elevation of flatted development unacceptable;
- Likely ground disturbance impacting archaeological matters;
- Conflict with Canons scheme.

5.8 Objections from the public are summarised as below:

- Inadequate parking provided;
- Impact toward the central Pagoda tree, the development will be overbearing depriving it of natural light;
- The site is not to be called Canons Place, this relates to a new area currently in the process of construction as part of the Lottery funded Canons refurbishment.

5.9 Thames Water – General waste and water comments provided, if the application were minded to be approved a number of informatives have been provided

5.10 Design Review Panel – During the pre-application stage, the schemes were put forward to the Design Review Panel (DRP) twice before submission of the main planning application: 23 April 2019 and 29 October 2019. During the DRP in April, the scheme received an Amber verdict, and at DRP in October, the scheme received an Amber verdict.

The notes from the October meeting:

The Panel saw the proposal as being of good architecture with good detailing, particularly the fronts of the mews houses. The level of private and communal open space was good and it was felt the communal square with buildings grouped around it would work really well. It was a good composition. There had been a number of improvements since the previous review.

It was felt there were a few issues that required further work. Although a heritage statement had been submitted as part of the application, the Panel had not seen this. It was therefore important that the proper procedure and assessment had taken place to conclude the level of harm and what the mitigation and public benefits were, that would outweigh this. There was some scepticism from the Panel regarding the rather emphatic conclusion reported in the review material.

In general, although the design was commended, the overall feel was that the development felt too harsh and clunky. This was most notable at the rear of the mews houses. This elevation seemed to have too much going on in terms of its volumetrics, with an array of different forms and planes. This made it seem too busy, intense and slightly military in feel. The Panel's advice on this was that the solution was an architectural one, which did not require a fundamental rethink, but which needed to be cuter, quieter and more rural in feel, to better relate to its historic surroundings. In contrast, the front of the mews was considered quite successful.

The flats block was considered to have similar issues – they needed to relax and breathe more - but not to the same degree as the mews houses. The access road felt like a road and needed softening to feel like a space. Again, the Panel felt that the roof was being under-used, lacking sustainable measures or access for roof gardens. Flat roofs were questioned in an area where pitched roofs generally prevailed, but was not necessarily considered essential.

Whilst internally the house layouts were liked, the entrance areas were considered impractical and cramped, with no storage for essential items such as coats, shoes etc. This area would benefit from a redesign. The headroom for the under-stairs WC was also questioned. Whilst one Panel member expressed the view 'I'd love to live there' the Panel as a whole felt that the issue of the feel and appearance of the mews houses just prevented them from giving a Green verdict.

Verdict: AMBER

Internal

- 5.11 Tree officer – The Pagoda tree in the centre of the site is a very important tree. This won Merton's Favourite Tree competition for 2019.

The Tree officer requested further details be provided within the arboricultural statement in relation to the Pagoda tree. Following review of the amended report, the Tree officer has recommended attaching conditions to ensure the details and measures for the protection of the existing and retained trees as specified in the submitted document be fully complied with, and the retention of an arboricultural expert to monitor the works and report to the LPA.

- 5.12 Conservation officer –

- The rationale of the design responds to the architecture of the Listed Buildings;
- The block of flats is sufficiently removed from Park House that the height of the development would not have a harmful impact, and the greater distance from Canons House does not cause conflict.
- Any works impacted the Listed Wall will require Listed Building Consent from the Council.

- 5.13 Ecology – The site has the following Local Plan environmental site designations, for which the corresponding policies will need to be considered:

- Wandle Valley Regional Park – Canons Recreation Ground (CS5, CS13, CS para 21.13, DM01)
- Wandle Valley Regional Park 400m Buffer (CS5, CS13, CS para 21.13, DM01)

The proposed development site is adjacent to designated open space and MOL.

The applicant has submitted a Preliminary Ecological Appraisal report, of which the methodology, findings and recommendations seem suitable. The PEA included a bat roost assessment on 29th Nov 2018, ecology walkover on 30th Nov 2018 and arboricultural survey on 2nd Jan 2019. The report identifies the site as having "*significant ecological value, as it has been left unmanaged for some time, and has developed a seminatural character*". The report makes a number of recommendations, which included further surveys and investigations be undertaken for nocturnal bat surveys, badger activity trailcams and greater crested newt presence surveys.

The applicant has also submitted a letter from the ecologist, dated 4 October 2019, which provides the findings and recommendations from badger, bat and great crested newt surveys.

Should you be minded to recommend approval for this application, the recommendations from both reports should be included as suitably worded conditions, to ensure the protection and enhancement of biodiversity and provide a net biodiversity gain on the site.

- 5.14 Transport officer – The site lies within an area PTAL 2 which is considered to be poor. A poor PTAL rating suggests that only a few journeys could be conveniently made by public transport.

Car parking – 4 car parking spaces are proposed within the curtilage of each building for the townhouses. This number of car parking provided is considered acceptable. Two disabled car parking spaces are proposed for the two ground-floor accessible units. This level of provision for disabled car parking spaces adheres to London Plan (2016) standard.

Cycle parking - The London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space for cycles: 1 per studio and one bed dwellings; and 2 per all other dwellings. Long stay cycle parking should be secure and undercover.

Recommendation: No objection in principle to the development. The following conditions should apply to any planning approval:

- Car parking maintained.
- Condition requiring the provision of the disabled parking bays.
- Condition requiring Cycle parking.
- Refuse storage arrangements.
- Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.

- 5.15 Climate Change Officer – The Council declared a climate emergency in July 2019 and will shortly be adopting an action plan asking that developers maximise sustainability in schemes. Whilst the original proposal sought to surpass Merton's minimum policy standards, the applicants are seeking further solutions to apply additional measures to promote sustainability – such as the provision of PVs on the roof.

Energy statements are being updated accordingly and shall be reviewed by the Council's Climate Change officer, any further changes to this arrangement shall be reported to the LPA.

- 5.16 Environmental Health – conditions have been recommended should the application be approved. Further to additional consultation, no supplementary comments that are relevant to Environmental Health (Noise) were provided.

- 5.17 Waste services – The developer has addressed the concern with the bin travel distance.

The developer had stated that the refuse vehicle will be able to reverse into the site access road using a banksman, to collect the bins. However, as a policy, the waste collection vehicle will not reverse into a side road.

A revised refuse strategy should be provided to demonstrate sufficient room to manoeuvre and load a vehicle of the following dimensions without reversing:

- Length = 11 metres
- Width = 2.5 metres
- Height = 3.5 metres
- Turning circle = 18.0 metres

- 5.18 GLAAS. Archaeology –Paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

The planning application lies in an area of archaeological interest.

The revised archaeological desk-based assessment is a welcome improvement and provides a thorough archaeological background to the site. The site has potential to contain remains relating to the post-medieval Park Place to the east, and possibly medieval remains relating to a moated site to the west. These remains will be affected by the proposed development.

I have looked at this proposal and at the Greater London Historic Environment Record. I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

- 5.19 Met Police - Secure by Design – There appears to be a shared pedestrian and vehicle route within the site, the use of shared surface arrangements should be designed for those with visual impairment.

No further comments were raised on the amended drawings.

6. POLICY CONTEXT

6.1 NPPF - National Planning Policy Framework (2019):

Part 5 Delivering a sufficient supply of homes
Part 9 Promoting sustainable transport
Part 11 Making effective use of land
Part 12 Achieving well-designed places
Part 14 Meeting the challenge of climate change, flooding and coastal change
Part 16 Conserving and enhancing the historic environment

6.2 London Plan 2016:

3.3 Increasing housing supply
3.4 Optimising housing potential
3.5 Quality and design of housing developments
3.8 Housing choice
3.9 Mixed and balanced communities
3.10 Definition of affordable housing
3.11 Affordable housing targets
3.12 Negotiating affordable housing
3.13 Affordable housing thresholds
5.1 Climate change mitigation
5.2 Minimising carbon dioxide emissions
5.3 Sustainable design and construction
5.13 Sustainable drainage
5.17 Waste Capacity
6.3 Assessing effects of development on transport capacity
6.9 Cycling

- 6.11 Smoothing traffic flow and easing congestion
 - 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 and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
 - 8.2 Planning obligations
 - 8.3 Community infrastructure levy
- 6.3 Merton Sites and Policies Plan July 2014 policies:
- DM D1 Urban design and the public realm
 - DM D2 Design considerations in all developments
 - DM D4 Managing heritage assets
 - DM EP4 Pollutants
 - DM H2 Housing mix
 - DM H3 Support for affordable housing
 - DM O1 Open space
 - DM O2 Nature conservation, Trees, hedges and landscape features
 - DM T1 Support for sustainable transport and active travel
 - DM T2 Transport impacts of development
 - DM T3 Car parking and servicing standards
 - DM T5 Access to road network
- 6.4 Merton Core Strategy 2011 policy:
- CS 5 Wandle Valley
 - 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 17 Waste management
 - CS 18 Transport
 - CS 20 Parking servicing and delivery
- 6.5 Supplementary planning documents
- Accessible London SPG – October 2014
 - London Housing SPG 2016
 - Technical Housing standards – nationally described space standards 2015
 - Affordable Housing and Viability SPG – August 2017
 - Merton’s Waste and Recycling Storage Requirements – For Commercial and Residential Premises in the London Borough of Merton
 - The Canons Conservation Management Plan – February 2017
- 7. PLANNING CONSIDERATIONS**
- 7.1 The key planning considerations of the proposal are as follows:
- Principle of development
 - Design and impact upon the character and appearance of the area
 - Impact upon neighbouring amenity
 - Standard of accommodation

- Transport, parking and cycle storage
- Refuse
- Sustainability
- Affordable housing
- Other matters
- Developer contributions

7.2 PRINCIPLE OF DEVELOPMENT

Erection of residential development

- 7.2.1 The National Planning Policy Framework, London Plan Policy 3.3 and the Council's Core Strategy Policy CS8 and CS9 all seek to increase sustainable housing provision and access to a mixture of dwelling types for the local community, providing that an acceptable standard of accommodation would be provided. Policy 3.3 of the London Plan 2016 also states that boroughs should seek to enable additional development capacity which includes intensification, developing at higher densities.
- 7.2.2 The emerging London Plan, now accorded moderate weight in recent appeal decisions issued by the Secretary of State, and anticipated to be adopted in the coming months, will signal the need for a step change in the delivery of housing in Merton. Table 3.1 of the London Plan identifies that LBM has an annual housing target of 411 units, or 4,107 over the next ten years. However, this minimum target is set to increase significantly to 918 set out in the 'London Plan Examination in Public Panel Report Appendix: Panel Recommendations October 2019', and which is expected to be adopted later this year.
- 7.2.3 Policy H1 'Increasing housing supply' (Draft London Plan Policy) and Table 4.1 of the draft London Plan sets Merton a ten-year housing completion target of 13,280 units between 2019/20 and 2028/29 (increased from the existing 10-year target of 4,107 in the current London Plan). However, following the Examination in Public (mentioned above) this figure of 13,280 has been reduced to 9,180.
- 7.2.4 Merton's latest Annual Monitoring Report 2018/19 concludes that in the years 2011-2016, 2,573 new homes were delivered which is 52% over the target. For the years 2021-26, the provision of additional homes is projected at 3,269 new homes, 59% over the target. All of the home completions this financial year were on small sites of less than 0.25 hectares in size. All of the schemes except one delivered 10 homes or fewer, with one scheme of 11 homes. Merton has always exceeded the London Plan housing target, apart from 2009/10 and this year 2018/19.
- 7.2.5 But, the increased target set of 918 units per year in the draft London Plan will prove considerably more challenging, and will require a step change in housing delivery within Merton.
- 7.2.6 The site lies within a Conservation area, but adjacent to open space and Metropolitan open land. Therefore, there are no "in principle" restrictions to development on the land itself.
- 7.2.7 This application site is identified in Merton's Local Plan 2020 (currently under review following Stage 2 consultation held between 31 October 2018 and 28 January 2019) as an 'opportunity' site for development – 'Site Mi5', and the Council's proposed site allocation is residential (C3) use. It is considered the redevelopment of the currently vacant site would make effective use of the land, helping to increase housing provision through the development of under-utilised land.

7.2.8 Whilst the introduction of residential use to the development site would respond positively to London Plan, draft London Plan and Core Strategy planning policies to increase housing supply, optimise the site and support provision of additional housing, the development scheme is also subject to all other planning considerations being equally fulfilled and compliant with the policies referred to in Section 6.

Housing mix

7.2.9 Policy DM H2 of Merton's Sites and Policies Plan requires development to create socially mixed communities, catering for all sectors of the community by providing a choice of housing with respect to dwelling size and type in the borough. Residential development proposals will be considered favourably where they contribute to meeting the needs of different households such as families with children, single person households and older people by providing a mix of dwelling sizes, taking account of the borough level indicative proportions concerning housing mix. Policy 3.8 of the London Plan requires new developments offer a genuine choice of homes that Londoners can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environment.

7.2.10 Merton's Core Strategy Policy CS 8 requires 10% of new housing to be wheelchair accessible or easily adaptable for residents who are wheelchair users.

7.2.11 The scheme provides the following unit mix:

- 7 x four bed family sized townhouses (39%)
- 4 x two bed, 4 person apartments (22%)
- 7 x one bed, 2 person apartments (39%)

7.2.12 The indicative housing mix set out in Merton's Sites and Policies Plan envisages a broadly equal split between 1, 2 and 3 bedroom (and larger) units. This mix is informed by a number of factors, including Merton's Strategic Housing Market Assessment (SHMA 2010). Further work is being undertaken as part of the preparation of a new local plan. Merton's Strategic Housing Needs (Market) Assessment was published in July 2019.

7.2.13 The proposals would not be considered to significantly deviate from the Sites and Policies Plan indicative housing mix.

7.2.14 Mitcham has the lowest percentage of 4 bedroom houses than the borough average (based on 2011 census data), and the proposed scheme would contribute a large percentage of this unit size. Overall, the site provides a reasonably mixed provision of larger family home units as well as smaller 1-2 bedroom units, and officers consider that the mix would optimise the development potential of the site, positively promoting policy objectives of Policies 3.8 and 3.9 of the London Plan.

7.3 CHARACTER AND APPEARANCE

7.3.1 The NPPF states that developments should function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Developments should ensure that they are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change (such as increased densities).

7.3.2 Policies CS14, DMD1 & DMD2 require that new development reflect the best elements of the character of the surrounding area, or have sufficient distinctive merit so that the

development would contribute positively to the character and appearance of the built environment. Policy DM D2 of Merton's Sites and Policies Plan requires development to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area and to use appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting. The requirement for good quality design is further supported by the London Plan London Plan Policies 7.4 and 7.6.

- 7.3.3 Concerning development in an area with historic interest, London Plan Policies 7.8, and Merton Site's and Policies Plan Policy DM D4, state that development affecting heritage assets and their setting should conserve their significance by being sympathetic to their form, scale, materials and architectural detail. Heritage assets such as statutorily and non-statutory locally listed buildings and Conservation Areas make a significant contribution to local character and should be protected from inappropriate development that is not sympathetic in terms of scale, materials, details and form. Development that affects the setting of heritage assets should be of the highest quality of architecture and design, and respond positively to local context and character.
- 7.3.4 The site sits within the grounds of the Canons Place Recreation Ground and Leisure Centre, within the Mitcham Cricket Green Conservation Area, specifically the Cranmer Green sub area (adjacent to Three Kings Piece sub area which covers Park Place). The existing site is an overgrown area of vegetation which is vacant and currently not in use, but at its centre lies a Pagoda tree, which has been highlighted by the Tree officer, won Favourite Tree of the Year in 2019.
- 7.3.5 The site, as described under Section 7.2, does not hold any designations which would restrict development. It lies adjacent to open space and MOL, so, Policy CS 13 should be considered, which seeks to protect and enhance the borough's public and private open space network including Metropolitan Open Land, parks, and other open spaces.
- 7.3.6 The history of the Canons site is extensive, but as a summary, the Canons Conservation Management Plan (2017) provides an apt description of the site:

The Canons includes two Georgian villas, Canons house (1680) and Park Place (c.1780), as well as remnants from designed landscape of these periods when the properties in the area were developed by wealthy London business men and figures of genteel society, often used as weekend retreats. These mini country estates included extensive grounds, including lawns, ornamental gardens, specimen trees and walled gardens with 'borrowed' views over adjacent common land. Canons house and Park Place represent two of the few surviving examples of Georgian houses of this period and although there are remains of both Georgian grounds, The Canons is especially important as it retains a relationship between house and several features of the designed landscape including the pond, dovecote, lawns, specimen trees and the walled garden as well as adjacent common land and greens. Although most of Mitcham has been developed over the centuries, the area denoted by the Conservation Area including the Commons and Cricket Greens as well as The Canons has retained its largely rural character, and a strong sense of community. (p.26)

- 7.3.7 Historically, the Canons site consisted of two medium sized estates, The Canons and Park Place which had significant landscaped grounds. Both estates remained as separate parcels, although at times linked by paths due to shared family ownerships,

until they were unified when the Mitcham Borough Council bought Park Place in 1965 to add to their ownership of The Canons previously purchased in 1939. (p.28)

- 7.3.8 The application site lies between the two 'estates': Park Place and the Canons. Whilst these were independently developed, there was some link to demonstrate that they were joined through pathways, and at various points the application site did contain some development. The submitted Heritage Assessment states that from 1879 to 1971, *that part of the Site [the application site] adjoining The Canons estate, was in use as a nursery and included various glasshouses and associated structures.*
- 7.3.9 Small pockets of land within The Canons site have been developed at various points in history, such as: The Canons Nursery, which survived until 1970s/80s and now developed to form the car park area adjacent to The Canons house; the Canons Leisure Centre built in 1984; Park Place was severely damaged by fire in 1989 and was eventually sold in 1995 and converted to its present use as a pub/restaurant (Toby Carvery), its immediate curtilage converted into a car park to service this. The land within The Canons has been incrementally built upon, but overall retains an open rural character.
- 7.3.10 The site did not historically either forge an architectural link between the two Listed buildings, or provide a meaningful vista between the two. but the proposed development would introduce new buildings in the intervening space from Park Place to the Canons, as well as from Madeira Road toward the surrounding open space and vice versa. Historically, this area did not form open space which was excluded from development, between The Canons and Park Place. There was no distinct link or protected view between the two, and historic plans show that the area at times in the past contained glasshouses and various structures. Officers judge that the integrity of the setting to the two neighbouring listed buildings would be preserved were development to take place on the site. Further consideration of the form massing and detailing of the new buildings in this sensitive heritage setting is however vital as the presence of the listed buildings ultimately acts as a constraint to development opportunities.
- 7.3.11 The development scheme focuses around the Pagoda tree, wrapping around the perimeter of the site, comprising an L-shaped apartment block within the southern corner of the plot and a row of townhouses along the eastern boundary. This approach is inspired by the walled gardens of The Canons. The 'walled garden' development would incorporate the Listed Wall along the western boundary of the site, which forms the curtilage of The Canons. Amendments were also provided (these changes were the subject of re-consultation), which reduced the depth of the flatted block's balconies to ensure there was an increased setback between these and the Listed Wall, to ensure distinct layers of space were retained between the historic and new fabric.
- 7.3.12 The proposed buildings are both of 3-storeys, keeping in height with the Listed buildings, and the otherwise contemporary design also heavily influenced by their Georgian architecture, demonstrated in the proposed design's simplicity, symmetry, window proportions, groupings and materials.
- 7.3.13 Whilst the main front elevation of the townhouses face inward toward the communal courtyard, the design of the rear elevation reflects the aforementioned Georgian proportions to ensure interest is retained along this elevation so as not to appear as a 'rear' and be inactive toward the public realm. The courtyards, forming the new boundary between the site and Park Place's car park, would feature curved walls to the courtyard echoing the curved boundary walls seen within The Canons.

- 7.3.14 The walled garden approach is considered acceptable and reflective of the features of The Canons, it would incorporate the existing 18th century Listed brick boundary wall to develop a new enclosed intimate enclosure. The development would integrate with the Listed buildings and surrounding scenery, it does not seek to compete with the historic structures and would preserve their visual or historic significance. Officers consider the development would have a neutral impact on the open space being suitably separated.
- 7.3.15 Whilst the site is adjacent to Metropolitan open land, there is no restriction to build on the site itself. Given the buildings proportion and scale, which do not seek to compete with the wider historic environment, if glimpses of the development are seen from the neighbouring open spaces officers consider that this would add interest to and not be harmful to the backdrop to the open space.
- 7.3.16 As a matter of judgement it may reasonably be concluded that proposals would preserve the character and appearance of the conservation area and preserve the character, setting and significance of the existing heritage assets..

7.4 NEIGHBOURING AMENITY

- 7.4.1 SPP Policy DM D2 states that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of loss of light, quality of living conditions, privacy, visual intrusion and noise.

15 Madeira Road

- 7.4.2 This is a detached two storey (with pitched roof) dwelling north of the application site. The separation distance between this dwelling and the flatted development would be approximately 10m, there are no windows on the existing side (southern) elevation of the dwellinghouse facing toward the proposed flatted development.
- 7.4.3 The proposed terrace houses would be set further back from the existing house, retaining a separation of approximately 17m.
- 7.4.4 The proposed flatted development and townhouses would be of three storeys, around 1.9m taller than the existing detached dwellinghouse. However, given the layout of the proposed development surrounding the perimeter of the plot, this sympathetically considers the detached dwelling so as to maintain appropriate setbacks. Furthermore, with dense greenery further surrounding the boundaries, the marginally increased height of the proposed development is not considered likely to be visually dominant nor harmful in terms of light.

Park Place, 54 Commonsides West

- 7.4.5 Park Place serves as 'Toby Carvery' restaurant/pub, with residential accommodation above (manager/assistant manager accommodation). However, separating this building from the proposed townhouses would be Park Place's car park spanning a width of around 20m. Given the properties would be sufficiently separated, it is not considered the townhouses would have a harmful impact toward the amenities of Park Place, nor would the neighbouring restaurant/residential uses raise issues of overlooking/privacy, or inappropriate noise, toward the townhouses.
- 7.4.6 The courtyard on the ground floor of the townhouses would have a boundary brick wall with a maximum height of 2.4m, this wall would form the new boundary between the application site and the car park at Park Place (currently there is a metal railing between the sites). As mentioned within paragraph 7.5.6, the treatment of this boundary would further provide a strip of low level planting to create a defensive area

to ensure cars are not parked immediately at the rear of the courtyard walls, and to also prevent people from standing and immediately being able to peer into the private amenity spaces (e.g. outside the courtyard of Townhouse 7 would be a strip of 0.5m low level planting and Townhouse 6, 0.4m). The lowest part of the curved brick wall would be topped with metal railings (up to a height of 2.4m), ensuring safety and security for the future occupiers.

Madeira Road, semi-detached dwellings facing toward the road

7.4.7 The balconies on the southern elevation of the flatted block would be sited around 23-26m from the rear of the properties along Madeira Road, thereby exceeding commonly used separation distances of between 18m and 20m. It is considered the space between proposed and existing buildings would not give rise to harm to overlooking toward the internal living areas of the existing properties.

7.4.8 Toward the rear boundary of the properties along this section of Madeira Road, many of the gardens have large garages/outbuildings with a vehicular access path providing further separation between the sites. Whilst there may be some perception of overlooking, it is not considered views would be indirect, and with the balconies reduced in depth, the views/time spent on the balconies would not be considered inappropriately prolonged or direct so as to negatively impact the enjoyment of the neighbouring gardens.

Canons House

7.4.9 The application site is set back from The Canons House by approximately 89m. Officers consider the proposed development would not impact on the amenities of its occupiers.

7.5 STANDARD OF ACCOMODATION

Internal

7.5.1 Policy 3.5 of the London Plan 2016 requires housing development to be of the highest quality internally and externally, and should satisfy the minimum internal space standards (specified as Gross Internal Areas –GIA) as set out in Table 3.3 of the London Plan. Table 3.3 provides comprehensive detail of minimum space standards for new development; which the proposal would be expected to comply with. Policy DMD2 of the Adopted Sites and Policies Plan (2014) also states that developments should provide suitable levels of sunlight and daylight and quality of living conditions for future occupants.

	Level	Type	Storeys	Proposed GIA (sqm)	Required GIA (sqm)	Compliant
Unit 1	Ground	1b2p	1	65	50	Yes
Unit 2	Ground	1b2p	1	51	50	Yes
Unit 3	Ground	1b2p	1	64	50	Yes
Unit 4	First	2b4p	1	74	70	Yes
Unit 5	First	1b2p	1	50	50	Yes
Unit 6	First	1b2p	1	52	50	Yes
Unit 7	First	2b4p	1	74	70	Yes
Unit 8	Second	2b4p	1	74	70	Yes
Unit 9	Second	1b2p	1	50	50	Yes
Unit 10	Second	1b2p	1	52	50	Yes
Unit 11	Second	2b4p	1	74	70	Yes

TH1	4b6p	3	118	112	Yes
TH2	4b6p	3	118	112	Yes
TH3	4b6p	3	118	112	Yes
TH4	4b6p	3	118	112	Yes
TH5	4b6p	3	118	112	Yes
TH6	4b6p	3	118	112	Yes
TH7	4b6p	3	118	112	Yes

7.5.2 As demonstrated by the table above, all the units would comply with the minimum space standards.

7.5.3 The design achieves dual aspects for all the residential units and townhouses.

External

7.5.4 In accordance with Merton Site's and Policies Policy DMD2, all new houses are required to provide a minimum garden area of 50 sqm as a single usable regular shaped amenity space. For flatted dwellings, a minimum of 5sqm of private outdoor space should be provided for 1-2 person flatted dwellings (also specified in the Mayor's Housing Supplementary Planning Guidance) and an extra 1 sqm should be provided for each additional occupant.

	Level	Type	Proposed amenity (sqm)	Required amenity (sqm)	Compliant
Unit 1	Ground	1b2p	60	5	Yes
Unit 2	Ground	1b2p	42	5	Yes
Unit 3	Ground	1b2p	24	5	Yes
Unit 4	First	2b4p	7	7	Yes
Unit 5	First	1b2p	7	5	Yes
Unit 6	First	1b2p	7	5	Yes
Unit 7	First	2b4p	7	7	Yes
Unit 8	Second	2b4p	7	7	Yes
Unit 9	Second	1b2p	7	5	Yes
Unit 10	Second	1b2p	7	5	Yes
Unit 11	Second	2b4p	7	7	Yes
	TH1	4b6p	23	50	No
	TH2	4b6p	25	50	No
	TH3	4b6p	26	50	No
	TH4	4b6p	26	50	No
	TH5	4b6p	26	50	No
	TH6	4b6p	26	50	No
	TH7	4b6p	65	50	Yes

7.5.5 It is noted that townhouses 1-6 would fall short of the 50sqm requirement for external amenity for a new dwellinghouse. However, in place of a single amenity area, there are a number of external amenity spaces provided: a courtyard on the ground floor together with balcony areas on each the upper levels (total of 3 balconies). The townhouse have been design to be dual aspect, the rear facing an eastern aspect, so amenity spaces, bedrooms and living areas would receive adequate sunlight and daylight. The western balconies would face inwards toward the courtyard, towards the attractive Pagoda tree, and at the front elevation of the townhouses would be an

integrated seating area within the façade, so the internal spaces feel as though they spill out into the courtyard and external landscaped areas. The townhouses have been well-conceived for an urban context and whilst outdoor spaces fail to either meet the Council's adopted minimum garden space standards for family houses or provide the space in one single usable area, their design would ensure family occupiers would have access to a number of well-lit external spaces throughout the dwelling and enjoy the atmosphere of being connected to the surrounding green open environment. Officers note the site is immediately surrounded by a number of open spaces: Canons Recreation Ground, Cranmer Green and Mitcham Common, providing alternative access to larger areas of open space. Given the immediate proximity of the publicly accessible open spaces, it may be concluded that adherence to adopted external space standards may be relaxed in this instance and that it may be unreasonable to withhold permission on this basis.

- 7.5.6 The design of the rear boundary wall ensures a sufficient receipt of light and security as it would form the new boundary between the site and the neighbouring car park. The maximum height of the brick wall would be 2.4m, part of its design would curve down to 1.5m with a metal railing atop (total 2.4m). The railings would allow light penetration, and to create further defensible space, low level planting is proposed between this wall and up to the boundary of the car park.
- 7.5.7 It is noted the proximity of the car park to the courtyard gardens could raise some concerns in terms of the quality of the space. However, the design treatments, proposing a suitable high level brick wall with an area of defensible planting provides ample set back and screened view of parked vehicles, furthermore, as it is an area for parking activities there would only be fleeting views of cars/drivers arriving and leaving the site and not a space where one can rest for a prolonged period. Hence, the lower level curved brick wall with railings, which provides some outlook is considered appropriate and would not provide an uncomfortable relationship with the car park. The metal railings assist with light, but also increases the sense of security and safety for future occupiers.

7.6 TRANSPORT, PARKING AND CYCLE STORAGE

- 7.6.1 Core Strategy Policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, street parking or traffic management. Cycle storage is required for all new development in accordance with London Plan Policy 6.9 and Core Strategy Policy CS18. It should be secure, sheltered and adequately lit and Table 6.3 under Policy 6.13 of the London Plan stipulates that 1 cycle parking space should be provided for a studio/1 bedroom unit and 2 spaces for all other dwellings.
- 7.6.2 The site lies within an area PTAL 2, which is considered to be poor, and also not located in a Controlled Parking Zone so consequently the surrounding streets do not contain parking restrictions.
- 7.6.3 The proposed development would provide 6 on-site parking spaces, 2 disabled car parking spaces for the accessible units within the flatted development and 4 for the townhouses. The Transport officer has been consulted and raises no objection to the parking arrangement, recommending conditions be required, should the application be approved the parking spaces should be provided prior to occupation of the development.

- 7.6.4 In relation to cycle storage, The London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space for cycles: 1 per studio and one bed dwellings; and 2 per all other dwellings. The proposed development would provide a cycle store containing 20 cycle spaces. The number of units indicate that 15 cycle spaces would be required. Therefore, the proposed provision would exceed the minimum requirement and is considered acceptable.
- 7.6.5 The townhouses would require 2 cycle spaces each, at the front of each townhouse would be a private cycle store providing a space for 2 cycles. This is considered acceptable.
- 7.6.6 Access – The access roads off Madeira Road and Commonsides West are Council owned, so, the site currently being under the ownership of Merton Council does not raise issues in terms of pedestrian/vehicular access. In future, if the properties are sold, it is considered drawing up a new agreement to permit access for new landowners would be appropriate. This arrangement is currently in place with Park Place who hold a wayleave agreement with the Council to utilise the access road off Commonsides West.

7.7 REFUSE

- 7.7.1 The London Plan Policy 5.17 and Merton Core Strategy Policy CS17 require new developments to show capacity to provide waste and recycling storage facilities.
- 7.7.2 Merton's Waste and Recycling Storage Requirements require that residents do not have to walk more than 30metres to dispose of their waste and recycling in accordance to Building Regulations 2002, Part H. The collection vehicle shall be able to approach the container store or collection point within a maximum distance of 10 metres.
- 7.7.3 Each townhouse would be provided with an individual refuse and cycle store within their property demise. It is proposed that the four mews houses closest north of the application site would have their general and recyclable waste bins at the corner of the plot. The residents will then move their bins to this communal collection point adjacent to the vehicle access on collection day, this would be in line with the collection route existing for Park Place, and the pull distance required for the refuse vehicle would be less than 10m – it is noted the access road from Commonsides West is owned by Merton Council with a wayleave agreement to allow access to Park Place and its car park.
- 7.7.4 There is a communal refuse store located within the flatted development. Residents from the southern three townhouses will carry their refuse to this refuse point. The travel distance would be within 30m in accordance with Merton's Waste requirements and Building Regulations.
- 7.7.5 Merton's Waste Services team has been consulted and considers that the travel distances proposed are acceptable. However, the developer has stated that the refuse vehicle will reverse into the site using a banksman in order to collect the bins within the communal refuse store of the flatted development, but, adopted Council Waste Services practice is such that the waste collection vehicle will not reverse into a side road. Therefore, should the application be approved, a revised refuse strategy should be provided and agreed by Waste Services for the collection of the communal bins in the flatted block.

7.8 SUSTAINABILITY

7.8.1 All major residential development proposals will need to demonstrate:

- a) Compliance with Merton's Core Planning Strategy Policy CS15 Climate Change (parts a-d) and the Policies in outlined in Chapter 5 of the London Plan (2016) through submission of a detailed energy strategy.
- b) Proposals will need to demonstrate compliance with zero emissions target outlined in Policy 5.2 of the London Plan (2016):
 - i. Development proposals must achieve a minimum on-site emissions reduction target of a 35% improvement against Part L 2013, with the remaining regulated emissions (to 100% improvement against Part L 2013) to be offset through *cash in lieu contribution*, and secured via Section 106 agreement. The contribution will be used to enable the delivery of carbon dioxide savings elsewhere in the borough;
 - ii. The cash in lieu contribution will be collected according to the methodology outlined in the Mayor's Sustainable Design and Construction SPG. This will require each tonne of CO₂ shortfall to be offset at a cost of £60 per tonne for a period of 30 years (i.e. 60 x 30 = £1800 per tonne CO₂);
 - iii. Major residential developments will be expected to calculate and demonstrate the cumulative CO₂ emissions savings to be offset through cash in lieu contribution (in accordance with the above approved methodology, and in line with the Mayor's guidance on preparing energy assessments as part of their submitted energy strategy.
- c) Achieve wholesome water consumption rates not in excess of 105 litres per person per day.

7.8.2 The Council declared a climate emergency in July 2019 and will shortly be adopting an action plan asking that developers maximise sustainability in schemes. Whilst the original proposal sought to surpass Merton's minimum policy standards, the applicants are seeking further solutions to apply additional measures to promote sustainability – such as the provision of PVs on the roof. Energy statements are being updated accordingly and are to be reviewed by the Council's Climate Change officer. Officers consider that this should not impede the determination of the application and that the application of a combination of suitably robust conditions along with legal requirements to secure appropriate carbon offset contributions would ensure that the scheme met adopted standards or mitigated the impact of the development were any shortfall to arise.

7.9 AFFORDABLE HOUSING

7.9.1 This matter is assessed within a separate overarching report, which links the 4 Merantun Development applications.

7.10 OTHER MATTERS

Trees and Ecology

7.10.1 Policy DM O1 requires protection and enhancement of open space and to improve access to open space. The Council will continue to protect Metropolitan Open Land (MOL) and designated open spaces from inappropriate development in accordance

with the London Plan and government guidance. And Policy DM O2 seeks to protect and enhance biodiversity, particularly on sites of recognised nature conservation interest. To protect trees, hedges and other landscape features of amenity value and to secure suitable replacements in instances where their loss is justified.

- 7.10.2 The Tree officer requested further details be provided within the arboricultural statement in relation to the Pagoda tree, following review of the amended report, the Tree officer has recommended attaching conditions to ensure the details and measures for the protection of the existing and retained trees as specified in the submitted document be fully complied with, and the retention of an arboricultural expert to monitor the works and report to the LPA.
- 7.10.3 The application site is adjacent to Metropolitan Open Land (MOL) and designated open space, Canons Recreation Ground, which is part of the Wandle Valley Regional Park 400m buffer. The Wandle Valley will act as a strategic fulcrum in bringing together initiatives that will contribute towards bridging the gap between the east and the west of Merton. Policy CS 5's objectives seeks to support the creation of the Wandle Valley Regional Park, achieving a high quality, linked green infrastructure network, protecting biodiversity and providing opportunities for formal and informal recreation.
- 7.10.4 The Council's Ecology officer has reviewed the submitted "Preliminary ecological appraisal, bat roost assessment and tree survey" and considers the methodology, findings and recommendations suitable. The Preliminary ecological appraisal included a bat roost assessment undertaken on 29th Nov 2018, an ecology walkover on 30th Nov 2018 and arboricultural survey on 2nd Jan 2019. The report identifies the site as having "*significant ecological value, as it has been left unmanaged for some time, and has developed a seminatural character*". The report makes a number of recommendations, which included further surveys and investigations be undertaken for nocturnal bat surveys, badger activity trailcams and greater crested newt presence surveys.
- 7.10.5 The applicant has also submitted a letter from the ecologist, dated 4 October 2019, which provides the findings and recommendations from badger, bat and great crested newt surveys.
- 7.10.6 Should the application be minded for approval, the recommendations from both reports should be included as suitably worded conditions, to ensure the protection and enhancement of biodiversity and provide a net biodiversity gain on the site.

Archaeology

- 7.10.7 GLAAS were re-consulted with the revised archaeological desk-based assessment and consider this a welcome improvement which provides a thorough archaeological background to the site. The site has potential to contain remains relating to the post-medieval Park Place to the east, and possibly medieval remains relating to a moated site to the west. These remains will be affected by the proposed development.
- 7.10.8 Having looked at the proposal and at the Greater London Historic Environment Record, GLAAS advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two stage archaeological condition could provide an acceptable safeguard. This would comprise firstly,

evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

- 7.10.9 This recommended condition will be attached should the application be minded for approval.

7.11 DEVELOPER CONTRIBUTIONS

- 7.11.1 The proposed developments would all be subject to payment of the Merton Community Infrastructure Levy and the Mayor of London's Community Infrastructure Levy (CIL).

8. CONCLUSION

- 8.1 The application site neither formed a historic architectural link nor delivered distinctive views between Park Place and The Canons. The site is not restricted from development being sited adjacent to, rather than within, Metropolitan Open Land and Open space. A new housing development is considered acceptable in principle and would deliver much needed housing.
- 8.2 The proposed development would introduce a new intervention within the wider environs of The Canons, being influenced by the idea of a walled garden, which is a characteristic feature of The Canons estate, and would incorporate the existing Listed wall around its curtilage, as well as the proposed design drawing influence from the Listed buildings' Georgian architecture.
- 8.3 Officers consider the buildings would preserve the significance of the existing heritage assets, and would develop a vacant overgrown site to provide housing for which there is a recognized need. Views from neighbouring open spaces would not be harmed as the proposed buildings are considered not to compete with the Listed structures, especially being suitably distanced from the main house of The Canons.
- 8.4 The standard of internal accommodation would be acceptable and officers judge that relaxation of outdoor space standards is appropriate in this instance. The relationship of the courtyard gardens with the adjacent car park are not considered inappropriate given the short-lived activities which occur in a car park, design measures have been carefully planned along the boundary so as to increase the sense of safety, security and usability of the gardens for future occupiers. The expected noise from the restaurant and pub of Park Place would also not be considered inappropriate/excessive so as to impact the quality of living within the townhouses.
- 8.5 While modest, adequate parking is available and the proposals, given their location would not have a harmful impact on parking conditions locally. Suitably conditioned trees may be safeguarded, and the sustainability credentials of the development delivered.
- 8.6 It is therefore recommended to grant planning permission subject to conditions and a suitable legal agreement so as to deliver carbon offset contributions for this site, affordable housing as part of a package to develop all 4 Merantun Development sites.

RECOMMENDATION

Grant planning permission subject to the completion of an appropriate legal agreement to deliver the following:

- Affordable housing off site as part of a comprehensive 4 site development package which includes this site;
 - Carbon offset financial contributions.
1. A1 Commencement of Development
 2. A7 Approved Plans
 3. B1 External Materials to be approved – prior to commencement of development (other than site preparation/clearance works)
 4. B4 Details of surface treatment – Prior to occupation of development, further details of the surfacing of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, footpaths, hard and soft shall be submitted in writing for approval by the Local Planning Authority (providing specification of product where appropriate). The development shall not be occupied until the details have been approved and works to which this condition relates have been carried out in accordance with the approved details.
 5. B5 Details of Walls/Fences – Prior to occupation of development, further details (providing specification of product where appropriate) of boundary walls and fences shall be submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be occupied until the details are approved and carried out in accordance with the approved details. The walls and fencing shall be permanently retained thereafter.
 6. C01 No Permitted Development – 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), no extension, enlargement or other alteration of the 7 dwellinghouses along the eastern boundary of the site, other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.
 7. D10 External Lighting – Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.
 8. Non-standard condition – Notwithstanding the lightning strategy shown on page 16 of the ‘Landscape Planning Statement’ (ref: ExA_1930_CP_Planning_Statement Rev A), an amended lighting scheme with specification of lighting products to be installed on the site shall be submitted to the Council for approval prior to occupation of the development.
 9. D11 Construction Times – No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.
 10. C07 Refuse & Recycling (details to be submitted) – No development shall be occupied until a revised scheme for the storage of refuse and recycling has been submitted in writing for approval to the Local Planning Authority, particularly resolving the refuse collection of the flatted developments and southernmost Townhouses 5, 6 and 7. No works which are the subject of this condition shall be occupied until the scheme has been approved and carried out in full. Those facilities and measures shall thereafter be retained for use at all times from the date of first occupation.

11. F05 Tree Protection – The details and measures for the protection of the existing & retained trees as specified in the hereby approved document 'BS5837:2012 Tree Survey, Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement for proposed residential development 'Canons Place' adjacent to Canons Leisure Centre, Mitcham, London Borough of Merton' version 4 and dated '22 March 2020' shall be fully complied with. The methods for the protection of the existing trees shall fully accord with all of the measures specified in the report and shall be installed prior to the commencement of any site works and shall remain in place until the conclusion of all site works.
12. F08 Site Supervision (Trees) – The details of the approved 'BS5837:2012 Tree Survey, Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement for proposed residential development 'Canons Place' adjacent to Canons Leisure Centre, Mitcham, London Borough of Merton' version 4 and dated '22 March 2020' shall include the retention of an arboricultural expert to monitor and report to the Local Planning Authority not less than monthly the status of all tree works and tree protection measures throughout the course of all of the site works. A final Certificate of Completion shall be submitted to the Local Planning Authority at the conclusion of all site works.
13. F01 Landscaping/Planting Scheme – Notwithstanding the Planting Plan layout shown on drawing ref: ExA_1930_CP_201 Rev A and the Tree & Planting strategy within the 'Landscape Planning Statement' (ref: ExA_1930_CP_Planning_Statement Rev A), a further detailed landscaping and planting scheme shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development, these works shall then be carried out as approved before the occupation of the buildings hereby approved unless otherwise agreed in writing by the Local Planning Authority. The details shall include on a plan, full details of the size, species, spacing, quantities and location of proposed plants, together with any hard surfacing, means of enclosure, and indications of all existing trees, hedges and any other features to be retained, and measures for their protection during the course of development.
14. Non-standard condition (Ecology) – The recommendations set out in the 'Preliminary ecological appraisal, bat roost assessment and tree survey of land adjacent to Canons Leisure Centre, Mitcham, London Borough of Merton' by CGO Ecology Ltd, dated 04/10/2019, and 'Ecologist's Letter' version 2, by CGO Ecology Ltd, dated 04/10/2019, shall be fully carried out where required prior to the commencement of development, and mitigation/enhancement measures recommended incorporated into the development scheme throughout the construction process and prior to occupation of the development. Any relevant findings and measures for protection shall be reported to the LPA.
15. H04 Provision of Vehicle Parking – The 6 off-street parking spaces shown on the approved plans shall be provided before the occupation of the buildings or use hereby permitted and shall be retained for parking purposes for occupiers and users of the development and for no other purpose.
16. H06 Cycle Parking (Details to be submitted) – No development shall be occupied until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.

17. No development shall take place, other than site preparation/clearance, until a Demolition **and** Construction Logistics Plan (including a Construction Management plan in accordance with TfL guidance) has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period.

The Statement shall provide for:

- hours of operation
- the parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development
- the erection and maintenance of security hoarding including decorative -displays and facilities for public viewing, where appropriate
- wheel washing facilities
- measures to control the emission of noise and vibration during construction.
- measures to control the emission of dust and dirt during construction/demolition
- a scheme for recycling/disposing of waste resulting from demolition and construction works

18. Non-standard condition (sustainability) – No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 35% improvement on Part L regulations 2013, and wholesome water consumption rates of no greater than 105 litres per person per day.

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

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

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.

B. Where appropriate, details of a programme for delivering related positive public benefits.

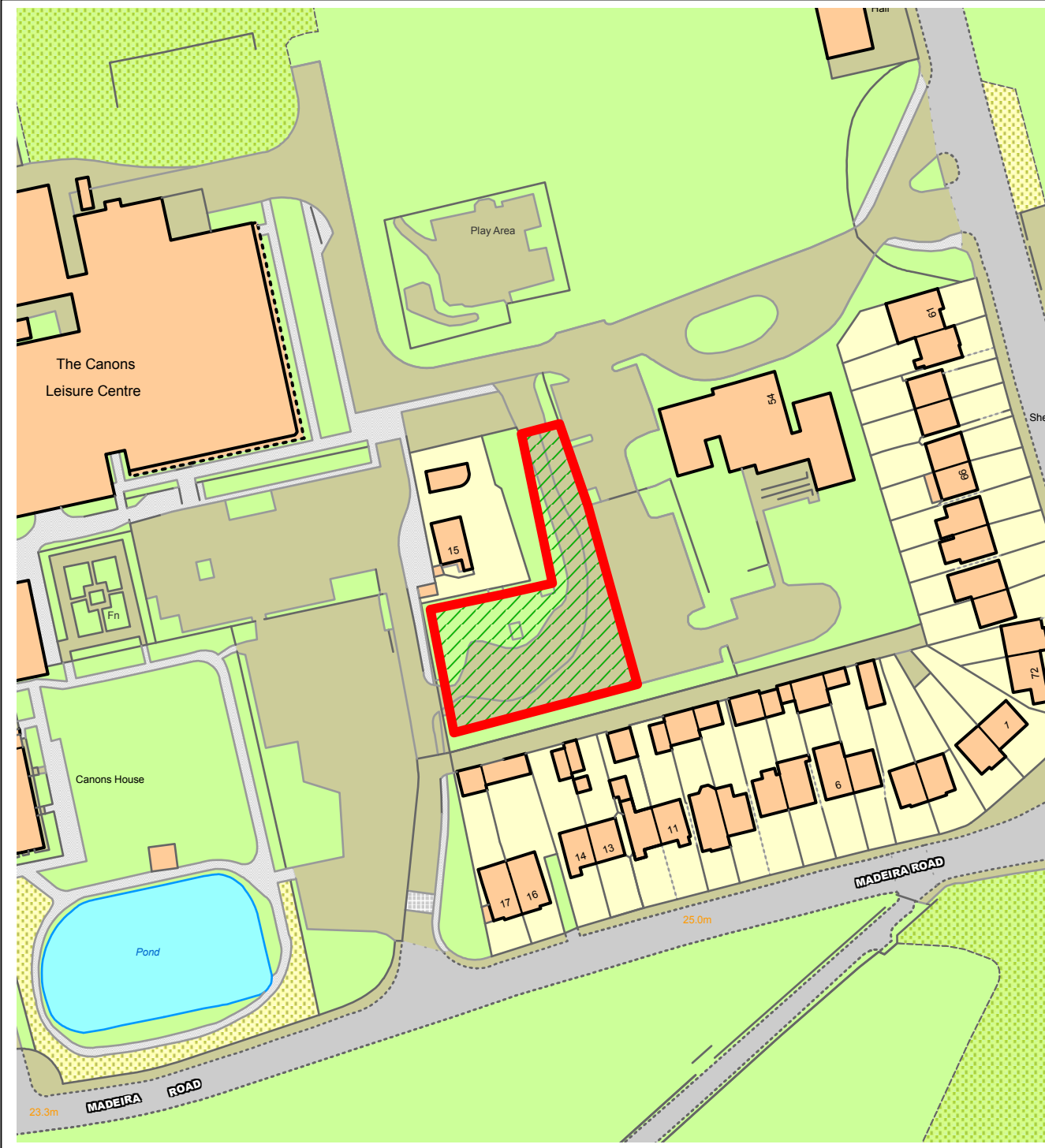
C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Informatives

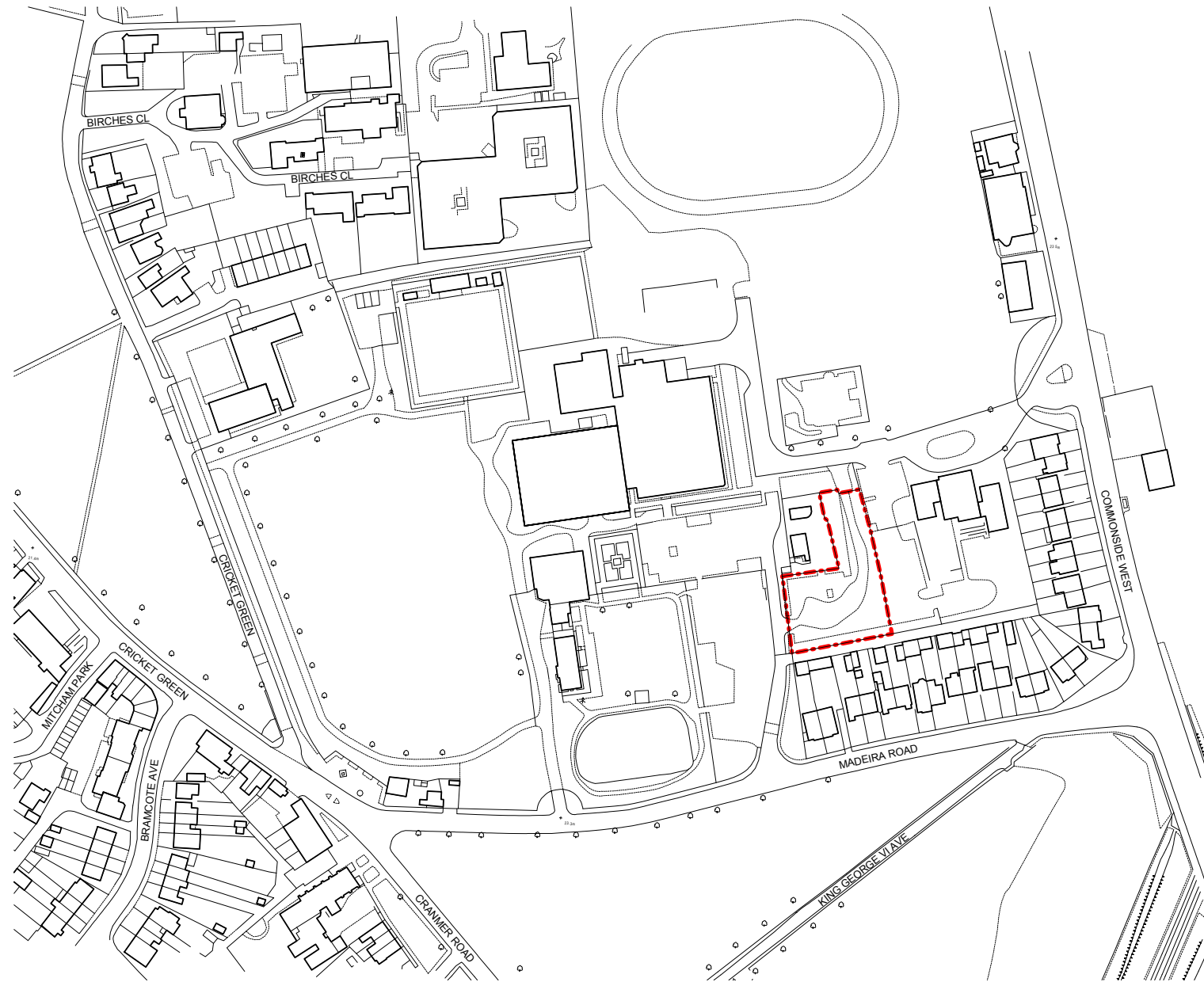
1. INF 01 Party Walls Act

2. INF 14 Tree felling, birds and bats
3. INF 20 Street naming and numbering
4. INF Sustainability
5. INF Swifts
6. INF Thames Water
7. INF Listed Building – The applicant is reminded that if any works are required to the Listed Wall, along the western boundary of the site, Listed Building Consent will need to be sought from the Local Planning Authority.
8. INF GLAAS – Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England’s Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
9. INF GLAAS – An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.
10. Note to Applicant – approved schemes

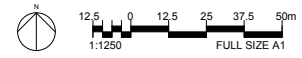
NORTHGATE SE GIS Print Template



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01 Site Location Plan
1 : 1250

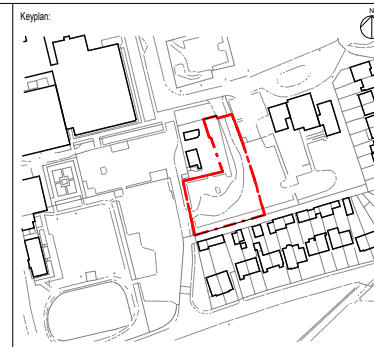


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Notes:

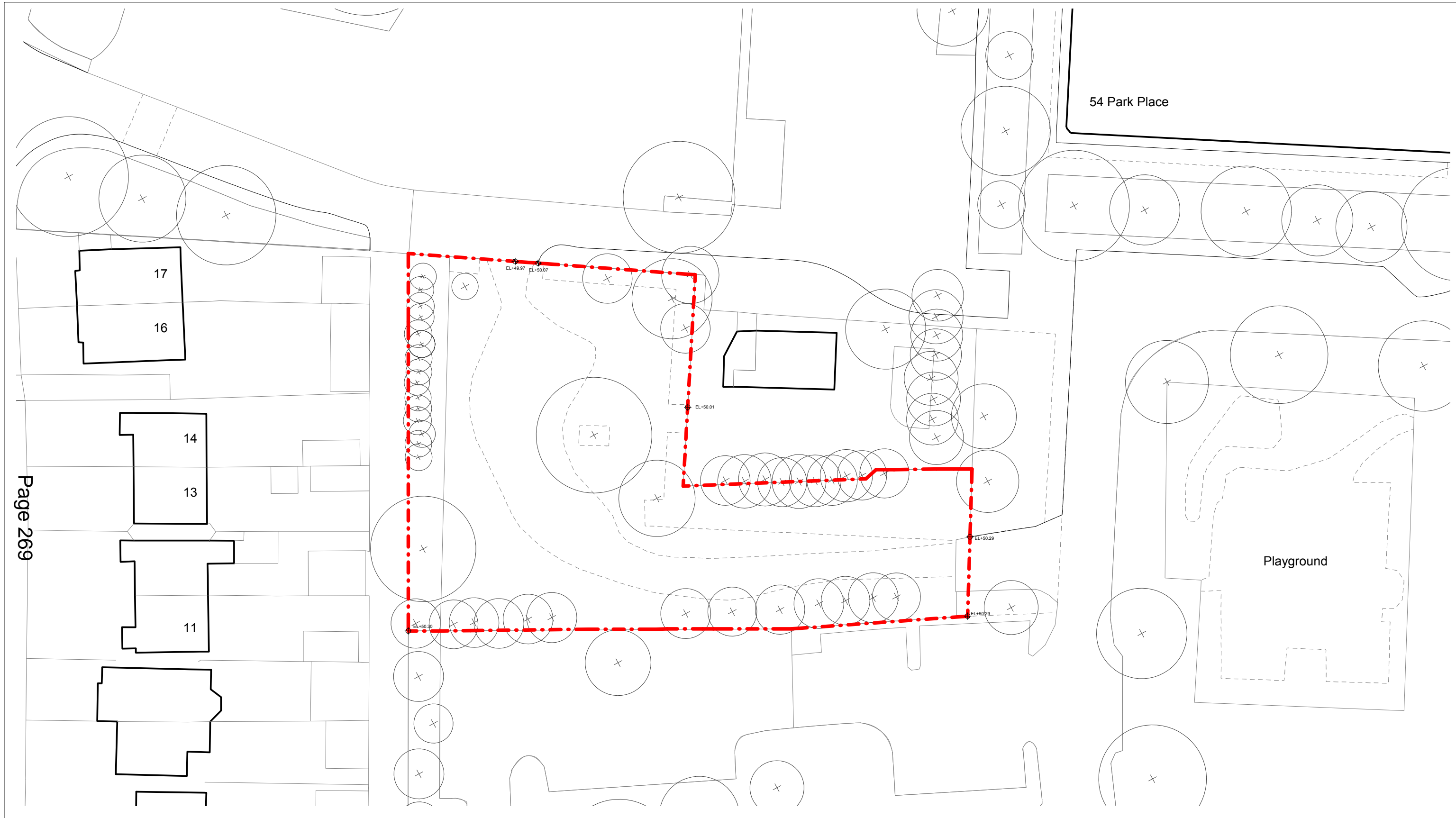
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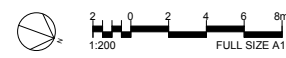
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Rev	Date	Description
0.0	31/10/2019	Planning Issue

Project: Merton - Canons Place Mitcham CR4 4HD			
Title: Site Location Plan			
Date: 31/10/19	Project Status: Planning		
Scale: 1 : 1250 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-CP-XX-DR-A-00001			Revision: 0.0



01 Existing Site Plan
1 : 200



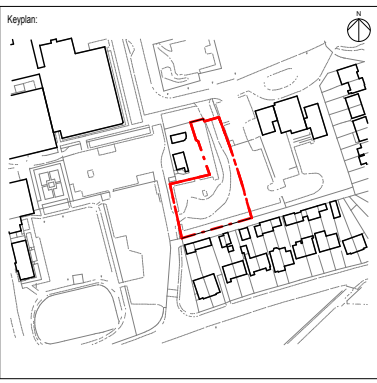
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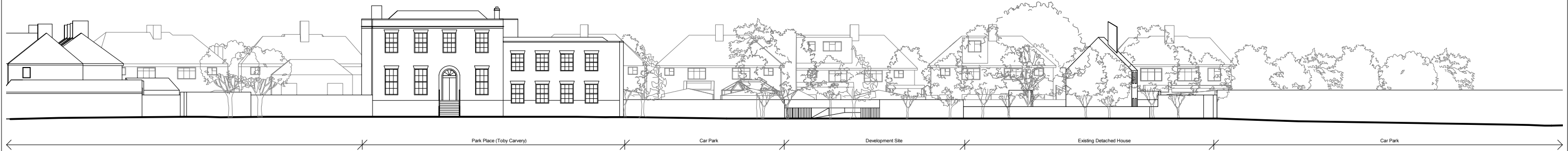
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- - - Site Boundary
- + Existing Trees



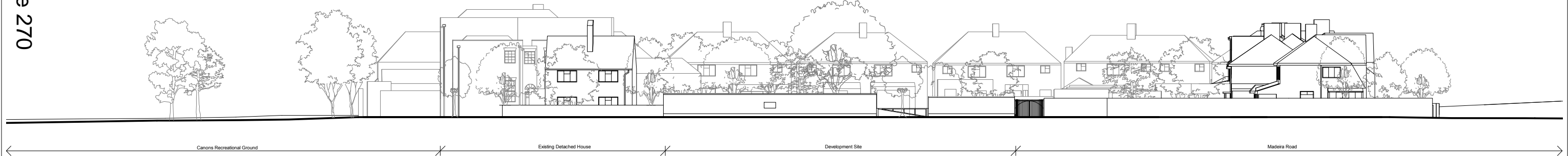
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Rev	Date	Description	
0.0	31/10/2019	Planning Issue	

Project: Merton - Canons Place Mitcham CR4 4HD			
Title: Existing Site Plan			
Date:	31/10/19	Project Status:	Planning
Scale:	1 : 200 @ A1	Drawn:	AM
		Checked:	CL
		Approved:	LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-CP-XX-DR-A-00002			Revision: 0.0



01 Existing Context Elevations - North
1 : 200

Page 270



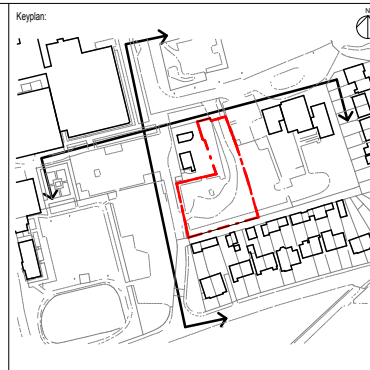
02 Existing Context Elevation - West
1 : 200



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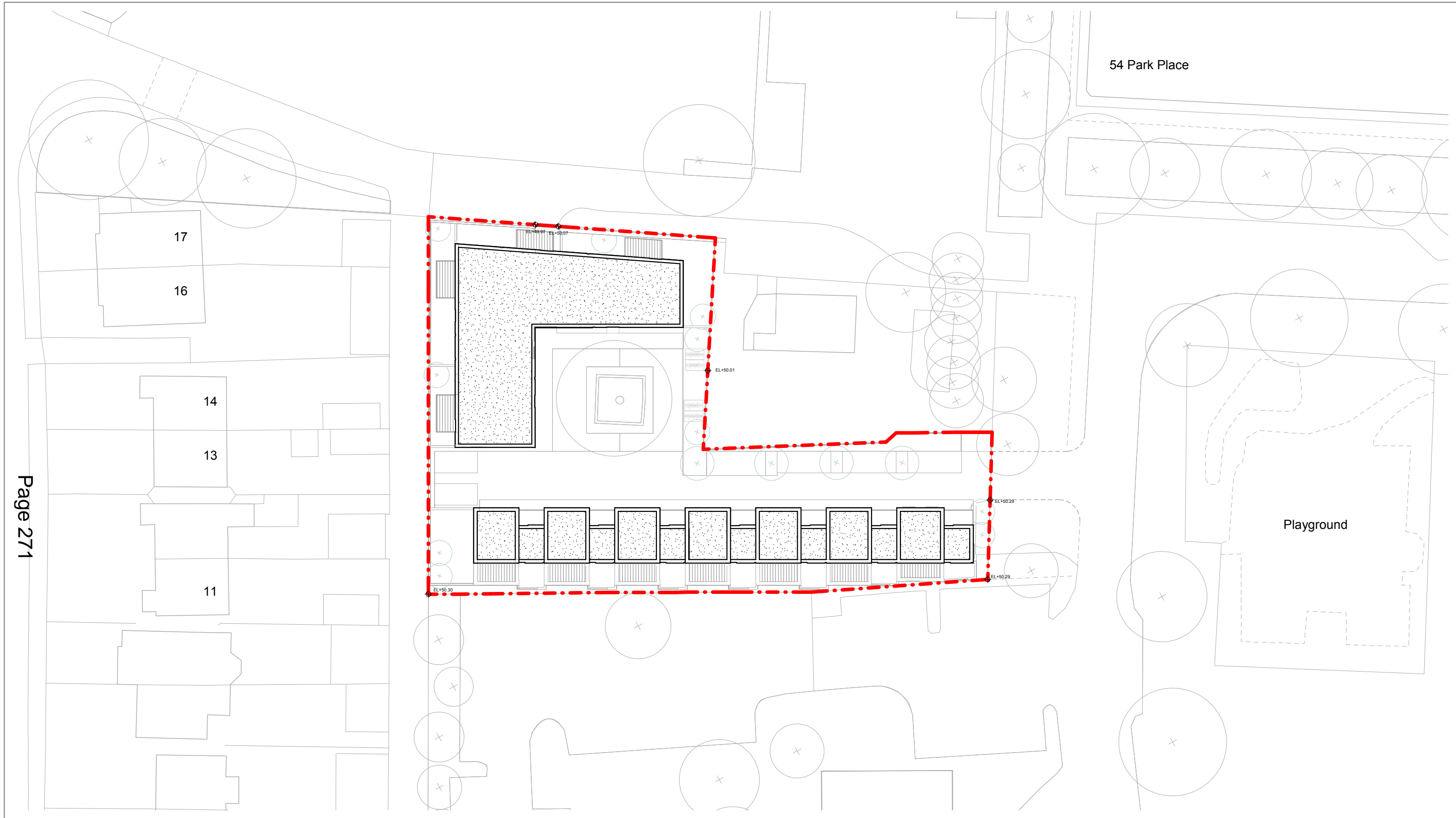
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Notes:

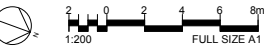


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0.0	31/10/2019	Planning Issue	
Rev	Date	Description	

Project:			
Merton - Canons Place Mitcham CR4 4HD			
Title:			
Existing Context Elevations			
Date:	31/10/19	Project Status:	Planning
Scale:	1 : 200 @ A1	Drawn:	AM
		Checked:	CL
		Approved:	LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-CP-ZZ-DR-A-02500			0.0



1 Proposed Site Plan
1 : 200



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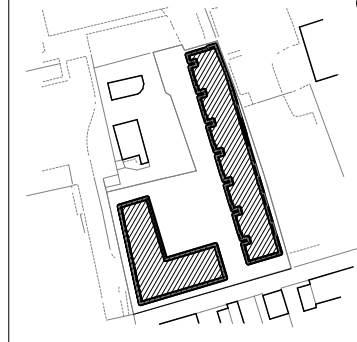
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Notes:

Legend:

- - - Site Boundary
- + Existing Trees
- + Proposed Trees

Keyplan:



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Rev	Date	Description
0.0	31/10/2019	Planning Issue

Project:
**Merton - Canons Place
Mitcham
CR4 4HD**

Title:
Proposed Site Plan

Date:
31/10/19

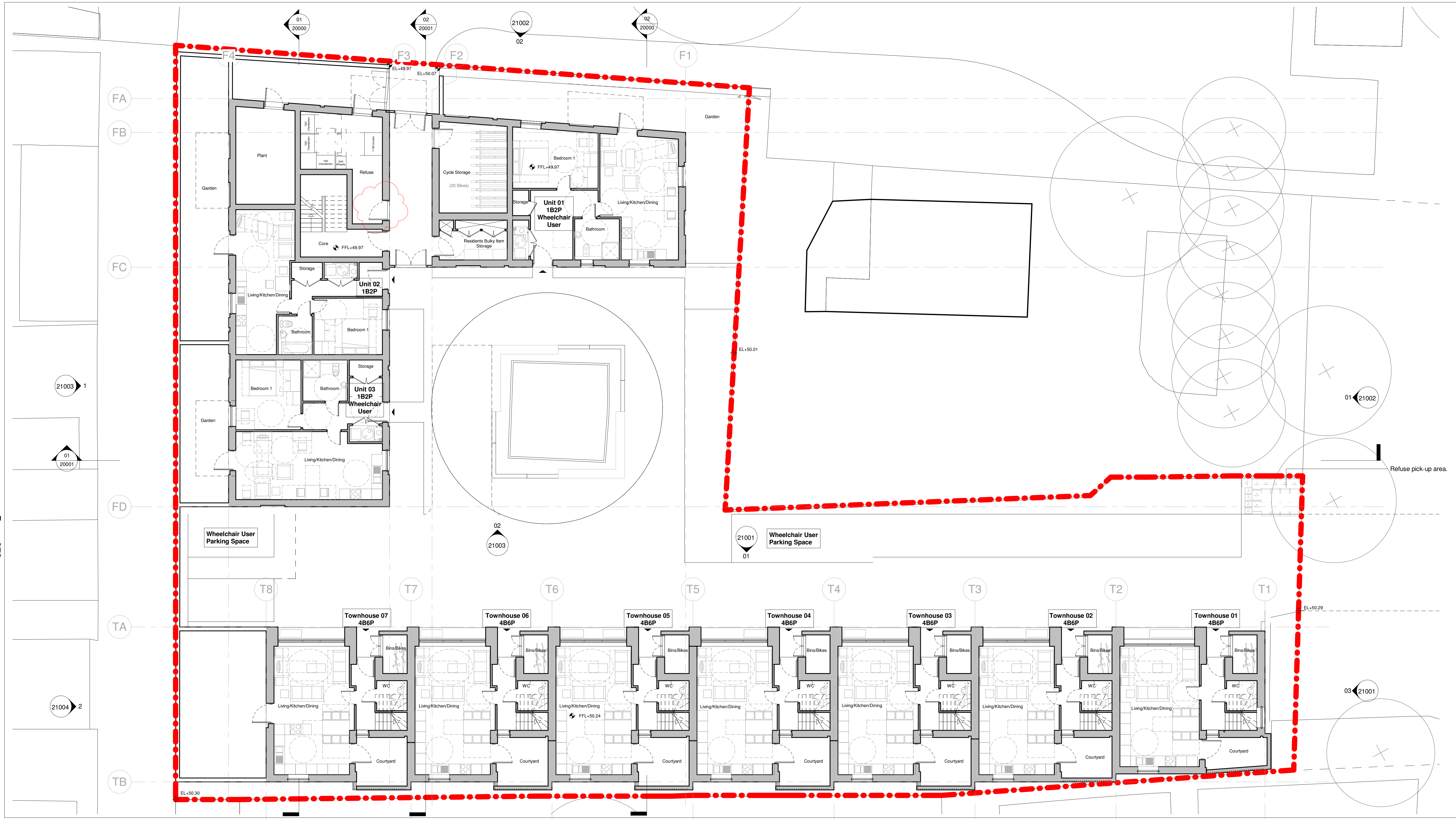
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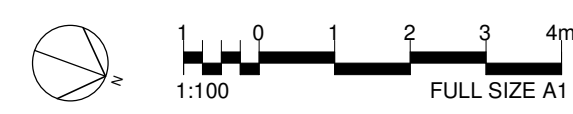
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Approved: LS

Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:
MRT-WWP-CP-XX-DR-A-10000

Revision:
0.0



00 Ground Floor Plan - As Proposed
1 : 100

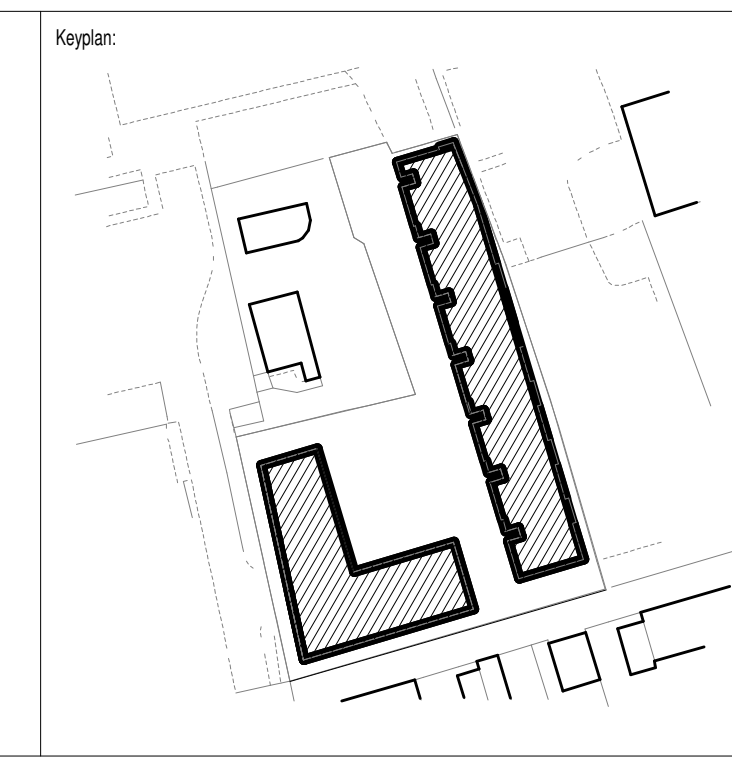


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Notes:

- Legend:**
- - - Site Boundary
 - + Existing Trees
 - . Proposed Trees
 - Building Entrance
 - Dwelling Entrance



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1.0	15/05/2020	Planning Amendment
0.0	31/10/2019	Planning Issue
Rev	Date	Description

Project: Merton - Canons Place Mitcham CR4 4HD			
Title: Ground Floor Plan - As Proposed			
Date: 31/10/19	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-CP-00-DR-A-11000			Revision: 1.0



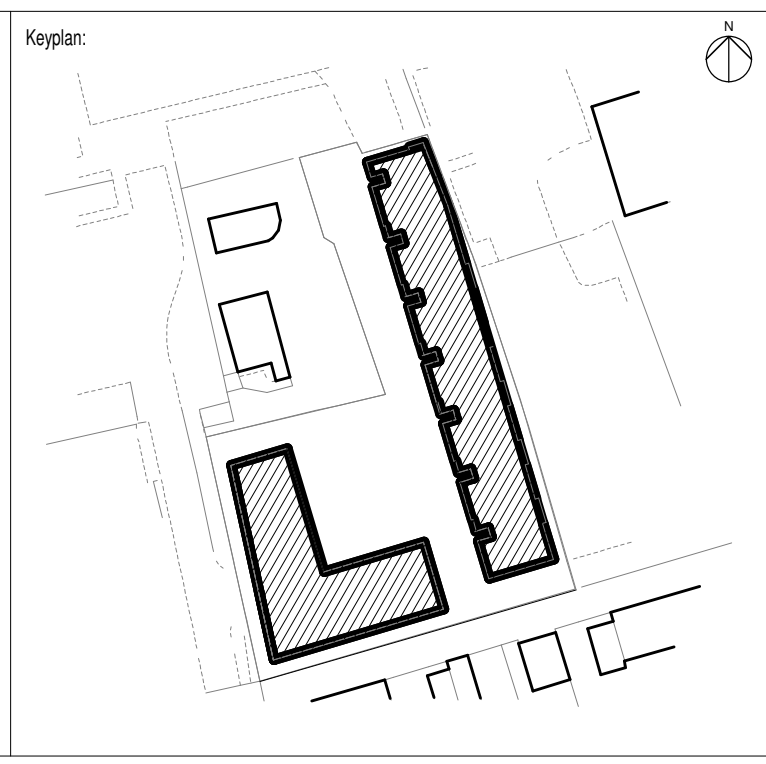
01 First Floor Plan - As Proposed
1 : 100

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Notes:

Legend:
▲ Dwellings Access Point



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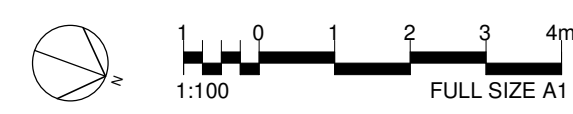
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1.0	15/05/2020	Planning Amendment
0.0	31/10/2019	Planning Issue
Rev	Date	Description

Project: Merton - Canons Place Mitcham CR4 4HD			
Title: First Floor Plan - As Proposed			
Date: 31/10/19	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-CP-01-DR-A-11001			Revision: 1.0



02 Second Floor Plan - As Proposed
1 : 100

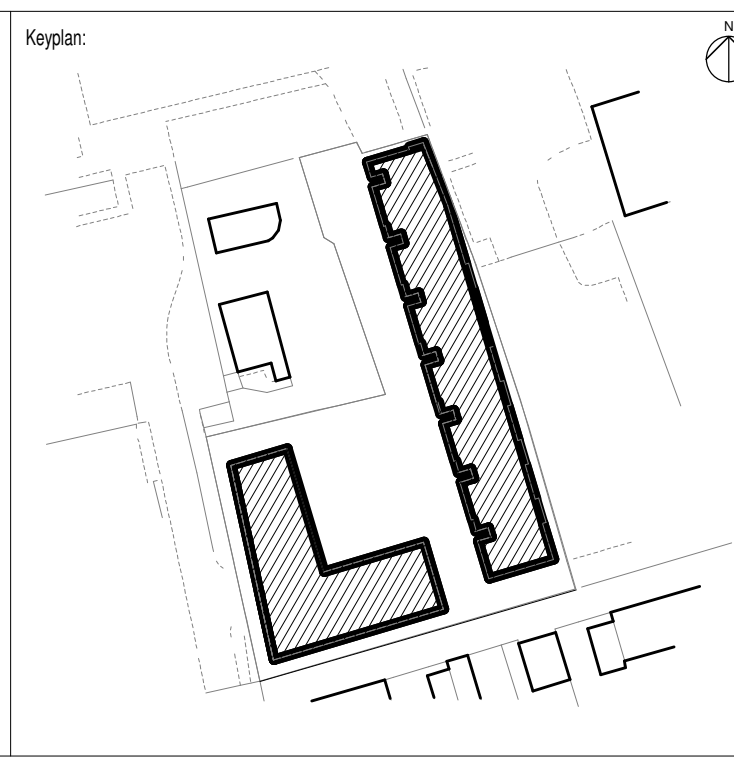


- Notes:
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Notes:

Legend:

▲ Dwellings Access Point



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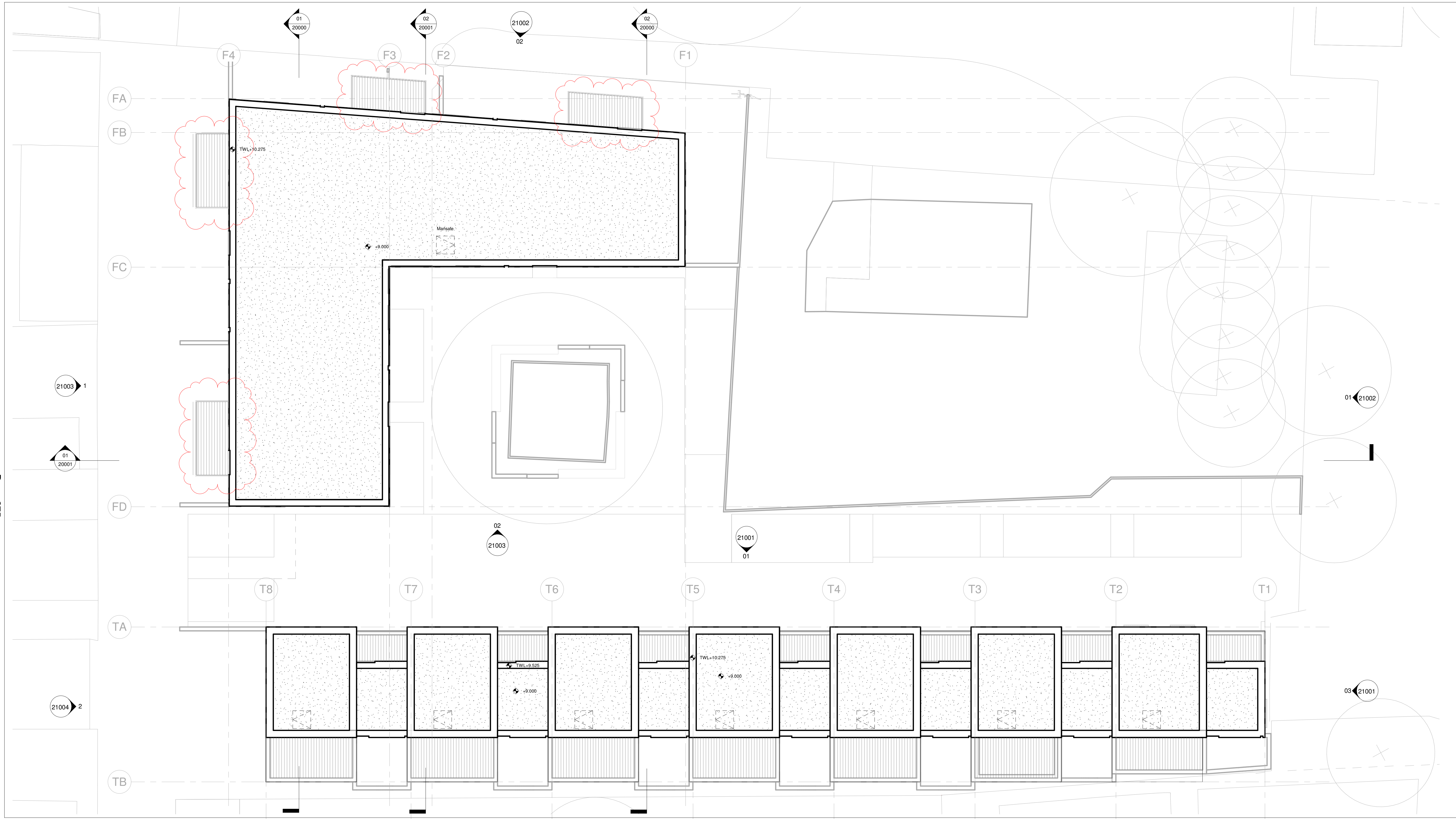
1.0	15/05/2020	Planning Amendment
0.0	31/10/2019	Planning Issue
Rev	Date	Description

Project:
**Merton - Canons Place
Mitcham
CR4 4HD**

Title:
Second Floor Plan - As Proposed

Date: 31/10/19	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-CP-02-DR-A-11002			1.0

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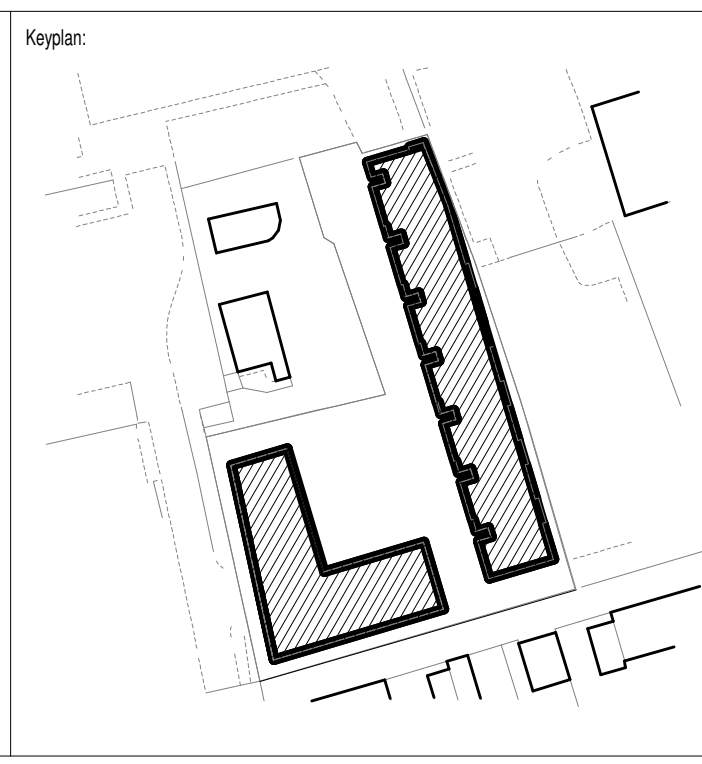


03 Roof Plan - As Proposed
1 : 100

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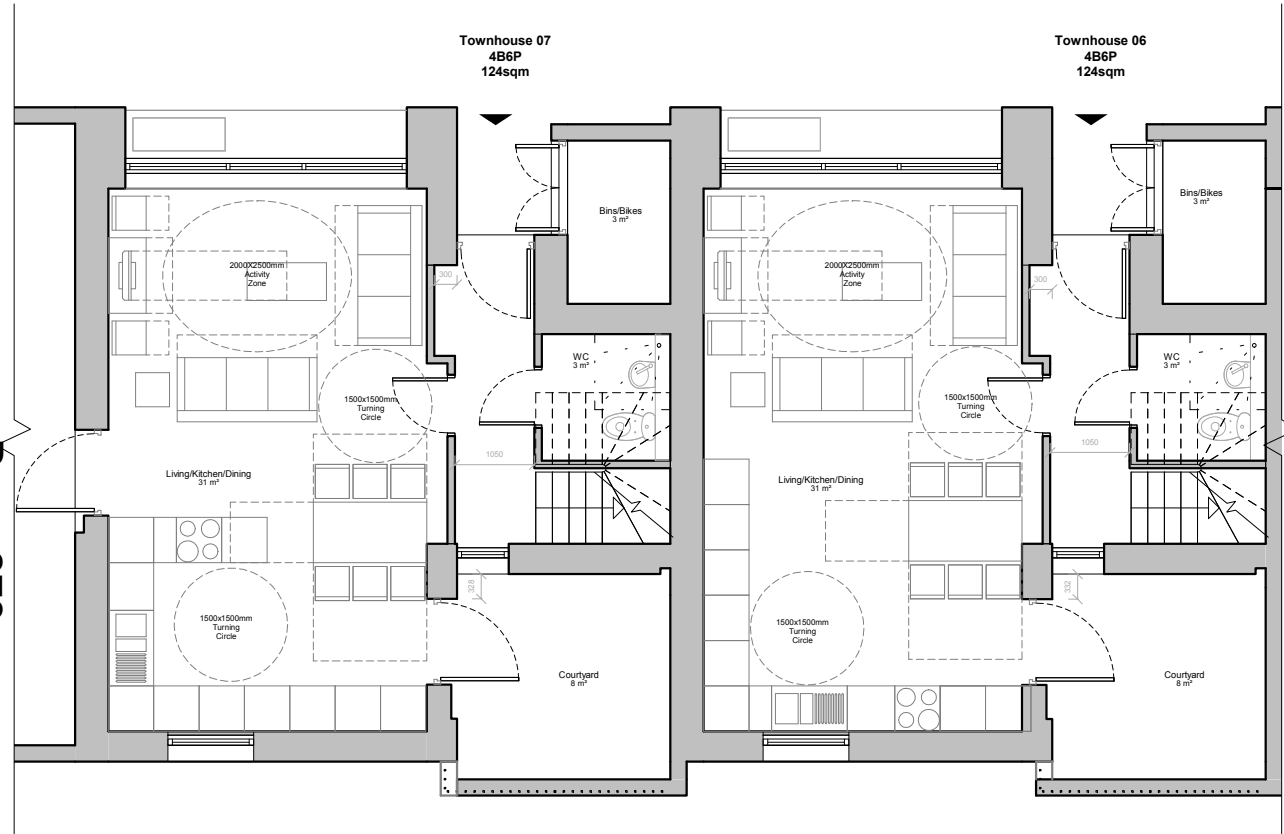
Rev	Date	Description
1.0	15/05/2020	Planning Amendment
0.0	31/10/2019	Planning Issue

Project:
**Merton - Canons Place
Mitcham
CR4 4HD**

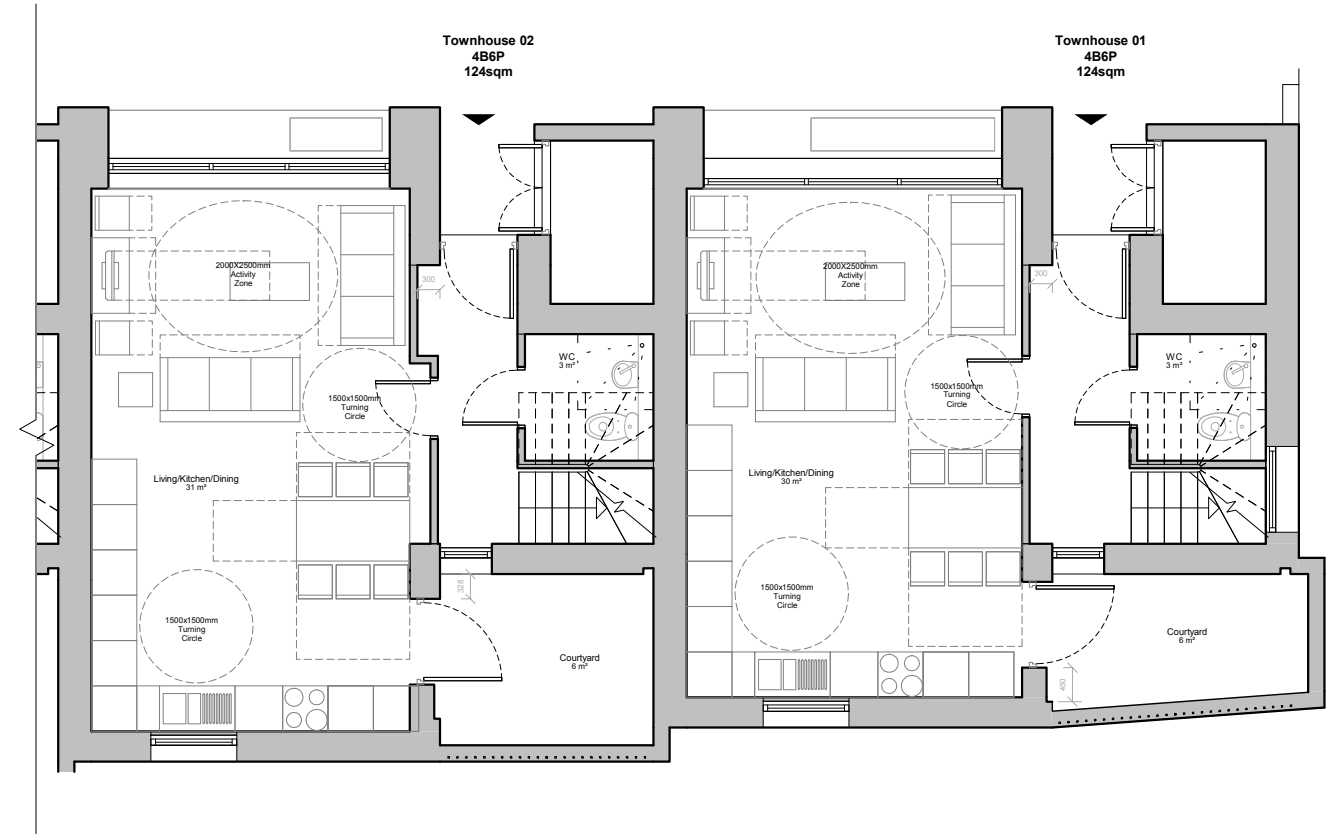
Title:
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Date: 15/05/20	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-CP-R1-DR-A-11003			1.0

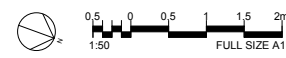
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A0 Townhouses A Layouts - Ground Floor
1 : 50



B0 Townhouses B Layouts - Ground Floor
1 : 50

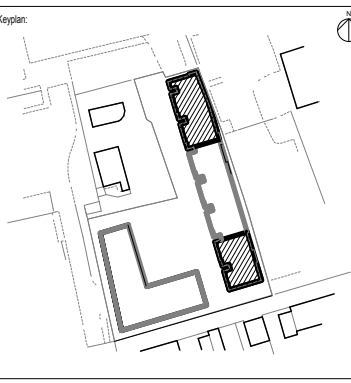


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Legend:
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Rev	Date	Description
0.0	31/10/2019	Planning Issue

Project:
**Merton - Canons Place
Mitcham
CR4 4HD**

Title:
Townhouse Layouts - Ground Floor

Date:
31/10/19

Project Status:
Planning

Scale: 1 : 50 @ A1	Drawn: AM	Checked: CL	Approved: LS
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Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:
MRT-WWP-CP-00-DR-A-12001

Revision:
0.0



A1 Townhouses A Layouts - First Floor
1 : 50



B1 Townhouses B Layouts - First Floor
1 : 50



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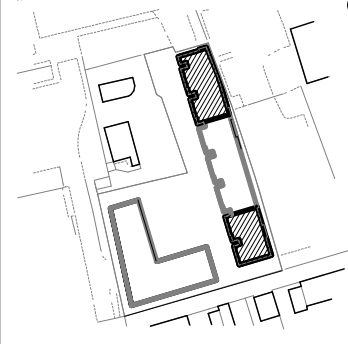
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Notes:

Legend:

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Keyplan:



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Rev	Date	Description
0.0	31/10/2019	Planning Issue

Project:
**Merton - Canons Place
Mitcham
CR4 4HD**

Title:
Townhouse Layouts - First Floor

Date:
31/10/19

Project Status:
Planning

Scale:
1 : 50 @ A1

Drawn:
AM

Checked:
CL

Approved:
LS

Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:
MRT-WWP-CP-01-DR-A-12003

Revision:
0.0



A2 Townhouses A Layouts - Second Floor
1 : 50



B2 Townhouses B Layouts - Second Floor
1 : 50



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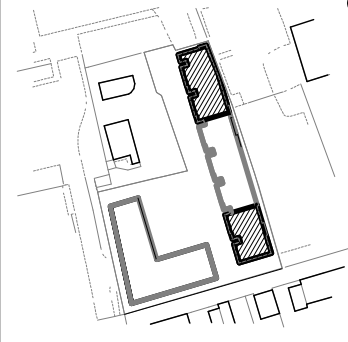
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Notes:

Legend:

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Keyplan:



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Rev	Date	Description
0.0	31/10/2019	Planning Issue

Project:
**Merton - Canons Place
Mitcham
CR4 4HD**

Title:
Townhouse Layouts - Second Floor

Date:
31/10/19

Project Status:
Planning

Scale:
1 : 50 @ A1

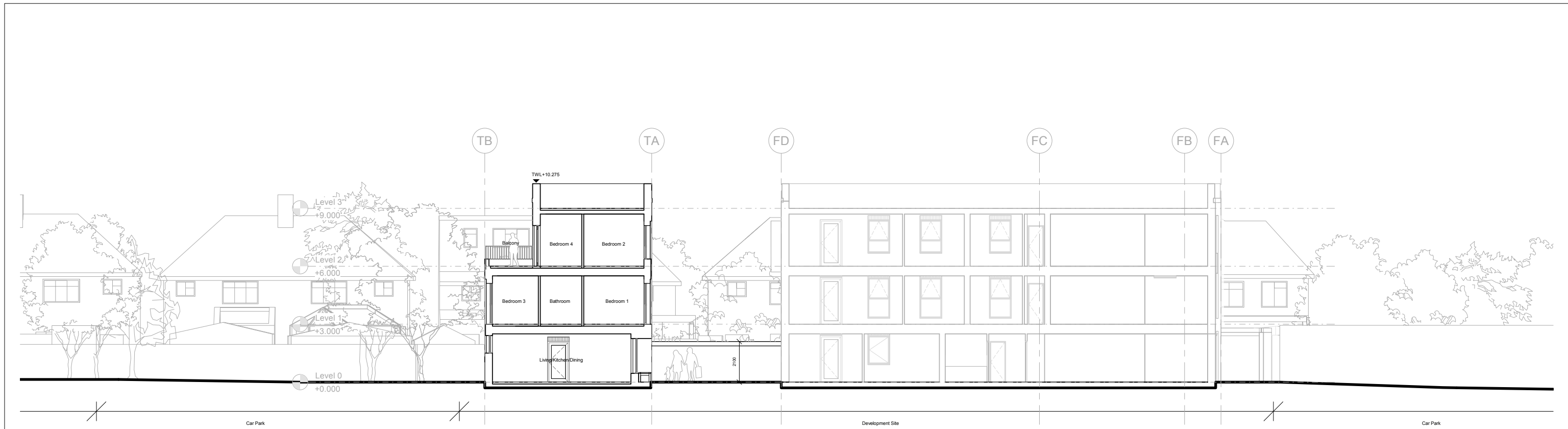
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Checked:
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Approved:
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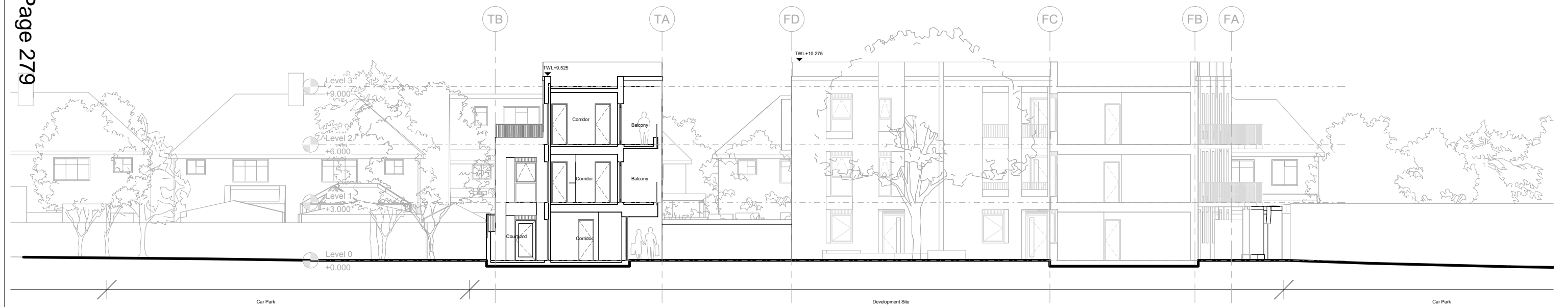
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Revision:
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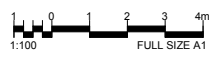


01 Townhouse - Section AA
1 : 100

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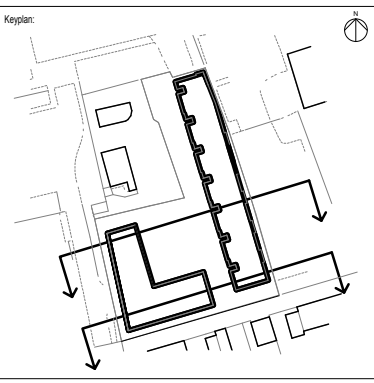
02 Townhouse - Section BB
1 : 100



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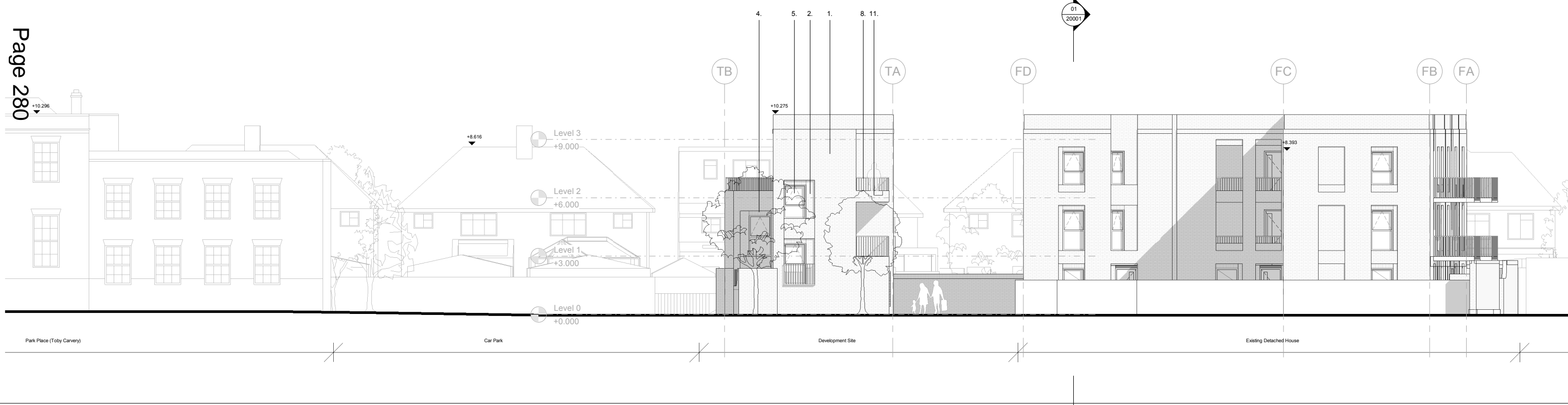
Rev	Date	Description
0.0	31/10/2019	Planning Issue

Project: Merton - Canons Place Mitcham CR4 4HD			
Title: Townhouse Sections			
Date: 31/10/19	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-CP-ZZ-DR-A-20000			Revision: 0.0



01 Proposed Elevation - Townhouses Front
1 : 100

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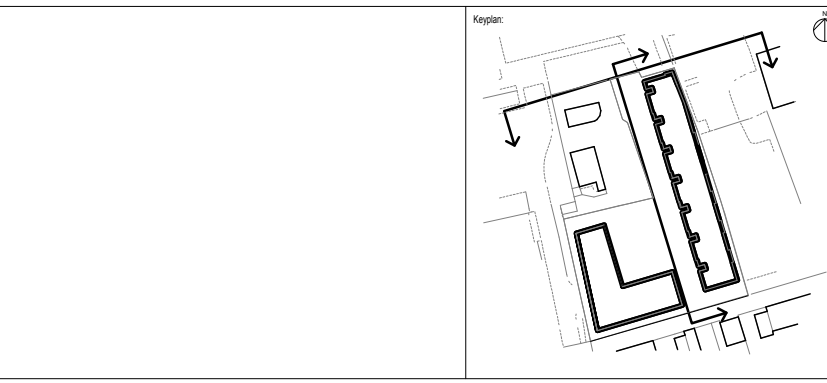


03 Proposed Elevation - Townhouses North
1 : 100

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- Notes:
- Materiality Key
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 - Inset panel of 'Falmer Blend' UK module brick by S.Anselmo or similar approved, laid in Stretcher Bond, with Red-Brown Mortar to match (E141 by CPI Euromix or similar) and bucket handle jointpointing.
 - Feature panel of 'Falmer Blend' UK module brick by S.Anselmo or similar approved, laid in Dogtooth bond, with Red-Brown Mortar to match (E141 by CPI Euromix or similar) and bucket handle jointpointing.
 - 'Falmer Blend' UK module brick by S.Anselmo or similar approved, parapet soldier course and to window/door heads, with Red-Brown Mortar to match (E141 by CPI Euromix or similar) and bucket handle jointpointing.
 - Aluminium windows and balcony doorsets PPC to RAL 8006. Side-hung, inward opening windows with Raynaers Ventilals trickle ventilation system.
 - Aluminium windows and balcony doorsets with 'glazed-in' aluminium louvre to top light, PPC to RAL 8006.
 - Aluminium trims, sills, cappings and flashings PPC to RAL 8006
 - Bottom Fixed Galvanised Mild Steel Railings, formed from rolled steel flats, PPC to RAL 8006
 - Fair faced Glass Reinforced Concrete slab to window seats to townhouses.
 - Soffit board, secret fix, in white, to Balconies or similar.
 - Decking tile to balconies and external communal corridors.
 - Aluminium External Doorset with fixed glazed sidelight and folded aluminium canopies PPC to RAL 8006
 - Full height entrance gates formed from rolled steel flats PPC to RAL 8006 to match balcony railings.
 - Glazed Communal Entrance Doors PPC to RAL 8006
 - Bin & Cycle Store Doors PPC to RAL 8006
 - Concealed Rain Water Pipes and Aluminium guttering
 - Wall light to balconies and external flat entrance doorsets.
- For landscape materiality, please refer to Exterior Architecture Landscape Planning Statement.



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Rev	Date	Description
0.0	31/10/2019	Planning Issue

Project:
**Merton - Canons Place
Mitcham
CR4 4HD**

Title:
**Proposed Elevations - Townhouses
Front and North**

Date:
31/10/19

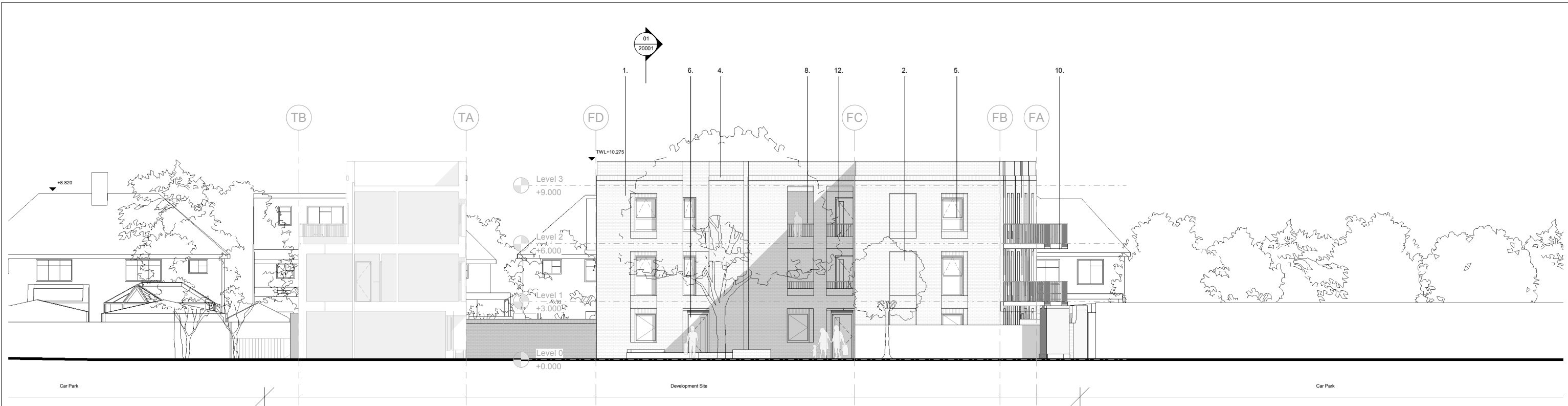
Project Status:
Planning

Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
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Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:
MRT-WWP-CP-ZZ-DR-A-21001

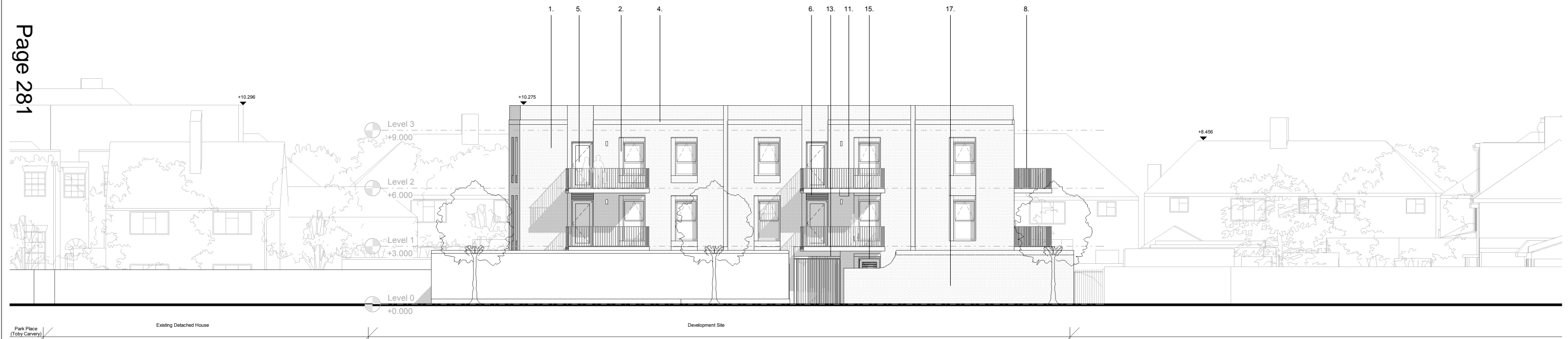
Revision:
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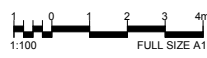


01 Proposed Elevation - Apartment Block North
1 : 100

Page 281



02 Proposed Elevation - Apartment Block West
1 : 100

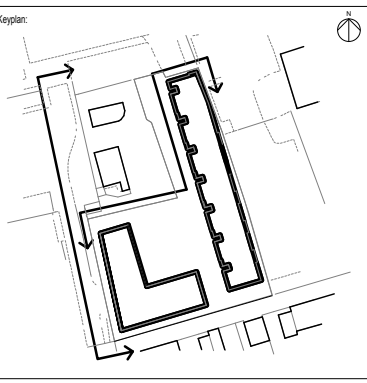
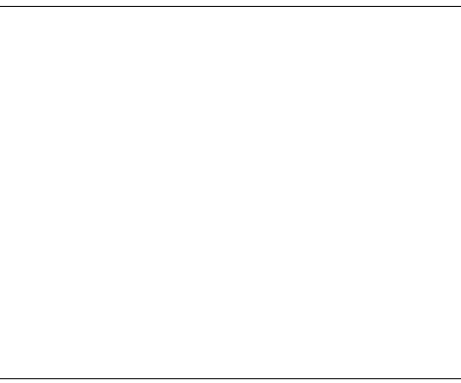


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Notes:

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 - Aluminium trims, sills, cappings and flashings PPC to RAL 8006
 - Bottom Fixed Galvanised Mild Steel Railings, formed from rolled steel flats, PPC to RAL 8006
 - Fair faced Glass Reinforced Concrete slab to window seats to townhouses.
 - Soffit board, secret fix, in white, to Balconies or similar.
 - Decking tile to balconies and external communal corridors.
 - Aluminium External Doorset with fixed glazed sidelight and folded aluminium canopies PPC to RAL 8006
 - Full height entrance gates formed from rolled steel flats PPC to RAL 8006 to match balcony railings.
 - Glazed Communal Entrance Doors PPC to RAL 8006
 - Bin & Cycle Store Doors PPC to RAL 8006
 - Concealed Rain Water Pipes and Aluminium guttering
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- For landscape materiality, please refer to Exterior Architecture Landscape Planning Statement.



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Rev	Date	Description
0.0	31/10/2019	Planning Issue

Project:
**Merton - Canons Place
Mitcham
CR4 4HD**

Title:
**Proposed Elevations - Apartment
Block - North and West**

Date: 31/10/19	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-CP-ZZ-DR-A-21002			Revision: 0.0

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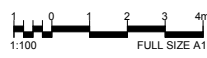


1 Proposed Elevation - Apartment Block South
1 : 100

Page 282



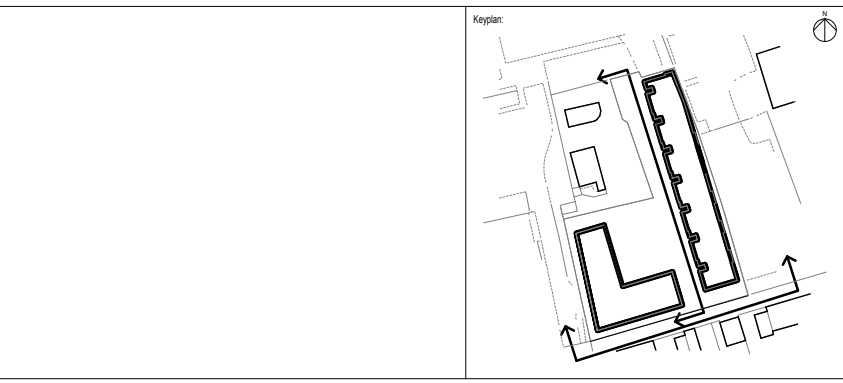
02 Proposed Elevation - Apartment Block East
1 : 100



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Rev	Date	Description
0.0	31/10/2019	Planning Issue

Project:
**Merton - Canons Place
Mitcham
CR4 4HD**

Title:
**Proposed Elevations - Apartment
Block - East and South**

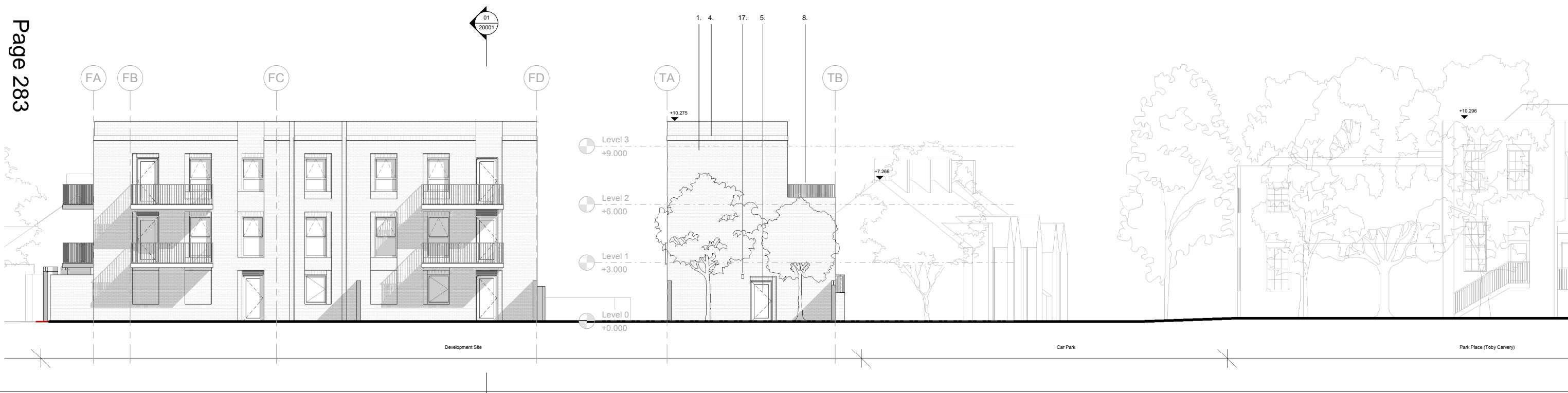
Date: 31/10/19	Project Status: Planning		
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Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
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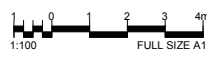


1 Proposed Elevation - Townhouses Rear
1 : 100

Page 283



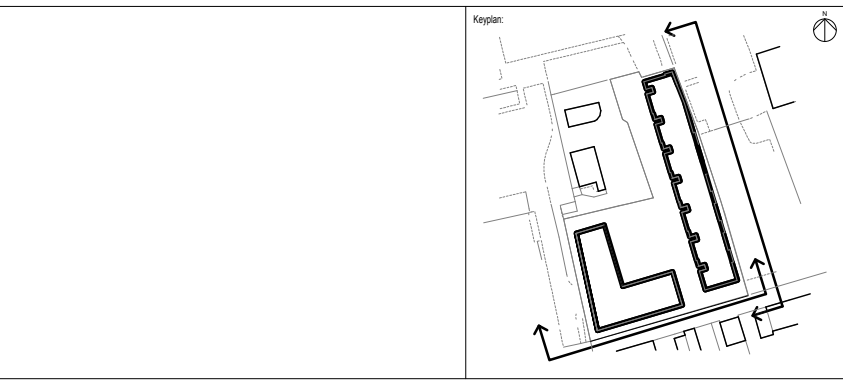
2 Proposed Elevation - Townhouses South
1 : 100



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- 'Falmer Blend' UK module brick by S.Anselmo or similar approved, laid in Stretcher bond, with Red-Brown Mortar to match (E141 by CPI Euromix or similar) and bucket handle jointpointing.
 - Inset panel of 'Falmer Blend' UK module brick by S.Anselmo or similar approved, laid in Stretcher Bond, with Red-Brown Mortar to match (E141 by CPI Euromix or similar) and bucket handle jointpointing.
 - Feature panel of 'Falmer Blend' UK module brick by S.Anselmo or similar approved, laid in Dogtooth bond, with Red-Brown Mortar to match (E141 by CPI Euromix or similar) and bucket handle jointpointing.
 - 'Falmer Blend' UK module brick by S.Anselmo or similar approved, parapet soldier course and to window/door heads, with Red-Brown Mortar to match (E141 by CPI Euromix or similar) and bucket handle jointpointing.
 - Aluminium windows and balcony doorsets PPC to RAL 8006. Side-hung, inward opening windows with Raynaers Ventilals trickle ventilation system.
 - Aluminium windows and balcony doorsets with 'glazed-in' aluminium louvre to top light, PPC to RAL 8006.
 - Aluminium trims, sills, cappings and flashings PPC to RAL 8006
 - Bottom Fixed Galvanised Mild Steel Railings, formed from rolled steel flats, PPC to RAL 8006
 - Fair faced Glass Reinforced Concrete slab to window seats to townhouses.
 - Soffit board, secret fix, in white, to Balconies or similar.
 - Decking tile to balconies and external communal corridors.
 - Aluminium External Doorset with fixed glazed sidelight and folded aluminium canopies PPC to RAL 8006
 - Full height entrance gates formed from rolled steel flats PPC to RAL 8006 to match balcony railings.
 - Glazed Communal Entrance Doors PPC to RAL 8006
 - Bin & Cycle Store Doors PPC to RAL 8006
 - Concealed Rain Water Pipes and Aluminium guttering
 - Wall light to balconies and external flat entrance doorsets.
- For landscape materiality, please refer to Exterior Architecture Landscape Planning Statement.



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Rev	Date	Description
0.0	31/10/2019	Planning Issue

Project:
**Merton - Canons Place
Mitcham
CR4 4HD**

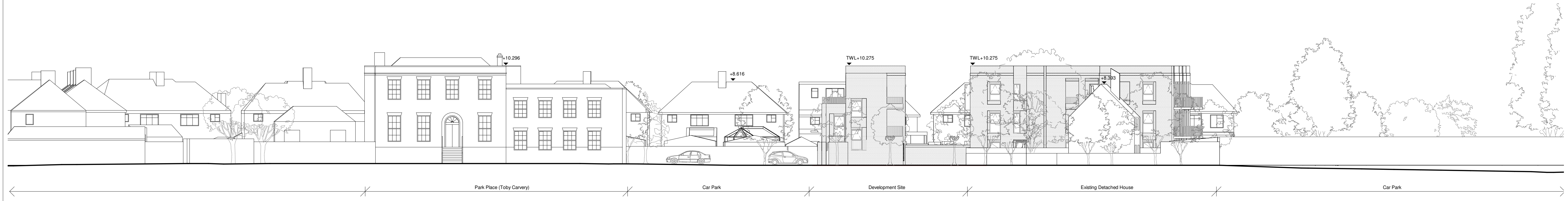
Title:
**Proposed Elevations - Townhouses
Rear and South**

Date: 31/10/19	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-CP-ZZ-DR-A-21004			0.0

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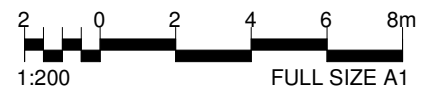
01 Proposed Context Elevations - North
1 : 250



02 Proposed Context Elevations - North
1 : 200



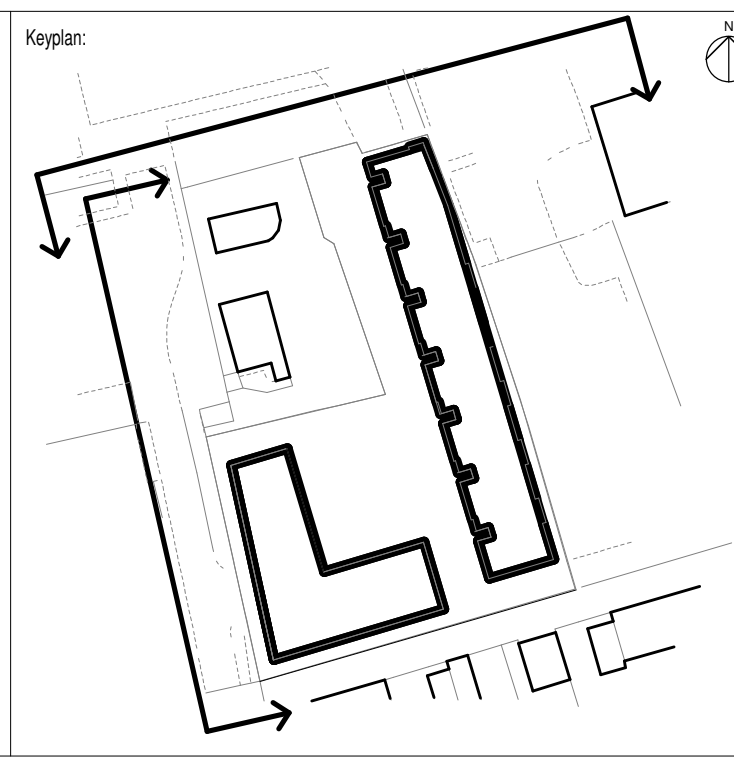
03 Proposed Context Elevation - West
1 : 200



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- All dimensions are in millimetres unless noted otherwise.
- All dimensions shall be verified on site before proceeding with the work. WW+P shall be notified in writing of any discrepancies.
- This drawing must be read in conjunction with all relevant contracts, specifications and drawings.
- Check all levels against survey drawings to surrounding works area.
- All levels have been provided by the Surveyor.
- Drawings are for planning purposes only, not for construction.

Notes:



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Rev	Date	Description
1.0	15/05/2020	Planning Amendment
0.0	31/10/2019	Planning Issue

Project: Merton - Canons Place Mitcham CR4 4HD			
Title: Proposed Context Elevations			
Date: 31/10/19	Project Status: Planning		
Scale: As indicated @ A1	Drawn: AM	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-CP-ZZ-DR-A-21000			Revision: 1.0

PLANNING APPLICATIONS COMMITTEE
16th July 2020

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>Item No:</u> <u>DATE VALID</u>
	19/P4048	11/12/2019
Site Address:	Car Park Raleigh Gardens Mitcham	
Ward:	Cricket Green	
Proposal:	REDEVELOPMENT OF EXISTING CAR PARK TO ALLOW FOR THE ERECTION OF A PART FIVE, PART SIX STOREY DEVELOPMENT COMPRISING 36 SELF-CONTAINED UNITS (29X 1B AND 7X 2B); WITH ASSOCIATED CYCLE PARKING, REFUSE STORE, 3X DISABLED PARKING BAYS AND LANDSCAPING.	
Drawing No.'s:	MRT-WWP-RG-XX-DR-A-00001 (Site Location Plan); MRT-WWP-RG-XX-DR-A-00002 (Existing Site Plan); MRT-WWP-RG-ZZ-DR-A-02500 (Existing Context Elevations); MRT-WWP-RG-XX-DR-A-10000 Rev 0.1 (Proposed Site Plan)_Amended 06.07.20; MRT-WWP-RG-00-DR-A-11000 Rev 0.1 (Ground Floor Plan - As Proposed)_Amended 06.07.20; MRT-WWP-RG-01-DR-A-11001 Rev 0.1 (First Floor Plan - As Proposed)_Amended 06.07.20; MRT-WWP-RG-02-DR-A-11002 Rev 0.1 (Second Floor Plan - As Proposed)_Amended 06.07.20; MRT-WWP-RG-03-DR-A-11003 Rev 0.1 (Third Floor Plan - As Proposed)_Amended 06.07.20; MRT-WWP-RG-04-DR-A-11004 Rev 0.1 (Fourth Floor Plan - As Proposed)_Amended 06.07.20; MRT-WWP-RG-05-DR-A-11005 Rev 0.1 (Fifth Floor Plan - As Proposed)_Amended 06.07.20; MRT-WWP-RG-R1-DR-A-11006 Rev 0.1 (Roof Plan - As Proposed)_Amended 06.07.20; MRT-WWP-RG-00-DR-A-12000 Rev 0.1 (Block A - Ground Floor Flat Layouts)_Amended 06.07.20; MRT-WWP-RG-00-DR-A-12001 Rev 0.1 (Block B - Ground Floor Flat Layouts)_Amended 06.07.20; MRT-WWP-RG-01-DR-A-12002 Rev 0.1 (Block A - First to Fourth Floor Flat Layouts)_Amended 06.07.20; MRT-WWP-RG-01-DR-A-12003 Rev 0.1 (Block B - First to Fourth Floor Flat Layouts)_Amended 06.07.20; MRT-WWP-RG-05-DR-A-12005 Rev 0.1 (Block B - Fifth Floor Flat Layouts)_Amended 06.07.20; MRT-WWP-RG-ZZ-DR-A-20000 Rev 0.1 (Section A)_Amended 06.07.20; MRT-WWP-RG-ZZ-DR-A-20001 (Section B)_Amended 06.07.20; MRT-WWP-RG-ZZ-DR-A-20002 Rev 0.1 (Section C)_Amended 06.07.20; MRT-WWP-RG-ZZ-DR-A-21000 Rev 0.1 (Proposed Context Elevations)_Amended 06.07.20; MRT-WWP-RG-ZZ-DR-A-21001 Rev 0.1 (Proposed Elevations - North)_Amended 06.07.20; MRT-WWP-RG-ZZ-DR-A-21002 Rev 0.1 (Proposed Elevations - South)_Amended 06.07.20; MRT-WWP-RG-ZZ-DR-A-21003 Rev 0.1 (Proposed Elevations - East)_Amended	

06.07.20; MRT-WWP-RG-ZZ-DR-A-21004 Rev 0.1 (Proposed Elevations - West)_ Amended 06.07.20.
ExA_1930_RG_101 Rev D (General Arrangement Plan); ExA_1930_RG_110 Rev C (Tree Retain and Remove Plan); ExA_1930_RG_201 Rev C (Planting Plan).

Documents:

Design and Access Statement (Issue 03) 31/09/19; Design and Access Statement Addendum 21/05/20; Daylight and Sunlight Assessment 16/10/2019
(ref: AWH_REL06V1_21971_D/S/O_Raleigh Gardens Carpark); Internal Daylight and Sunlight Assessment 16/10/2019 (ref: AWH_21971_REL07V4_D/S/O_Raleigh Gardens Carpark); Landscape Planning Statement 16/08/2019 (ref: ExA_1930_RG_Planning_Statement Rev C); Preliminary ecological appraisal, bat roost assessment and tree survey v2 (16/08/2019); Raleigh Gardens Transport Statement Rev 3.0 (25/07/2019); Development Viability Report (30/10/2019).

Contact Officer: Catarina Cheung (020 8545 4747)

RECOMMENDATION

Grant Planning Permission subject to the completion of any enabling agreement and conditions.

CHECKLIST INFORMATION

- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: Yes
- Design Review Panel consulted: Reviewed by DRP during pre-application stage, but not for the main application
- Number of neighbours consulted: 148
- Controlled Parking Zone: No, but adjacent to Zones MTC1 and MTC
- Archaeological Zone: Yes, Tier 2
- Conservation Area: No, but adjoins Mitcham Cricket Green along the southern boundary
- Listed Building: No
- Trees: None on the site

1. INTRODUCTION

- 1.1 The application is being brought to the Planning Applications Committee for determination due to the nature and number of objections received.

2. SITE AND SURROUNDINGS

- 2.1 The application site (approximately 1340sqm), Raleigh Gardens Car Park, is sited on the southern side of Raleigh Gardens in Mitcham. It is a Council operated car park located within Mitcham Town Centre. The site is walking distance from Mitcham High Street and the designated primary shopping areas.
- 2.2 The site has one vehicle access point (entrance and exit) located from Raleigh Gardens as well as separate pedestrian access from Raleigh Gardens, in the north-east corner of the site.
- 2.3 Toward the rear (south) of the site is Glebe Court (a private residential estate) which is of 4-5 storeys. Toward the side (east) of the site is Standor House and Deseret House, both four storey in height. It is noted the neighbouring 2 eastern blocks have been granted permission to erect an additional of two storeys each (Standor House, 17/P3923 and Deseret House, 17/P3384), which would increase their building height to 6 storeys.
- 2.4 The site does not lie within a Conservation Area, but along the northern boundary adjoins Mitcham Cricket Green Conservation Area. Within the adjacent site, Glebe Court, lies a number of trees (7, comprising ash trees, a silver birch and cypresses).
- 2.5 The site does not contain a Listed building, nor in close proximity to heritage assets, but is within an Archaeological Priority Zone (Tier 2).
- 2.6 The site has a PTAL rating of 4 (measured on a scale of 0 to 6b, 0 being the worst), adjacent are Controlled Parking Zones MTC and MTC1.
- 2.7 The Car Park at Raleigh Gardens is identified in Merton's Local Plan 2020 (currently under review following Stage 2 consultation held between 31 October 2018 and 28 January 2019) as an 'opportunity' site for development – 'Site Mi11', and the Council's proposed site allocation is residential (C3) use.

3. CURRENT PROPOSAL

- 3.1 The proposed seeks to erect a 5-6 storey residential development on the car park providing 36 units (30 x1bed units and 6x 2beds units).
- 3.2 Main entrance to the development is from Raleigh Gardens. The 2 accessible units (Unit 2 and 3) toward the front of the development would have private accesses, also from Raleigh Gardens.
- 3.3 Two off-street disabled parking spaces are provided toward eastern end of the site, and one off-street disabled parking space at the rear of the development, toward the south-western corner of the site.
- 3.4 Refuse and cycle storage would be located within the footprint of the building on the ground floor, refuse store toward the rear of the building and cycle store toward the front.
- 3.5 The 5 storey building would have a height of 16.9m, depth of 16m and width of 18.1m. The 6 storey building would have a height of 19.9m, depth of 15.7m and width of 18.1m. The building would be externally finished in red brickwork, with bronze metal work for the windows, doors and balustrades.

3.6 The proposed dwelling mix would be as follows:

	Level	Type	Storeys	Proposed GIA (sqm)	Proposed amenity (sqm)
Unit 1	Ground	2b4p (wheelchair accessible unit)	1	85	30
Unit 2	Ground	1b2p (wheelchair accessible unit)	1	61	64
Unit 3	Ground	1b2p (wheelchair accessible unit)	1	65	53
Unit 4	Ground	1b2p	1	53	89
Unit 5	Ground	1b2p	1	50	50
Unit 6	First	1b2p	1	50	5
Unit 7	First	1b2p	1	52	5
Unit 8	First	1b2p	1	52	5
Unit 9	First	1b2p	1	50	5
Unit 10	First	2b4p	1	72	7
Unit 11	First	1b2p	1	52	5
Unit 12	First	1b2p	1	50	5
Unit 13	Second	1b2p	1	50	5
Unit 14	Second	1b2p	1	52	5
Unit 15	Second	1b2p	1	52	5
Unit 16	Second	1b2p	1	50	5
Unit 17	Second	2b4p	1	72	7
Unit 18	Second	1b2p	1	52	5
Unit 19	Second	1b2p	1	50	5
Unit 20	Third	1b2p	1	50	5
Unit 21	Third	1b2p	1	52	5
Unit 22	Third	1b2p	1	52	5
Unit 23	Third	1b2p	1	50	5
Unit 24	Third	2b4p	1	72	7
Unit 25	Third	1b2p	1	52	5
Unit 26	Third	1b2p	1	50	5
Unit 27	Fourth	1b2p	1	50	5
Unit 28	Fourth	1b2p	1	52	5
Unit 29	Fourth	1b2p	1	52	5
Unit 30	Fourth	1b2p	1	50	5
Unit 31	Fourth	2b4p	1	72	7
Unit 32	Fourth	1b2p	1	52	5
Unit 33	Fourth	1b2p	1	50	5
Unit 34	Fifth	2b4p	1	72	7
Unit 35	Fifth	1b2p	1	52	5
Unit 36	Fifth	1b2p	1	50	5

3.7 The proposal at Raleigh Gardens consists of 36 new homes, all of which are apartments for the private rental sector (PRS). This site is being brought forward in conjunction with three other development sites in Merton (Farm Road 19/P4046], Elm Nursery [19/P4047] and Development Site at Madeira Road [19/P4050]) by Merantun Developments Ltd, which have a joint affordable housing strategy.

- 3.8 The scheme has also been subject to negotiation and amendment, alterations re-consulted 22/05/2020, the changes include:
- Amendment of the roof, removing the pitched roof form to a flat roof design. The gables did not feel appropriately context inspired, and removal of these has also assisting in reducing unnecessary height. This is further discussed in Section 7.3.
 - Increased glazing to the stair core and alteration of window grouping arrangement, this also further discussed in Section 7.3.
 - Refuse store location, relocated to the rear of the building in order to be collected from Glebe Court rather than Raleigh Gardens. This arrangement has been reviewed by the Council's Waste Services team, and their comments within Sections 5 and 7.7.
 - An amended Arboricultural report has submitted and reviewed by the Council's Tree officer, comments within Section 5 and 7.10.

4. RELEVANT PLANNING HISTORY

- 4.1 00/P1731: DISPLAY OF AN INTERNALLY ILLUMINATED FREE STANDING DISPLAY UNIT – Refused 27/10/2000

Reason - The proposed sign, by reason of its siting, would be an incongruous feature in the street scene, detrimental to the visual amenities of the locality and the character of the Mitcham Town Centre, contrary to Policies EB.28, EB.29, EB.33 and EB.34 of the Adopted Unitary Development Plan (April 1996) and Policies BE.37, BE.38, BE.43 and BE.44 of the Revised Second Deposit Draft Unitary Development Plan (October 2000).

- 4.2 00/P1729: DISPLAY OF AN INTERNALLY ILLUMINATED FREE STANDING DISPLAY UNIT – Refused 27/10/2000

Reason - The proposed sign, by reason of its siting, would be an incongruous feature in the street scene, detrimental to the visual amenities of the locality and the character of the Mitcham Town Centre, contrary to Policies EB.28, EB.29, EB.33 and EB.34 of the Adopted Unitary Development Plan (April 1996) and Policies BE.37, BE.38, BE.43 and BE.44 of the Revised Second Deposit Draft Unitary Development Plan (October 2000).

- 4.3 00/P0412: DISPLAY OF AN INTERNALLY ILLUMINATED ADVERTISEMENT ON A FREE STANDING UNIT – Refused 20/04/2000

Reason - The proposed sign, by reason of its size and siting, would be an incongruous feature in the streetscene, detrimental to the visual amenities of the locality and the character and appearance of the Mitcham Town Centre, contrary to Policies EB.23, EB.29 and EB.33 of the Adopted Unitary Development Plan (April 1996) and Policies BE.37, BE.39, BE.43, and BE.44 of the Revised Deposit Draft Unitary Development Plan (September 1999).

5. CONSULTATION External

- 5.1 Public consultation was undertaken by way of letters sent to 148 neighbouring properties. Major application site and press notices.
- 5.2 21 representations were received to the proposal. 3 comments and 18 objections.
- 5.3 2 comments received by Wimbledon Swift Group and Swift Conservation raising awareness of the building project's potential to include to provide a new nesting site for swifts. 1 comment received by the Merton Green Party regarding affordable housing.

- 5.4 Mitcham Society raised the following concerns:
- Overdevelopment of the site, with an overbearing pitched roof. Use of the unbuilt additional 2 storeys on Standor House is disingenuous. Imbalance in height in relation to Glebe Court;
 - There is no industrial building within the locality which the proposed building claims to historically respond to;
 - The development is squeezed onto the site which allows no amount of mitigation for its height and mass by landscaping;
 - Use of dark brick makes the proposed development appear looming, and does nothing to mitigate its overpowering size, it is an insensitive material for such a large building in this area;
 - Severe impact toward the daylight and sunlight of Glebe Court;
 - Impact of proposed lighting to the neighbouring residents and wildlife;
 - No provision of solar panels.
- 5.5 Mitcham Cricket Green Community & Heritage raised the following concerns:
- Poor community engagement, and considers the conclusion provided in the Statement of Community Involvement to be a fundamental distortion of the truth;
 - The site demands an active frontage that might best be provided by retail uses;
 - Excessive height, bulk and mass;
 - Damages the setting of the Conservation area and harms Glebe Court;
 - Design quality – the proposed building lacks design distinction and its quality does not meet the standards required for such a prominent location and for a building of this scale. No contextual analysis. Support use of brick but the approach lacks detail and craft. Support the intention to break up structure with the provision of 2 buildings and a linking core/circulation space but do not believe this is achieved by the design approach;
 - Support intention to retain and enhance a green buffer around the new development and to strengthen the boundary with Glebe Court, but proposed development would diminish the positive impact of planting by virtue of its height. questions on maintenance of landscaping;
 - Impact on up-lighting for the trees;
 - Viability study should be subject to independent scrutiny;
 - Loss of car parking and increased parking pressure on surrounding streets;
 - Location of car parking space not convenient for access to wheelchair accessible unit;
 - Inadequate information on sustainability.
- 5.6 Other objections are summarised as below:
- Loss of parking, the car park is in constant use for neighbouring flatted blocks and local businesses;
 - Overdevelopment;
 - Loss of light and privacy;
 - Building should have fewer floors and be set further back from the road with a higher provision of green space, especially trees;
 - Consideration of how the development can minimise fly-tipping;
 - Overbearing, oppressive and the use of a very dark red brick;
 - The construction of the building would be very noisy, dirty and cause disruption to the road;
 - Impact on Conservation area;
 - The existing car park experiences flooding and the new building will subside.
- 5.7 A 14 day re-consultation was carried out 22/05/2020, and 18 objections were received.

- 5.8 Mitcham Cricket Green Community & Heritage:
- Initial objection still stands;
 - Amended roof form does not resolve the fundamental problems with the scheme, it remains too large for the site and will overwhelm neighbouring buildings;
 - The changes proposed lack distinction and are not successful in breaking up the structure which will be seen as a whole rather than two separate blocks in the majority of even semi-oblique views from Raleigh Gardens;
 - Impact on trees in the Conservation area;
 - Further information required on the archaeological desk-based assessment.
- 5.9 Objections from the public are summarised as below:
- Overdevelopment;
 - Sited too close to the existing flats at Glebe Court;
 - Removal of pitched roof makes the building look worse;
 - Trees on Glebe Court are in Conservation area, cannot be removed;
 - Loss of light;
 - Height;
 - Loss of car park;
 - Uplighters proposed at the base of trees unacceptable;
 - Does not conserve and enhance the Conservation area;
 - Construction would be noisy and dirty, causing disruption to the main road.
- 5.10 Thames Water – General waste and water comments provided, if the application were minded to be approved a number of informatives have been provided.
- 5.11 Design Review Panel – During the pre-application stage, the schemes were put forward to the Design Review Panel (DRP) twice before submission of the main planning application: 23 April 2019 and 29 October 2019. During the DRP in April, the scheme received an Amber verdict, and at DRP in October, the scheme received an Amber verdict.

The notes from the October meeting:

The Panel felt that this design had improved since the last review, with a number of previously raised issues being taken on board, mostly successfully. Again, the Panel commended the architectural quality with the caveat that this needed to be seen through the planning and construction process to completion.

The design consisted of large volumes and expanses of brick in the same colour. It was therefore very important that a high quality brick was used. There was some suggestion that this needed some relief. The Panel liked the form of the elevations, the two-building elements the window forms and the keeping of as many trees as possible – particularly to the rear.

The clear division between the two parts of the building was more successful but it was felt that the appearance and materiality needed further refinement. The through access here and the rear layout had been improved with respect to security and overlooking and the re-siting of the cycle store was liked, though this did lead to new issues of dead frontage around the main entrance.

Internally the Panel felt that the ground floor layout was not working as well as it should. The wheelchair accessible unit had its bedroom facing the street and this was felt to be poor layout. The communal storage area seemed to be inhibiting a better layout. Where bathrooms faced external walls, opportunity should be taken to insert windows.

The Panel discussed the rear of the building and its proximity to Glebe Court. There was a general feeling that this was a constrained space with little communal value and a somewhat canyon feel. This led to the suggestion of having a lower boundary wall or no wall at all – implying sharing the existing communal space of Glebe Court, although in separate ownership.

This led the Panel to air its main concern regarding this scheme. This was that they felt that the site was over developed. This was reflected in the reiteration of the suggestion of exploring a U or L shaped building form to maximise the amount of communal space to the rear. It was also expressed in the feeling by the Panel that the building was either slightly too tall or, at the very least, the pitched roof was unnecessary. This, the Panel felt, was anomalous and there was little precedent for it in the immediate vicinity. Removing the pitched roof and recessing the top floor was seen as a possible way of addressing this.

The Panel were concerned there were no sectional drawings provided to show the proximity of the building to existing buildings – notably Glebe Court. It was felt that the roof form did not future-proof for PV panels as they were facing the wrong way. Although there had been some positive developments, a few more fundamental issues still needed to be resolved.

Verdict: AMBER

Internal

- 5.12 Tree officer – All the trees within the car park are proposed for removal with the development, this amounts to 16 trees, 7 of which have been graded as 'B' category trees. 17 new trees are proposed, only 6 will be in prominent positions facing the street.
- 5.13 Ecology – The site has the following Local Plan environmental site designation, the policies of which should be considered for this application:
- Wandle Valley Regional Park 400m Buffer (Policy CS5, CS13, CS para 21.13, DM01).

The findings and recommendations set out in the PEA seem reasonable and should be incorporated as relevant planning conditions, to ensure the protection and enhancement of biodiversity and ensuring there is a net biodiversity gain on the site through the proposed development.

- 5.14 Transport officer – The development site is a surface Pay-and-Display car park. It comprises of 30 spaces and has one point of entry and exit. The site is located in an area with a PTAL of 4 which is very good being well located to all the services and facilities.

There is suitable alternative of parking available in the nearby multi-storey car park (St Mark's Roach Car Park), where a number of levels have been closed off due to poor usage. The thrust of Transport policy is to promote active travel and public transport plus reducing car dependency (Third Local Implementation Plan, 2019 [LIP3]). The emerging Local plan and Climate Emergency action plan also picks up on this theme. So, from Transport's perspective, there is no great concern at the loss of the car park.

Car parking - Set out in the submitted Transport Statement, the development proposes to be car-free with the exception of accessible parking provision for residents. On-site

parking will only be provided for the accessible flats within the building. There will be a total of three parking bays on-site for those residents.

Cycle parking - The London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space for cycles: 1 per studio and one bed dwellings; and 2 per all other dwellings. Long stay cycle parking should be secure and undercover.

Recommendation: No objection in principle to the development. The following conditions should apply to any planning approval:

- The applicant enters into a Unilateral Undertaking which would restrict future occupiers of the units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.
- Disabled car parking as shown maintained.
- Cycle parking to be shown maintained.
- Refuse storage arrangements.
- Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.

- 5.15 Climate Change – The Council declared a climate emergency in July 2019 and will shortly be adopting an action plan asking that developers maximise sustainability in schemes. Whilst the original proposal sought to surpass Merton’s minimum policy standards, the applicants are seeking further solutions to apply additional measures to promote sustainability – such as the provision of PVs on the roof.

Energy statements are being updated accordingly and shall be reviewed by the Council’s Climate Change officer, any further changes to this arrangement shall be reported to the LPA.

- 5.16 Environmental Health –

- The development site is in an area that is exposed to elevated levels of noise, predominantly road traffic. The submitted noise assessment concludes that, with a suitable level of glazing for sound insulation and minimum levels of ventilation to comply with the Building Regulations, the required level of mitigation can achieve the internal noise criteria within the dwellings. This will be the minimum standard.
- Given the external noise environment and the location of this site the developer should consider going beyond the minimum standard and consider the installation of a mechanical ventilation system with their final design specification.
- Conditions have been recommended should the application be minded for approval.
- Further to the additional consultation, no supplementary comments that are relevant to Environmental Health (Noise and Nuisance) are raised.

- 5.17 Waste services – The developer should confirm that the bin store is able to accommodate the following bin capacities: 4x 1100L euro bins for refuse, 4x 1100L euro bins for mixed recycling, 1x 240L wheelie bin for food waste recycling.

- 5.18 GLAAS. Archaeology – Paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

The planning application lies in an area of archaeological interest.

The revised archaeological desk-based assessment provides a useful background to the archaeology in the area surrounding the site. The site is location within an area of medieval settlement around Mitcham Upper Green, and remains relating to medieval and post-medieval activity may exist on the site.

Having looked at the proposal and at the Greater London Historic Environment Record. I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

- 5.19 Met Police - Secure by Design – Having given due consideration to the details of the security and safety features from the information provided. The design and access statement mentions SBD in section 7.5.1. I have only a few comments and recommendations. The design of the proposed boundary wall and the raised planters should eliminate the chance of them being used for seating.

The area outside of the rear access doors to the entrance foyer has very limited natural surveillance and so may promote the opportunity for ASB. The area should be redesigned so the rear access doors are flush with the rear elevation.

The Design and Access statement states ‘having two lines of security will avoid any tailgaters reaching the communal circulation area’ but the Design and Access statement does not describe how this is achieved. Ideally the communal entrance should form part of an ‘airlock’ entry system of two sets of access controlled doors creating a lobby so to dissuade tailgating and unauthorised ingress of persons with possible criminal intent which is an issue locally.

No further comments were raised on the amended drawings.

6. POLICY CONTEXT

6.1 NPPF - National Planning Policy Framework (2019):

Part 5 Delivering a sufficient supply of homes

Part 9 Promoting sustainable transport

Part 11 Making effective use of land

Part 12 Achieving well-designed places

Part 14 Meeting the challenge of climate change, flooding and coastal change

Part 16 Conserving and enhancing the historic environment

6.2 London Plan 2016:

3.3 Increasing housing supply

3.4 Optimising housing potential

3.5 Quality and design of housing developments

3.8 Housing choice

3.9 Mixed and balanced communities

3.10 Definition of affordable housing

3.11 Affordable housing targets

3.12 Negotiating affordable housing

- 3.13 Affordable housing thresholds
 - 5.1 Climate change mitigation
 - 5.2 Minimising carbon dioxide emissions
 - 5.3 Sustainable design and construction
 - 5.13 Sustainable drainage
 - 5.17 Waste Capacity
 - 6.3 Assessing effects of development on transport capacity
 - 6.9 Cycling
 - 6.11 Smoothing traffic flow and easing congestion
 - 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 and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
 - 8.2 Planning obligations
 - 8.3 Community infrastructure levy
- 6.3 Merton Sites and Policies Plan July 2014 policies:
- DM D1 Urban design and the public realm
 - DM D2 Design considerations in all developments
 - DM D4 Managing heritage assets
 - DM EP4 Pollutants
 - DM H2 Housing mix
 - DM H3 Support for affordable housing
 - DM O1 Open space
 - DM O2 Nature conservation, Trees, hedges and landscape features
 - DM T1 Support for sustainable transport and active travel
 - DM T2 Transport impacts of development
 - DM T3 Car parking and servicing standards
 - DM T5 Access to road network
- 6.4 Merton Core Strategy 2011 policy:
- CS 5 Wandle Valley
 - 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 17 Waste management
 - CS 18 Transport
 - CS 20 Parking servicing and delivery
- 6.5 Supplementary planning documents
- Accessible London SPG – October 2014
 - London Housing SPG 2016
 - Technical Housing standards – nationally described space standards 2015
 - Affordable Housing and Viability SPG – August 2017
 - Merton's Waste and Recycling Storage Requirements – For Commercial and Residential Premises in the London Borough of Merton

7. PLANNING CONSIDERATIONS

7.1 The key planning considerations of the proposal are as follows:

- Principle of development
- Design and impact upon the character and appearance of the area
- Impact upon neighbouring amenity
- Standard of accommodation
- Transport, parking and cycle storage
- Refuse
- Sustainability
- Affordable housing
- Other matters
- Developer contributions

7.2 PRINCIPLE OF DEVELOPMENT

Loss of car park

7.2.1 The Car Park at Raleigh Gardens is identified in Merton's Local Plan 2020 (currently under review following Stage 2 consultation held between 31 October 2018 and 28 January 2019) as an 'opportunity' site for development – 'Site Mi11', and the Council's proposed site allocation is residential (C3) use. The allocation does not consider a mixed use combining retail and residential uses.

7.2.2 The loss of the car park at Raleigh Gardens would not be considered a harmful loss of parking facilities as there are alternative provisions within walking distance of the site, located in Mitcham Town Centre: Sibthorpe Car Park and St Mark's Road Car Park.

7.2.3 There is no policy protecting the use of land for open air car parking. Furthermore, Transport officers have also been consulted and identified suitable alternative of parking available in the nearby multi-storey car park (St Mark's Roach Car Park, with 8 levels and 277 spaces), where a number of levels have been closed off due to poor usage. The thrust of Transport policy is to promote active travel and public transport plus reducing car dependency (Third Local Implementation Plan, 2019 [LIP3]), and the emerging Local plan and Climate Emergency action plan also picks up on this theme.

7.2.4 Transport's perspective coupled with the direction of travel of the draft Local plan, redevelopment of the existing car park for housing would be in line with the draft site designation and provide a suitable edge of town centre use.

Erection of residential development

7.2.5 The National Planning Policy Framework, London Plan Policy 3.3 and the Council's Core Strategy Policy CS8 and CS9 all seek to increase sustainable housing provision and access to a mixture of dwelling types for the local community, providing that an acceptable standard of accommodation would be provided. Policy 3.3 of the London Plan 2016 also states that boroughs should seek to enable additional development capacity which includes intensification, developing at higher densities.

7.2.6 The emerging London Plan, now accorded moderate weight in recent appeal decisions issued by the Secretary of State, and anticipated to be adopted in the coming months, will signal the need for a step change in the delivery of housing in Merton. Table 3.1 of the London Plan identifies that LBM has an annual housing target of 411 units, or 4,107 over the next ten years. However, this minimum target is set to increase significantly to 918 set out in the 'London Plan Examination in Public Panel Report Appendix: Panel Recommendations October 2019', and which is expected to be adopted later this year.

- 7.2.7 Policy H1 'Increasing housing supply' (Draft London Plan Policy) and Table 4.1 of the draft London Plan sets Merton a ten-year housing completion target of 13,280 units between 2019/20 and 2028/29 (increased from the existing 10-year target of 4,107 in the current London Plan). However, following the Examination in Public (mentioned above) this figure of 13,280 has been reduced to 9,180.
- 7.2.8 Merton's latest Annual Monitoring Report 2018/19 concludes that in the years 2011-2016, 2,573 new homes were delivered which is 52% over the target. For the years 2021-26, the provision of additional homes is projected at 3,269 new homes, 59% over the target. All of the home completions this financial year were on small sites of less than 0.25 hectares in size. All of the schemes except one delivered 10 homes or fewer, with one scheme of 11 homes. Merton has always exceeded the London Plan housing target, apart from 2009/10 and this year 2018/19.
- 7.2.9 However, the anticipated increased target set of 918 units per year in the draft London Plan will prove considerably more challenging, and will require a step change in housing delivery within Merton.
- 7.2.10 Policy DM R1 seeks to protect the viability and character of Merton's town centres and neighbourhood parades whilst ensuring that there are a wide range of town centre type uses to meet the everyday needs of Merton's residents.
- 7.2.11 The National Planning Policy Framework, London Plan Policy 3.3 and the Council's Core Strategy Policy CS8 and CS9 all seek to increase sustainable housing provision and access to a mixture of dwelling types for the local community, providing that an acceptable standard of accommodation would be provided. Policy 3.3 of the London Plan 2016 also states that boroughs should seek to enable additional development capacity which includes intensification, developing at higher densities.
- 7.2.12 Proposing a wholly residential development would not be considered contrary to the character of the area. Whilst noted the site does lie within Mitcham Town Centre, the car park is toward the centre's boundary where there are no designated primary or secondary shopping frontages, and also situated toward primarily residential development. Policy DM R1 highlights the importance of protecting the viability and character of Merton's town centres. Alternative and ample off street parking is available elsewhere in Mitcham Town Centre and the provision of residential accommodation in the Town Centre would contribute to the livelihood of the area and be in line with policies to provide high quality housing in town centre areas and increase housing provision.
- 7.2.13 Whilst the introduction of residential use to the development site would respond positively to London Plan, draft London Plan and Core Strategy planning policies to increase housing supply, optimise the site and support provision of additional housing, the development scheme is also subject to all other planning considerations being equally fulfilled and compliant with the policies referred to in Section 6.

Housing mix

- 7.2.14 Policy DM H2 of Merton's Sites and Policies Plan requires development to create socially mixed communities, catering for all sectors of the community by providing a choice of housing with respect to dwelling size and type in the borough. Residential development proposals will be considered favourably where they contribute to meeting the needs of different households such as families with children, single person households and older people by providing a mix of dwelling sizes, taking account of the borough level indicative proportions concerning housing mix. Policy 3.8 of the

London Plan requires new developments offer a genuine choice of homes that Londoners can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environment.

7.2.15 Merton's Core Strategy Policy CS 8 requires 10% of new housing to be wheelchair accessible or easily adaptable for residents who are wheelchair users.

7.2.16 The scheme provides the following unit mix:

- 29 x 1-bed units (80%)
- 7 x 2-bed units (20%)

7.2.17 The proposals would deviate from the indicative housing mix set out in the Sites and Policies Plan which envisages a broadly equal split between 1, 2 and 3 bedroom (and larger) units. This mix is informed by a number of factors, including Merton's Strategic Housing Market Assessment (SHMA 2010). Further work is being undertaken as part of the preparation of a new local plan. Merton's Strategic Housing Needs (Market) Assessment was published in July 2019.

7.2.18 Mitcham has the highest percentage of 3 bedroom houses than the borough average (based on 2011 census data) and so, an assessment is required as to whether a focus on smaller units would be harmful to the area and whether by focusing on smaller units the development fulfils other planning objectives such as optimising housing output.

7.2.19 The site is within an area of high public transport accessibility, so attractive to those needing to regularly commute and can rely less on the ownership of cars. Furthermore, the site fronts a main road with limited space to deliver garden sizes which would be expected for a more traditional family dwelling setting, accommodation for families are also more attractive with the provision of car parking facilities.

7.2.20 So, whilst the proposal of only smaller units would not strictly adhere to the indicative borough mix set out above, the proposed housing mix would in fact respond realistically to the characteristics of the site and its location whilst still promoting policy objectives of Policies 3.8 and 3.9 of the London Plan. Therefore, officers consider that the proposed housing mix would be acceptable in this instance.

7.3 CHARACTER AND APPEARANCE

7.3.1 The NPPF states that developments should function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Developments should ensure that they are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change (such as increased densities).

7.3.2 Policies CS14, DMD1 & DMD2 require that new development reflect the best elements of the character of the surrounding area, or have sufficient distinctive merit so that the development would contribute positively to the character and appearance of the built environment. Policy DM D2 of Merton's Sites and Policies Plan requires development to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area and to use appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting. The requirement for good

quality design is further supported by the London Plan London Plan Policies 7.4 and 7.6.

- 7.3.3 Along Raleigh Gardens, east of the application site lies Standor House and Deseret House, both 4 storey buildings. Toward the south lies Glebe Court which is of 4-5 storeys (further inward of Glebe Court, some of the blocks rise up to 6 storeys), and toward the west lies 2 storey terrace dwellings. North of the application site lies Eldacrest House/Fair Green Parade/Durham House, ranging from 3 to 4 storeys.
- 7.3.4 Fair Green Parade currently has a planning application proposing a part single part two storey roof addition to the building (20/P0823) which would increase the corner building to 5 storeys, and as mentioned with section 2, the two neighbouring eastern blocks have been granted permission to erect 2 additional storeys, *Standor House*. 17/P3923 and *Deseret House*. 17/P3384. While these permissions have not been implemented this taller height has been established as acceptable in the immediate locality and is therefore material to the assessment.
- 7.3.5 The proposed development comprises two regular rectangular building forms, 5 and 6 storeys, joined by a central stairwell. Notable amendments of the design (which were re-consulted) include the removal of the gable roofs to provide flat roofs, widening of windows to the staircore on the northern elevation and re-grouping of windows to the 6 storey block, details assisting to reduce the appearance of height and scale.
- 7.3.6 Officers considered that whilst gable ends and pitched roofs are present in the locality, on far smaller buildings than that proposed, the gable roof design of the original proposal appeared as rather an arbitrary detail. Removing this has simplified its form and reduced unnecessary height to the building (around 2m), and offers a simpler and pleasing roof treatment.
- 7.3.7 To avoid the appearance of bulkiness, the building mass has been broken up into two interlocking blocks; the red brick materiality has been appropriately expressed to add interest to the façade and to ensure balance in the use of one material, and not for the extensive use of brick to appear overwhelming, such as: perforated brick wall details on the balconies and stairwell and recessed brick walls. The amendment of widening the staircore glazing is also considered appropriate and adds interest to the appearance of the building. As described in the design and access statement: “The layered brick façade with its strong grid, broken down by shifts in the vertical alignment of brick piers and window positions creates the sense of a solid building, with a degree of playfulness and interest to the elevations”.
- 7.3.8 Sited within the Town Centre, it is noted such a location is appropriate for taller development. Merton’s Tall Buildings Background Paper 2010 states in the context of Merton, where most of the borough is characterised by 2 storey suburban houses, any building of 4 storeys or higher could be considered a tall building. In the town centres however this height may well be considered average, and have little presence in its surrounding environment.
- 7.3.9 The height of the building has been considered as a transition between the smaller scale terrace houses and the taller flatted developments. Viewing the height of the buildings from Raleigh Gardens, there is an appropriate flow of building heights. Standor House and the terrace dwellings on Raleigh Gardens are also suitably distanced from the site so the heights display an appropriate rise and fall. Officers consider the proposed heights (5/6 storeys) do not appear overpowering and are appropriate in a edge of town centre context.

7.3.10 Toward the rear, the immediate block at Glebe Court displays 4-5 storeys, so in terms of height is considered to be in keeping. The proposed 5 storey block would be approximately 0.8m taller than the 5 storey block of Glebe Court, and the proposed 6 storey block would be approximately 3.8m taller. However, there would also be a breathing space retained between the buildings (maximum of up to 20m set back) which would ensure the blocks are suitably distanced and legible as individual masses, and the proposed development would not inappropriately encroach toward the boundary of the Conservation Area. The space between the buildings retain a number of mature trees along the Conservation Area boundary to create a natural buffer between the sites.

7.4 NEIGHBOURING AMENITY

7.4.1 SPP Policy DM D2 states that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of loss of light, quality of living conditions, privacy, visual intrusion and noise.

Standor House

7.4.2 Toward the rear (south) of the site is Glebe Court, a development of 4-5 storeys, and toward the side (east) of the site is Standor House and Deseret House. Noted previously, Standor House has been granted permission to erect 2 additional storeys. However, this permission has only been granted in principle, not yet finalised, therefore, the assessment shall only consider this as its existing 4 storey height.

7.4.3 Whilst the proposed development would be approximately 6m taller than Standor House, there would be a separation distance retained of 30m between the buildings. This is considered reasonable setback which does not raise particular concerns in terms impact toward neighbouring views, outlook or light.

Raleigh Gardens (terrace dwellings)

7.4.4 Between the proposed development and the closest terrace dwelling on Raleigh Gardens, number 10, there would be a separation distance of approximately 15m. The proposed development would be visible from the rear gardens of the terrace dwellings and given their western orientation there may be some impact in terms of light, but the Daylight and Sunlight Report has assessed windows of numbers 10, 12 and 14, and results show that the assessed windows would retain very good levels of daylight. The removal of the gable roof further assists in reducing the building's visual dominance from the neighbouring garden areas. Overall, impact toward their amenity would not be considered detrimental.

Glebe Court

7.4.5 Between the proposed building and the west-most wing (4 storey element) of Glebe Court would be a separation distance of 9m, and from the northern elevation of Glebe Court (where there are the external walkways) would be a separation of around 18-20m.

7.4.6 The Daylight and Sunlight Report has assessed 58 windows at Glebe Court. 26 windows meet the levels detailed in the BRE, 3 windows will experience a minor adverse effect being subject to between a 20-29% reduction, 6 windows are subject to a moderate reduction receiving a reduction of between 30-39% and 17 windows are subject to noticeable losses. The northern elevation of Glebe Court features covered walkways which have some contribution to the shading of daylight to existing windows – the Daylight and Sunlight report acknowledges this and calculates that without the

covered walkways, there would be a 30% improvement to the affected windows.

7.4.7 Daylight will always be restricted when infilling an open site as the previous daylight levels to Glebe Court would have been at their highest level. The Daylight and Sunlight Report states: “In practical terms the importance of daylight needs to be considered for the activities and, or the purpose of a room. Material factors of flats within Glebe Court are: they are dual aspects flats allowing for daylight to enter from both sides; the affected rooms are bedrooms and kitchens. A bedroom is generally used for sleeping and storage therefore the dependency on daylight is less critical. The BRE states that a critical daylight area in a kitchen is the sink, our research indicates that the sinks are located adjacent to the windows, which should receive enough daylight. That the flats are dual aspect should be considered. The flats, although subject to reductions, should still receive enough daylight for the occupiers to use and enjoy”.

7.4.8 Overall, officers consider that while there would be some impact in terms of outlook and light, it would not be at such a harmful degree which to warrant refusal of the scheme.

7.5 STANDARD OF ACCOMODATION

Internal

7.5.1 Policy 3.5 of the London Plan 2016 requires housing development to be of the highest quality internally and externally, and should satisfy the minimum internal space standards (specified as Gross Internal Areas –GIA) as set out in Table 3.3 of the London Plan. Table 3.3 provides comprehensive detail of minimum space standards for new development; which the proposal would be expected to comply with. Policy DMD2 of the Adopted Sites and Policies Plan (2014) also states that developments should provide suitable levels of sunlight and daylight and quality of living conditions for future occupants.

	Level	Type	Storeys	Proposed GIA (sqm)	Required GIA (sqm)	Compliant
Unit 1	Ground	2b4p	1	85	70	Yes
Unit 2	Ground	1b2p	1	61	50	Yes
Unit 3	Ground	1b2p	1	65	50	Yes
Unit 4	Ground	1b2p	1	53	50	Yes
Unit 5	Ground	1b2p	1	50	50	Yes
Unit 6	First	1b2p	1	50	50	Yes
Unit 7	First	1b2p	1	52	50	Yes
Unit 8	First	1b2p	1	52	50	Yes
Unit 9	First	1b2p	1	50	50	Yes
Unit 10	First	2b4p	1	72	70	Yes
Unit 11	First	1b2p	1	52	50	Yes
Unit 12	First	1b2p	1	50	50	Yes
Unit 13	Second	1b2p	1	50	50	Yes
Unit 14	Second	1b2p	1	52	50	Yes
Unit 15	Second	1b2p	1	52	50	Yes
Unit 16	Second	1b2p	1	50	50	Yes
Unit 17	Second	2b4p	1	72	70	Yes
Unit 18	Second	1b2p	1	52	50	Yes
Unit 19	Second	1b2p	1	50	50	Yes
Unit 20	Third	1b2p	1	50	50	Yes
Unit 21	Third	1b2p	1	52	50	Yes

Unit 22	Third	1b2p	1	52	50	Yes
Unit 23	Third	1b2p	1	50	50	Yes
Unit 24	Third	2b4p	1	72	70	Yes
Unit 25	Third	1b2p	1	52	50	Yes
Unit 26	Third	1b2p	1	50	50	Yes
Unit 27	Fourth	1b2p	1	50	50	Yes
Unit 28	Fourth	1b2p	1	52	50	Yes
Unit 29	Fourth	1b2p	1	52	50	Yes
Unit 30	Fourth	1b2p	1	50	50	Yes
Unit 31	Fourth	2b4p	1	72	70	Yes
Unit 32	Fourth	1b2p	1	52	50	Yes
Unit 33	Fourth	1b2p	1	50	50	Yes
Unit 34	Fifth	2b4p	1	72	70	Yes
Unit 35	Fifth	1b2p	1	52	50	Yes
Unit 36	Fifth	1b2p	1	50	50	Yes

7.5.2 As demonstrated by the table above, all the units would comply with the minimum space standards.

7.5.3 The design achieves dual aspects for all the residential units.

External

7.5.4 In accordance with Merton Site's and Policies Policy DMD2, all new houses are required to provide a minimum garden area of 50 sqm as a single usable regular shaped amenity space. For flatted dwellings, a minimum of 5sqm of private outdoor space should be provided for 1-2 person flatted dwellings (also specified in the Mayor's Housing Supplementary Planning Guidance) and an extra 1 sqm should be provided for each additional occupant.

	Type	Proposed amenity (sqm)	Required amenity (sqm)	Compliant
Unit 1	2b4p	30	7	Yes
Unit 2	1b2p	64	5	Yes
Unit 3	1b2p	53	5	Yes
Unit 4	1b2p	89	5	Yes
Unit 5	1b2p	50	5	Yes
Unit 6	1b2p	5	5	Yes
Unit 7	1b2p	5	5	Yes
Unit 8	1b2p	5	5	Yes
Unit 9	1b2p	5	5	Yes
Unit 10	2b4p	7	7	Yes
Unit 11	1b2p	5	5	Yes
Unit 12	1b2p	5	5	Yes
Unit 13	1b2p	5	5	Yes
Unit 14	1b2p	5	5	Yes
Unit 15	1b2p	5	5	Yes
Unit 16	1b2p	5	5	Yes
Unit 17	2b4p	7	7	Yes
Unit 18	1b2p	5	5	Yes
Unit 19	1b2p	5	5	Yes
Unit 20	1b2p	5	5	Yes
Unit 21	1b2p	5	5	Yes

Unit 22	1b2p	5	5	Yes
Unit 23	1b2p	5	5	Yes
Unit 24	2b4p	7	7	Yes
Unit 25	1b2p	5	5	Yes
Unit 26	1b2p	5	5	Yes
Unit 27	1b2p	5	5	Yes
Unit 28	1b2p	5	5	Yes
Unit 29	1b2p	5	5	Yes
Unit 30	1b2p	5	5	Yes
Unit 31	2b4p	7	7	Yes
Unit 32	1b2p	5	5	Yes
Unit 33	1b2p	5	5	Yes
Unit 34	2b4p	7	7	Yes
Unit 35	1b2p	5	5	Yes
Unit 36	1b2p	5	5	Yes

7.5.5 As demonstrated by the table above, all the units would provide sufficient external amenity areas.

7.6 TRANSPORT, PARKING AND CYCLE STORAGE

7.6.1 Core Strategy Policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, street parking or traffic management. Cycle storage is required for all new development in accordance with London Plan Policy 6.9 and Core Strategy Policy CS18. It should be secure, sheltered and adequately lit and Table 6.3 under Policy 6.13 of the London Plan stipulates that 1 cycle parking space should be provided for a studio/1 bedroom unit and 2 spaces for all other dwellings.

7.6.2 The site is located in an area with a PTAL of 4 which is very good being well located to all the services and facilities. The Car Park in Raleigh Gardens is not located in a Controlled Parking Zone, but immediately adjacent are Controlled Parking Zones MTC and MTC1.

7.6.3 However, the proposed development would be car-free as set out in the applicant's submitted Transport Statement, with the exception of accessible parking provision for residents. On-site parking will only be provided for the accessible flats within the building, there will be a total of three parking bays on-site for those residents.

7.6.4 The Transport officer considers a car-free development acceptable and advises that the applicant enter into a suitable legal undertaking which would restrict future occupiers of the units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones.

7.6.5 In relation to cycle storage, the London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space for cycles: 1 per studio and one bed dwellings; and 2 per all other dwellings. The proposed development would provide a cycle store containing 44 cycle spaces. The number of units indicate that 42 cycle spaces would be required. Therefore, the proposed provision would exceed the minimum requirement and is considered acceptable.

7.7 REFUSE

- 7.7.1 The London Plan Policy 5.17 and Merton Core Strategy Policy CS17 require new developments to show capacity to provide waste and recycling storage facilities.
- 7.7.2 Merton's Waste and Recycling Storage Requirements require that residents do not have to walk more than 30metres to dispose of their waste and recycling in accordance to Building Regulations 2002, Part H. The collection vehicle shall be able to approach the container store or collection point within a maximum distance of 10 metres.
- 7.7.3 Amendments to the scheme included re-location of the refuse store on the ground floor, from the front of the building to the rear, in order to be collected along Glebe Court and not the layby present along Raleigh Gardens as initially proposed.
- 7.7.4 This route is considered acceptable by Waste Services, and would form part of the existing collection route from Glebe Court.

7.8 SUSTAINABILITY

- 7.8.1 All major residential development proposals will need to demonstrate:
- a) Compliance with Merton's Core Planning Strategy Policy CS15 Climate Change (parts a-d) and the Policies in outlined in Chapter 5 of the London Plan (2016) through submission of a detailed energy strategy.
 - b) Proposals will need to demonstrate compliance with zero emissions target outlined in Policy 5.2 of the London Plan (2016):
 - i. Development proposals must achieve a minimum on-site emissions reduction target of a 35% improvement against Part L 2013, with the remaining regulated emissions (to 100% improvement against Part L 2013) to be offset through *cash in lieu contribution*, and secured via Section 106 agreement. The contribution will be used to enable the delivery of carbon dioxide savings elsewhere in the borough;
 - ii. The cash in lieu contribution will be collected according to the methodology outlined in the Mayor's Sustainable Design and Construction SPG. This will require each tonne of CO2 shortfall to be offset at a cost of £60 per tonne for a period of 30 years (i.e. 60 x 30 = £1800 per tonne CO2);
 - iii. Major residential developments will be expected to calculate and demonstrate the cumulative CO2 emissions savings to be offset through cash in lieu contribution (in accordance with the above approved methodology, and in line with the Mayor's guidance on preparing energy assessments as part of their submitted energy strategy.
 - c) Achieve wholesome water consumption rates not in excess of 105 litres per person per day.
- 7.8.2 The Council declared a climate emergency in July 2019 and will shortly be adopting an action plan asking that developers maximise sustainability in schemes. Whilst the original proposal sought to surpass Merton's minimum policy standards, the applicants

are seeking further solutions to apply additional measures to promote sustainability – such as the provision of PVs on the roof. Energy statements are being updated accordingly and shall be reviewed by the Council’s Climate Change officer. Officers consider that this should not impede the determination of the application and that the application of a combination of suitably robust conditions along with legal requirements to secure appropriate carbon offset contributions would ensure that the scheme met adopted standards or mitigated the impact of the development were any shortfall to arise.

7.9 AFFORDABLE HOUSING

7.9.1 This matter is assessed within a separate overarching report, which links the 4 Merantun Development applications.

7.10 OTHER MATTERS

Trees and Ecology

7.10.1 Policy DM O1 requires protection and enhancement of open space and to improve access to open space. The Council will continue to protect Metropolitan Open Land (MOL) and designated open spaces from inappropriate development in accordance with the London Plan and government guidance. Policy DM O2 seeks to protect and enhance biodiversity, particularly on sites of recognised nature conservation interest. To protect trees, hedges and other landscape features of amenity value and to secure suitable replacements in instances where their loss is justified.

7.10.2 The Council’s tree officer has been consulted and notes that the amended arboricultural report shows that all the trees within the car park are proposed for removal with the development, this amounts to 16 trees - 7 of which have been graded as 'B' category trees. 17 new trees are proposed, only 6 will be in prominent positions facing the street. A suitably worded condition would be required ensuring new trees are secured as part of any new landscaping. With a condition requiring a further detailed landscaping scheme, there is potential to incorporate more trees within the scheme and to reconsider retention of some existing grade B trees which have a positive prominent size and stature toward Raleigh Gardens.

7.10.3 As a matter of judgement, it may be considered that replacement planting on site does not sufficiently mitigate for the impact of the loss of the trees. The thrust of the NPPF is to find solutions to planning issues. With regard to offsetting the loss of mature trees consideration may be given to securing a contribution towards off site planting although any financial contribution would require properly quantifying.

7.10.4 The application site is located within the Wandle Valley Regional Park 400m buffer. The Wandle Valley will act as a strategic fulcrum in bringing together initiatives that will contribute towards bridging the gap between the east and the west of Merton. Policy CS 5’s objectives seeks to support the creation of the Wandle Valley Regional Park, achieving a high quality, linked green infrastructure network, protecting biodiversity and providing opportunities for formal and informal recreation.

7.10.5 The Council’s Ecology officer has reviewed the findings and recommendations set out in the submitted ‘Preliminary ecological appraisal, bat roost assessment and tree survey’ and consider these reasonable, and should be incorporated as suitably worded planning conditions to ensure the protection and enhancement of biodiversity and ensuring there is a net biodiversity gain on the site through the proposed development.

Archaeology

- 7.10.5 GLAAS were re-consulted on the revised archaeological desk-based assessment and considers that the assessment provides a useful background to the archaeology in the area surrounding the site. The site's location is within an area of medieval settlement around Mitcham Upper Green, and remains relating to medieval and post-medieval activity may exist on the site.
- 7.10.6 Having looked at the proposal and at the Greater London Historic Environment Record, GLAAS advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that a two stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.
- 7.10.7 This recommended condition will be attached should the application be approved.

7.11 DEVELOPER CONTRIBUTIONS

- 7.11.1 The proposed developments would all be subject to payment of the Merton Community Infrastructure Levy and the Mayor of London's Community Infrastructure Levy (CIL).

8. CONCLUSION

- 8.1 It is considered the loss of the existing car park would not be detrimental as suitable alternative parking facilities are identified within walking distance in Mitcham Town Centre. The redevelopment of the site would allow for the intensification of the land to deliver housing, and the proposal of a wholly residential building would be considered suitable to contribute to the vitality of the Town Centre with housing. The simple, yet modern architectural design of the building would be compatible with and has the potential to enhance the Raleigh Gardens streetscene, and would preserve the appearance of the adjoining Conservation Area. The building would also not have a harmful impact toward the amenity of neighbouring properties.
- 8.2 It is therefore recommended to grant planning permission subject to conditions; and a suitable legal agreement requiring the development to be permit free, provide carbon offset contributions, potentially an offsite contribution towards tree planting, and enable the delivery of affordable housing provision as part of the collective development of all 4 Merantun Development sites.

RECOMMENDATION

Grant planning permission subject to the completion of an appropriate legal agreement to deliver the following:

- Affordable housing off site as part of a comprehensive 4 site development package which includes this site;
- Carbon offset financial contributions (sums to be confirmed);
- Restrictions on parking permit eligibility.
- Financial contribution towards off site tree planting (sums to be confirmed).

And the following conditions:

1. A1 Commencement of Development
2. A7 Approved Plans
B1 External Materials to be approved – prior to commencement of development (other than site preparation and works up to DPC level)
3. B4 Details of surface treatment – Prior to occupation of development, further details of the surfacing of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, footpaths, hard and soft shall be submitted in writing for approval by the Local Planning Authority (providing specification of product where appropriate). The development shall not be occupied until the details have been approved and works to which this condition relates have been carried out in accordance with the approved details.
4. B5 Details of Walls/Fences – Prior to occupation of development, further details (providing specification of product where appropriate) of boundary walls and fences shall be submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be occupied until the details are approved and carried out in accordance with the approved details. The walls and fencing shall be permanently retained thereafter.
5. C07 Refuse & Recycling (details to be submitted) – No development shall be occupied until a scheme for the storage of refuse and recycling has been submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be occupied until the scheme has been approved and carried out in full. Those facilities and measures shall thereafter be retained for use at all times from the date of first occupation.
6. D10 External Lighting – Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.
7. Non-standard condition – Notwithstanding the lightning strategy shown on page 14 of the 'Landscape Planning Statement' (ref: ExA_1930_RG_Planning_Statement Rev C), an amended lighting scheme with specification of lighting products to be installed on the site shall be submitted to the Council for approval prior to occupation of the development.
8. D11 Construction Times – No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.
9. F01 Landscaping/Planting Scheme – Notwithstanding the Planting Plan layout shown on drawing ref: ExA_1930_RG_201 Rev C and the Tree & Planting strategy within the 'Landscape Planning Statement' (ref: ExA_1930_RG_Planning_Statement Rev C), a revised detailed landscaping, tree and planting scheme shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development, these works shall then be carried out as approved before the occupation of the buildings hereby approved unless otherwise agreed in writing by the Local Planning Authority. The details shall include on a plan, full details of the size, species, spacing, quantities and location of proposed plants, together with any hard surfacing, means of enclosure, and indications of all existing trees, hedges and any other features to

be retained, and measures for their protection during the course of development.

10. Non-standard condition (ecology) – The recommendations set out in the ‘Preliminary ecological appraisal, bat roost assessment and tree survey of Raleigh Gardens Car Park, Mitcham, London Borough of Merton’ by CGO Ecology Ltd, dated 16/08/2019, shall be followed/incorporated into the development scheme throughout the construction process and prior to occupation of the development.
11. H03 Redundant Crossovers – The development shall not be occupied until the existing redundant crossover/s have been removed by raising the kerb and reinstating the footway in accordance with the requirements of the Highway Authority.
12. H04 Provision of Vehicle Parking – The 3 off-street disabled parking spaces shown on the approved plans shall be provided before the occupation of the buildings or use hereby permitted and shall be retained for parking purposes for occupiers and users of the development and for no other purpose.
13. H05 Visibility Splays – Prior to the occupation of the development 2 metre x 2 metre pedestrian visibility splays shall be provided either side of the vehicular access to the site. Any objects within the visibility splays shall not exceed a height of 0.6 metres.
14. H06 Cycle Parking (Details to be submitted) – No development shall be occupied until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.
15. Non-standard condition (sustainability) – No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 35% improvement on Part L regulations 2013, and wholesome water consumption rates of no greater than 105 litres per person per day.
16. Non-standard condition (Noise) – Due to the potential impact of the surrounding locality on the residential development, a scheme for protecting residents from noise shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing. The scheme is to include acoustic data for the glazing system and ventilation system. The internal noise levels shall meet those within BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings and ProPG: Planning and Noise – Professional Practice Guide, Publ: (ANC, IOA, CIEH) May 2017 as a minimum. The approved scheme shall be implemented in accordance with the agreed details.
17. No development shall take place, other than site preparation, until a Demolition **and** Construction Logistics Plan (including a Construction Management plan in accordance with TfL guidance) has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period.

The Statement shall provide for:

-hours of operation

-the parking of vehicles of site operatives and visitors

- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development
- the erection and maintenance of security hoarding including decorative -displays and facilities for public viewing, where appropriate
- wheel washing facilities
- measures to control the emission of noise and vibration during construction.
- measures to control the emission of dust and dirt during construction/demolition
- a scheme for recycling/disposing of waste resulting from demolition and construction works

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

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

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.

B. Where appropriate, details of a programme for delivering related positive public benefits.

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

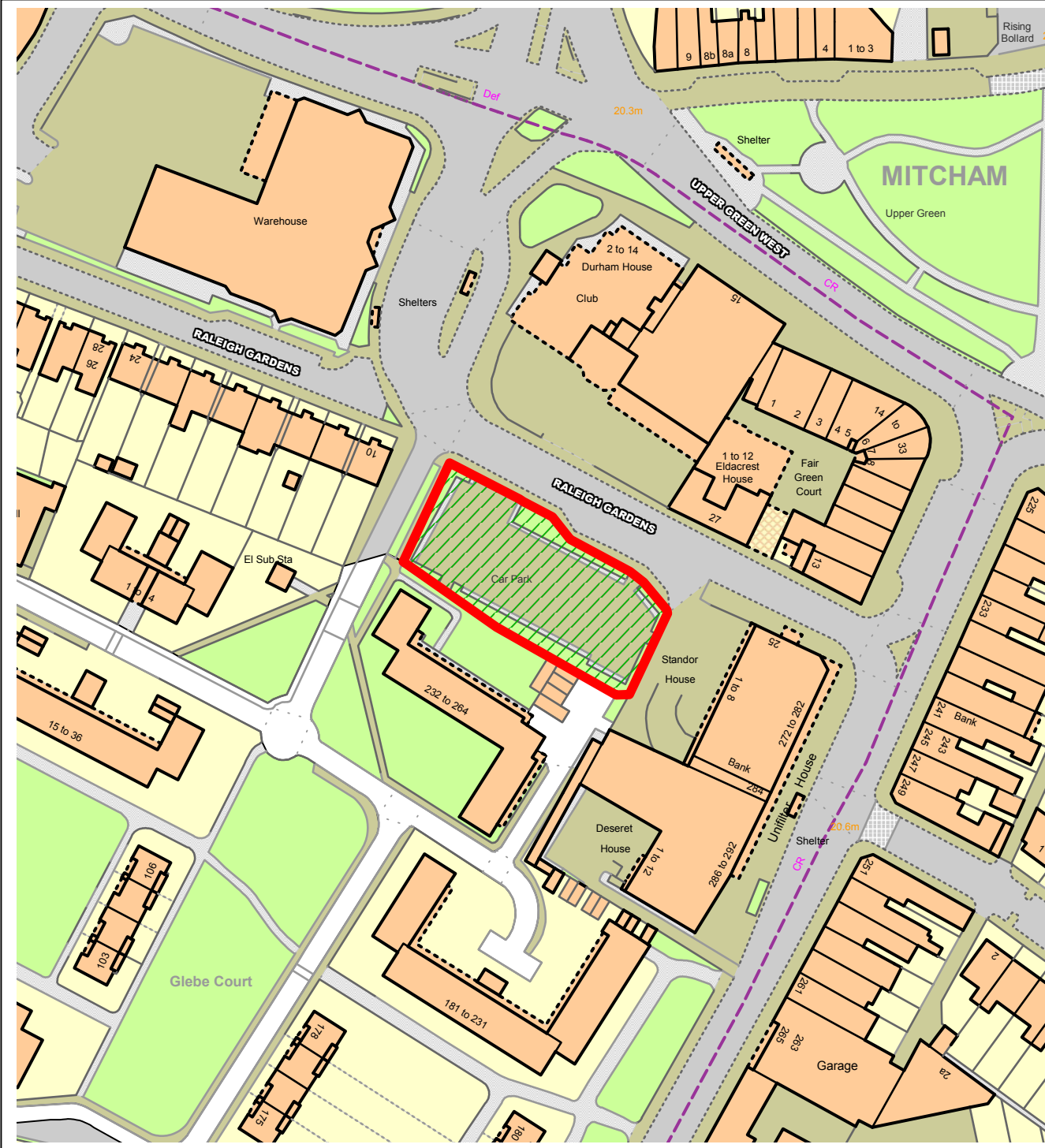
Informatives

1. INF 01 Party Walls Act
2. INF 08 Construction of Accesses – It is Council policy for the Council's contractor to construct new vehicular accesses. The applicant should contact the Council's Highways Team prior to any work starting to arrange for this work to be done.
3. INF 09 Works on Public Highway
4. INF 12 Works affecting the public highway
5. INF 20 Street naming and numbering
6. INF Sustainability
7. INF Swifts
8. INF Thames Water
9. INF Street trees – Any works relating to Street Trees needs to refer to the Council's Greenspaces Team.
10. INF GLAAS – Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge

under schedule 6 of The Town and Country Planning (Development Management Procedure)(England) Order 2015.

11. INF GLAAS – An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.
12. Note to Applicant – approved schemes

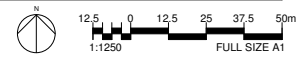
NORTHGATE SE GIS Print Template



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1 Site Location Plan
1 : 1250



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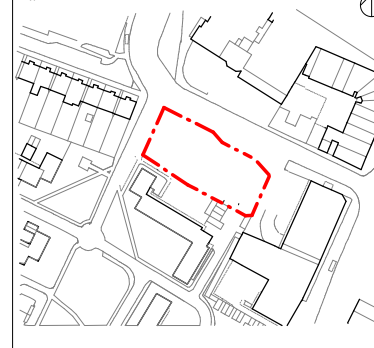
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Notes:

Legend:

--- Site Boundary

Keyplan:



Architect:

WestonWilliamson+Partners

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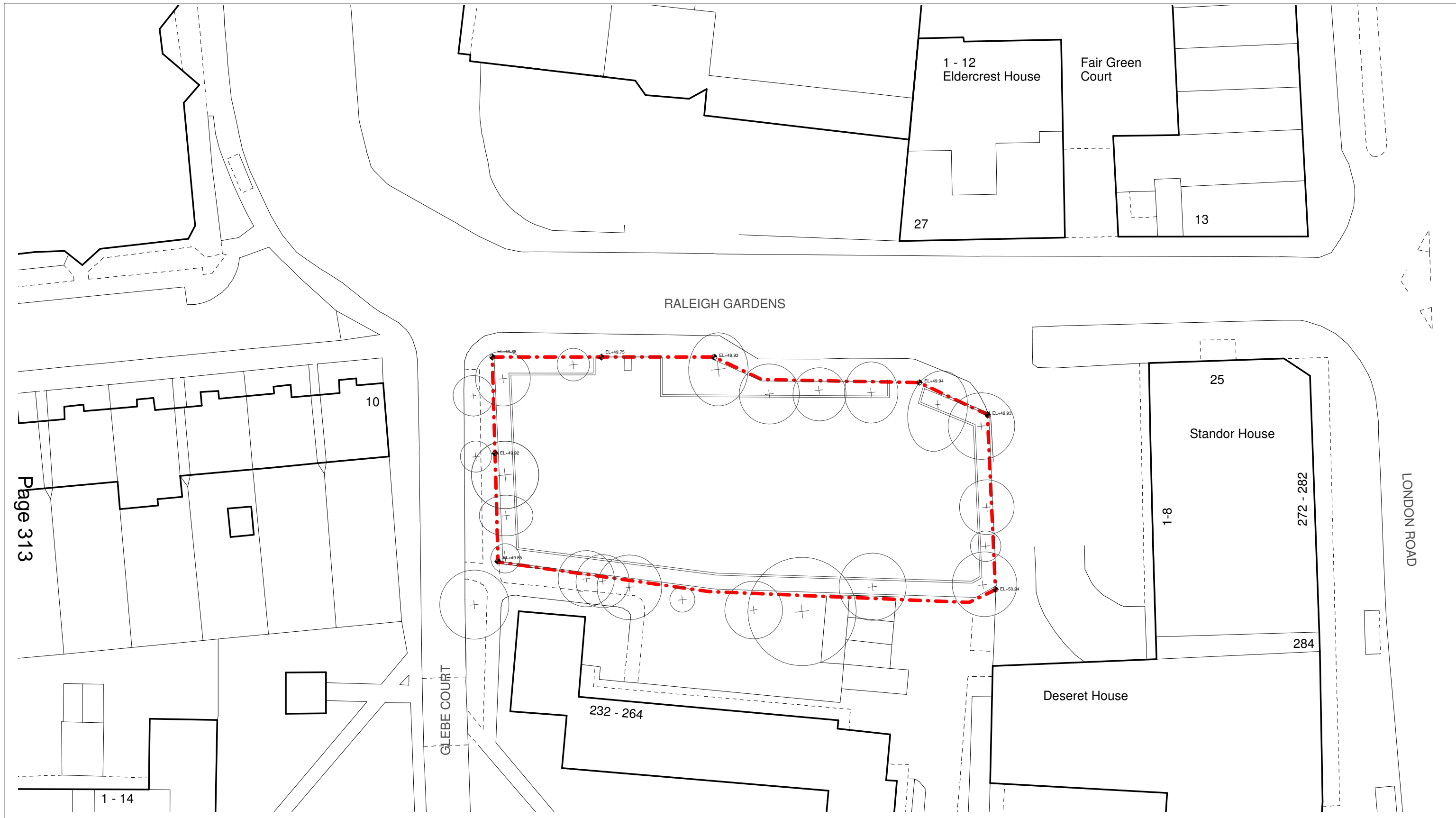
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Rev	Date	Description
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Project:
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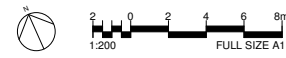
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Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-RG-XX-DR-A-00001			Revision: 0.0



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1 Existing Site Plan
1 : 200



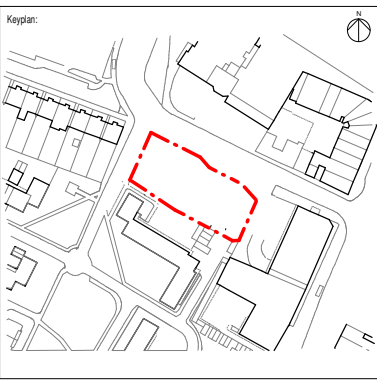
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Notes:

Legend:

- Site Boundary
- ⊕ Existing Trees



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Project:
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Title:
Existing Site Plan

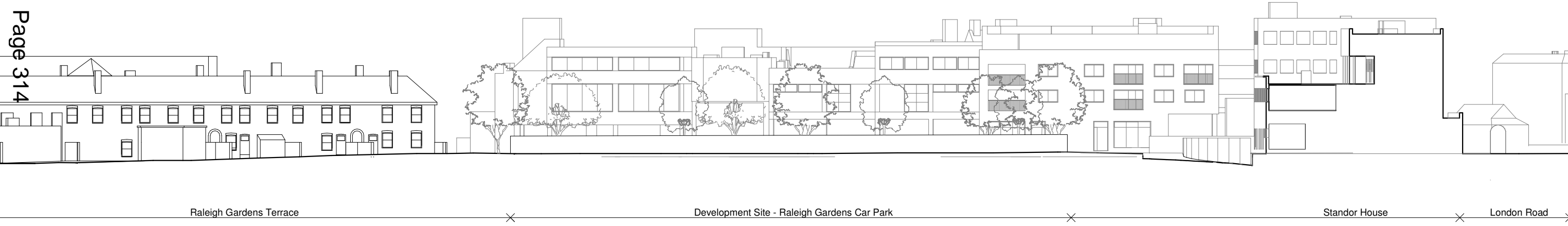
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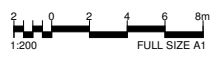


1 Existing Context Elevation - North
1 : 200

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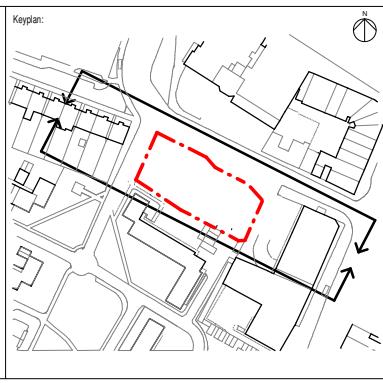
2 Existing Context Elevations - South
1 : 200



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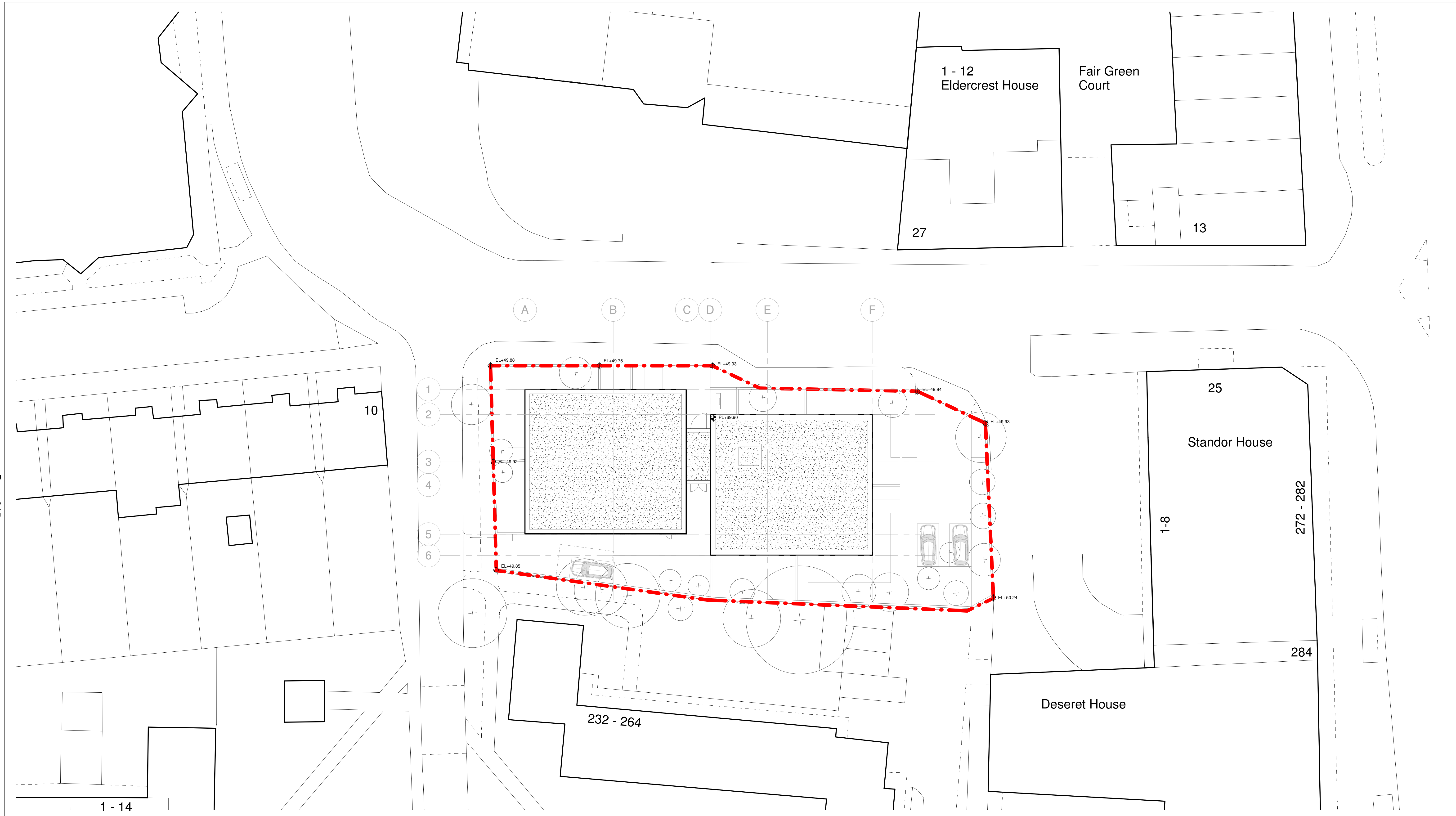
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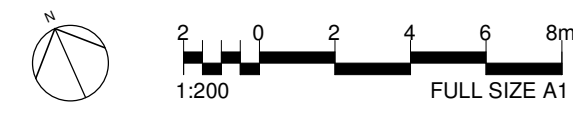


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Title:			
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Date:	Project Status:		
31/10/19	Planning		
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1 : 200 @ A1	AJ	CL	LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-RG-ZZ-DR-A-02500			0.0



2 Proposed Site Plan
1 : 200



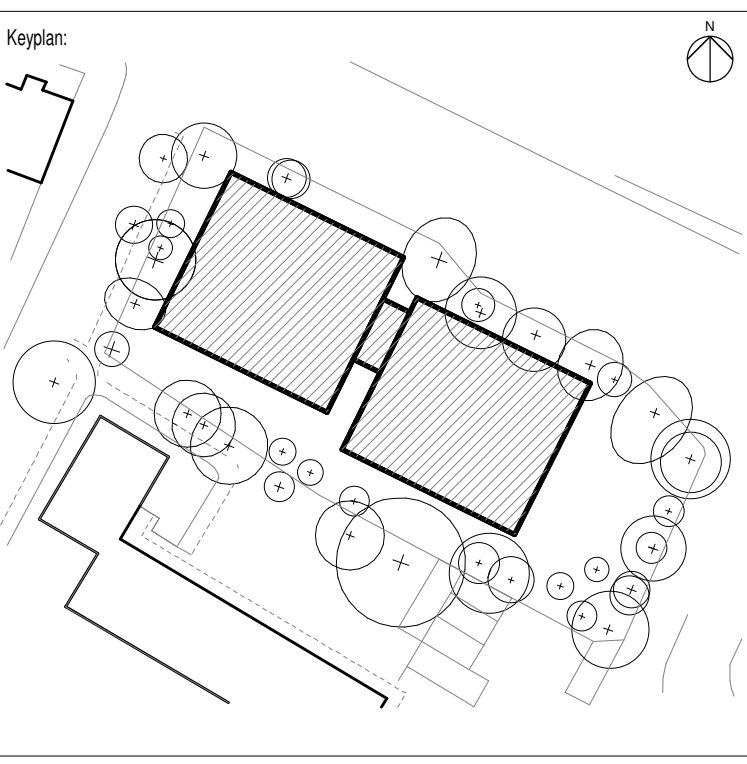
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Notes:

Legend:

- - - Site Boundary
- + Existing Trees
- + Proposed Trees



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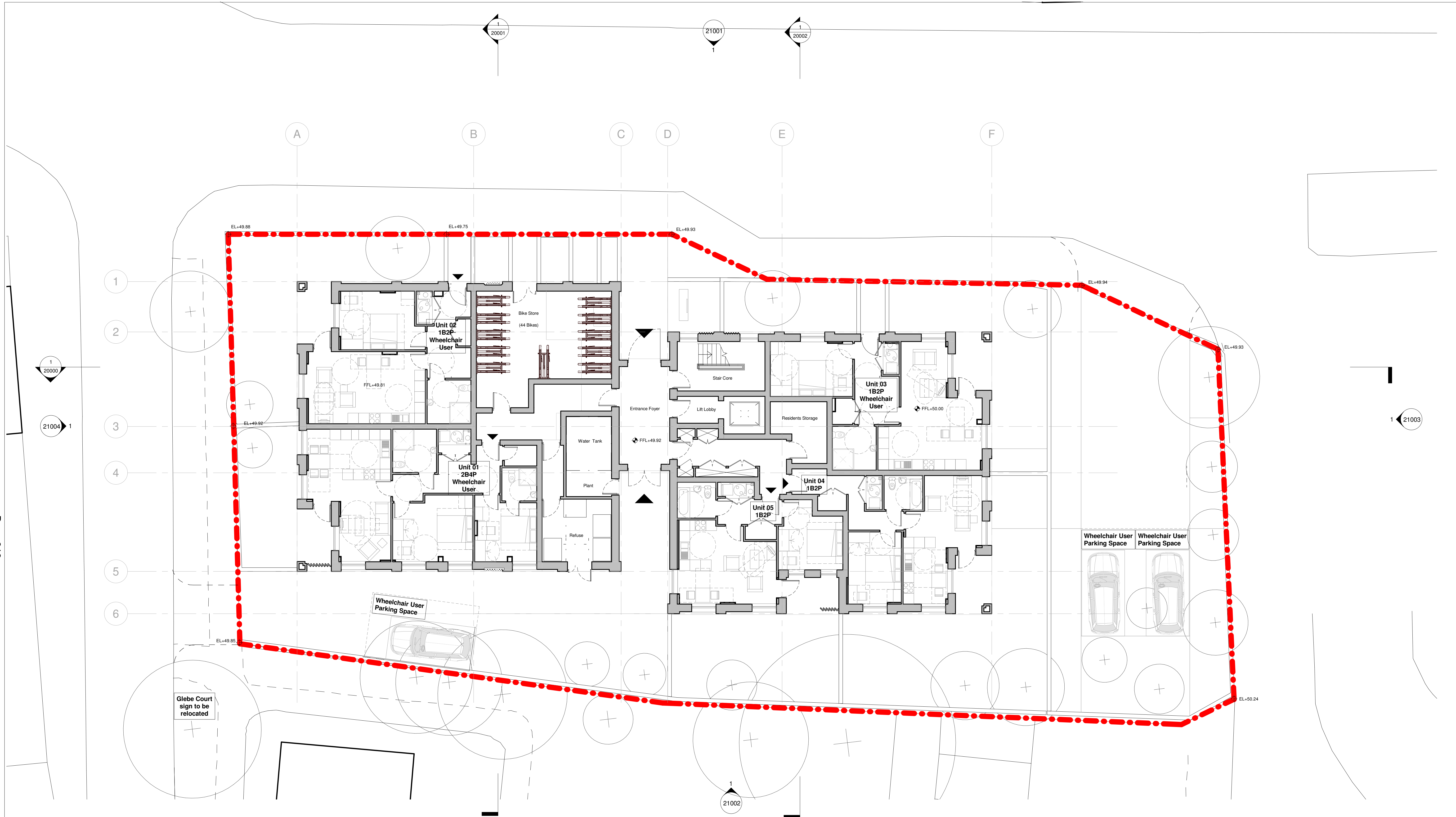
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0.0	31/10/2019	Planning Issue

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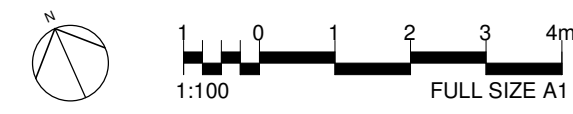
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1 Ground Floor Plan - As Proposed
1 : 100

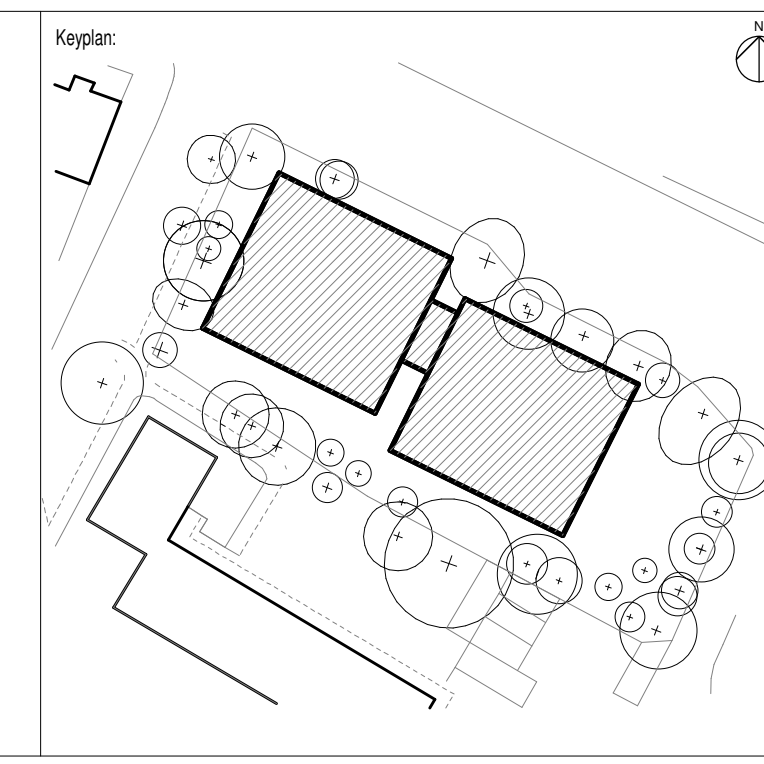


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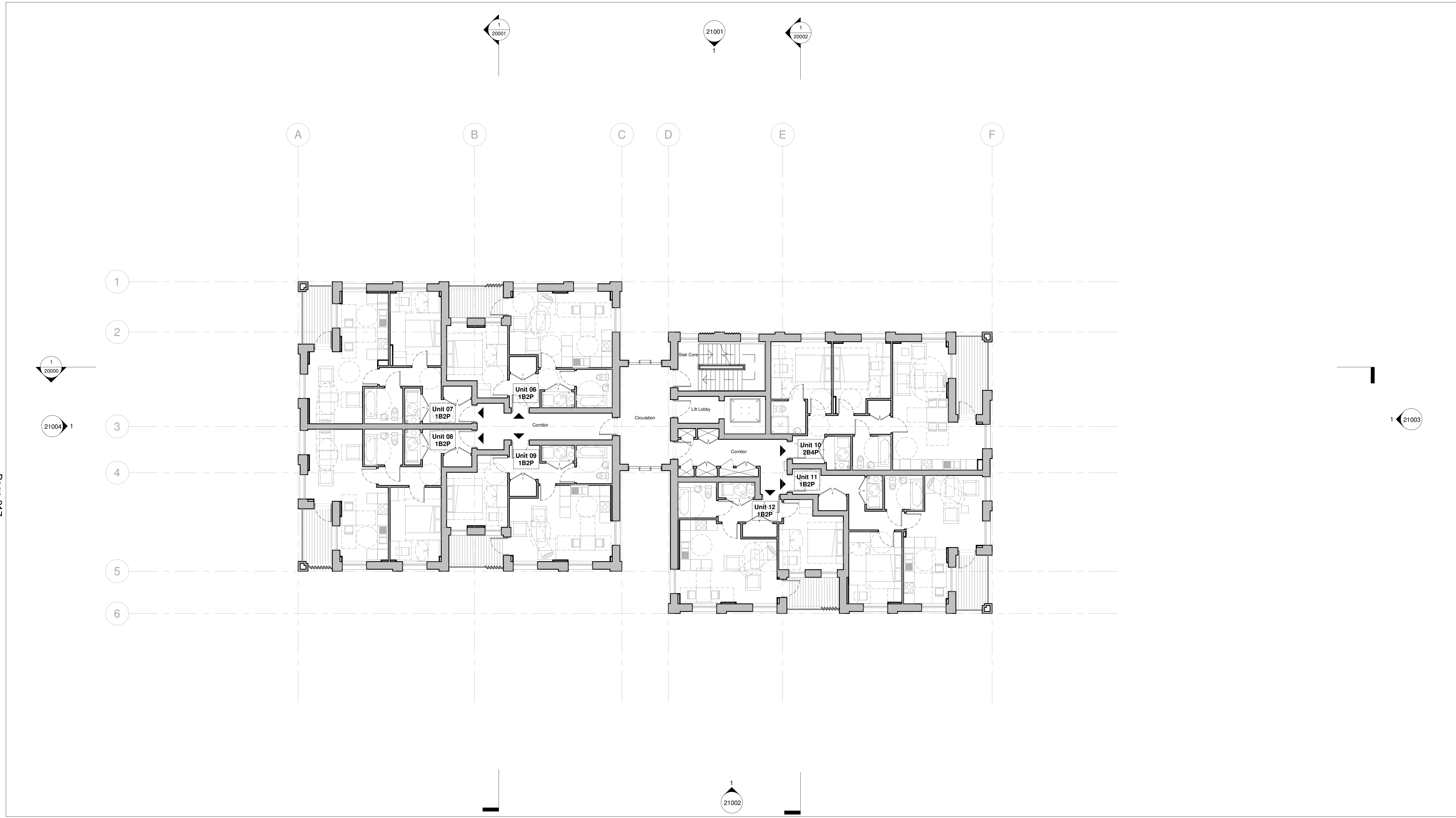
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- Legend:**
- - - Site Boundary
 - + Existing Trees
 - + Proposed Trees
 - Building Entrance
 - Dwelling Entrance

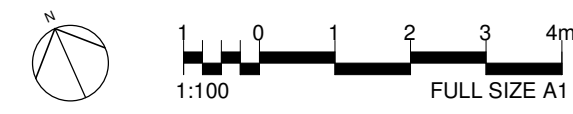


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Rev	Date	Description	

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Title:			
Ground Floor Plan - As Proposed			
Date:	20/05/20	Project Status:	Planning
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		Checked:	CL
		Approved:	LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-RG-00-DR-A-11000			0.1



1 First Floor Plan - As Proposed
1 : 100

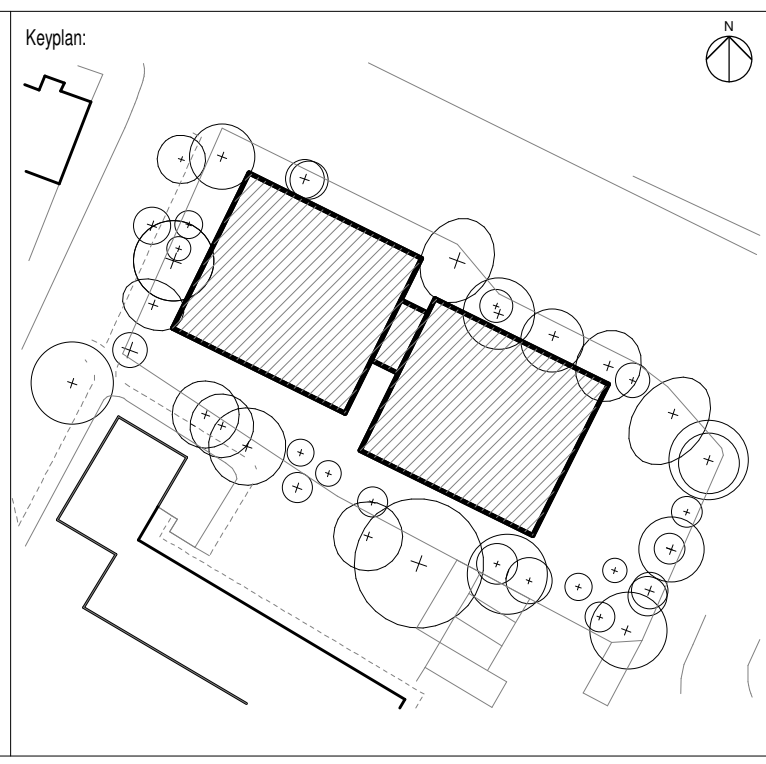


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Notes:

Legend:
▲ Dwelling Entrance



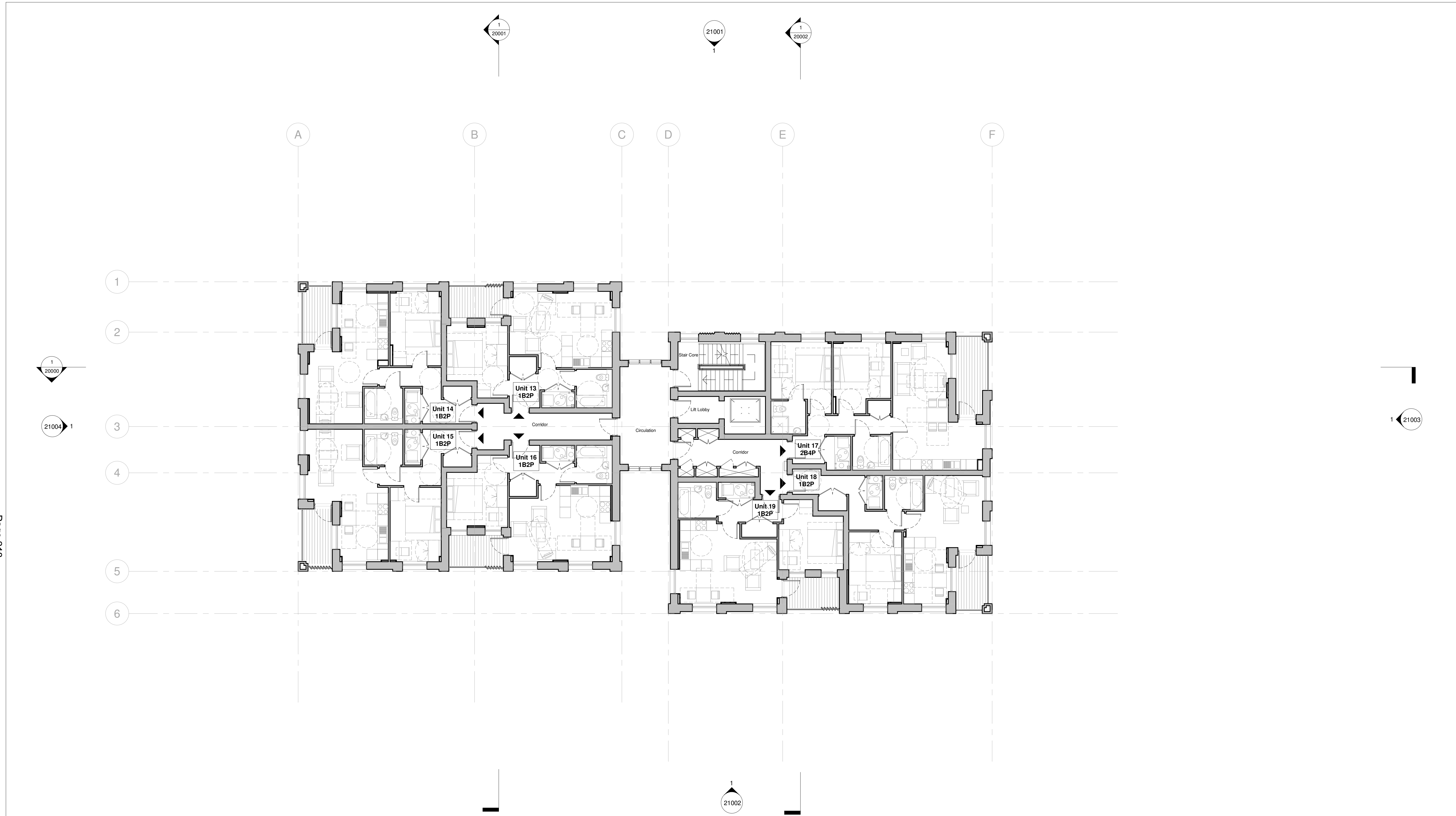
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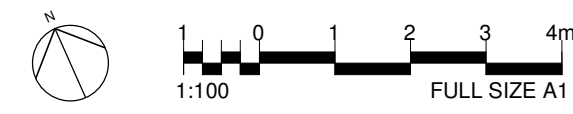
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Rev	Date	Description

Project: Raleigh Gardens Mitcham CR4 3NZ			
Title: First Floor Plan - As Proposed			
Date: 20/05/20	Project Status: Planning		
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Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-RG-01-DR-A-11001			Revision: 0.1



1 Second Floor - As Proposed
1 : 100

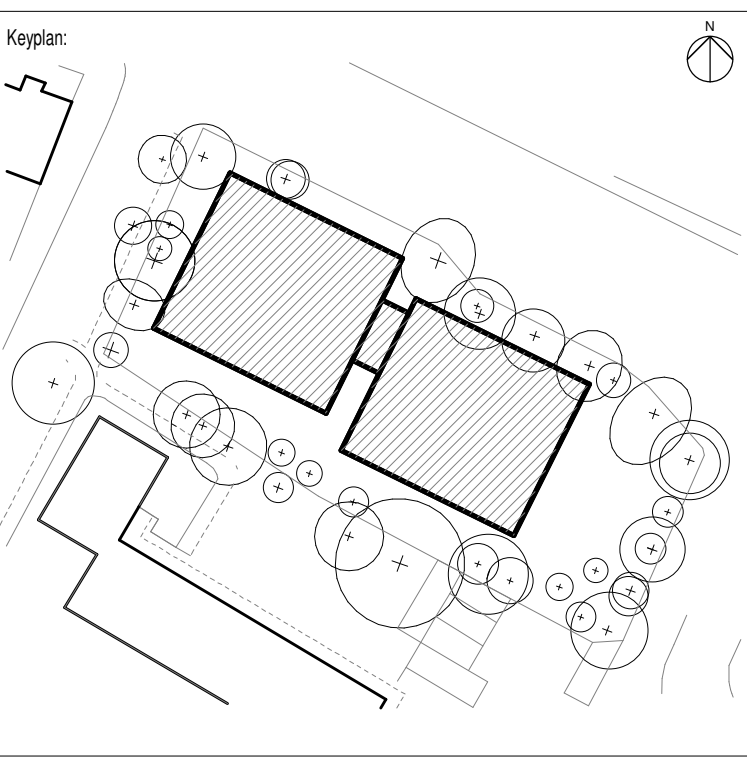


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Notes:

Legend:
▲ Dwelling Entrance



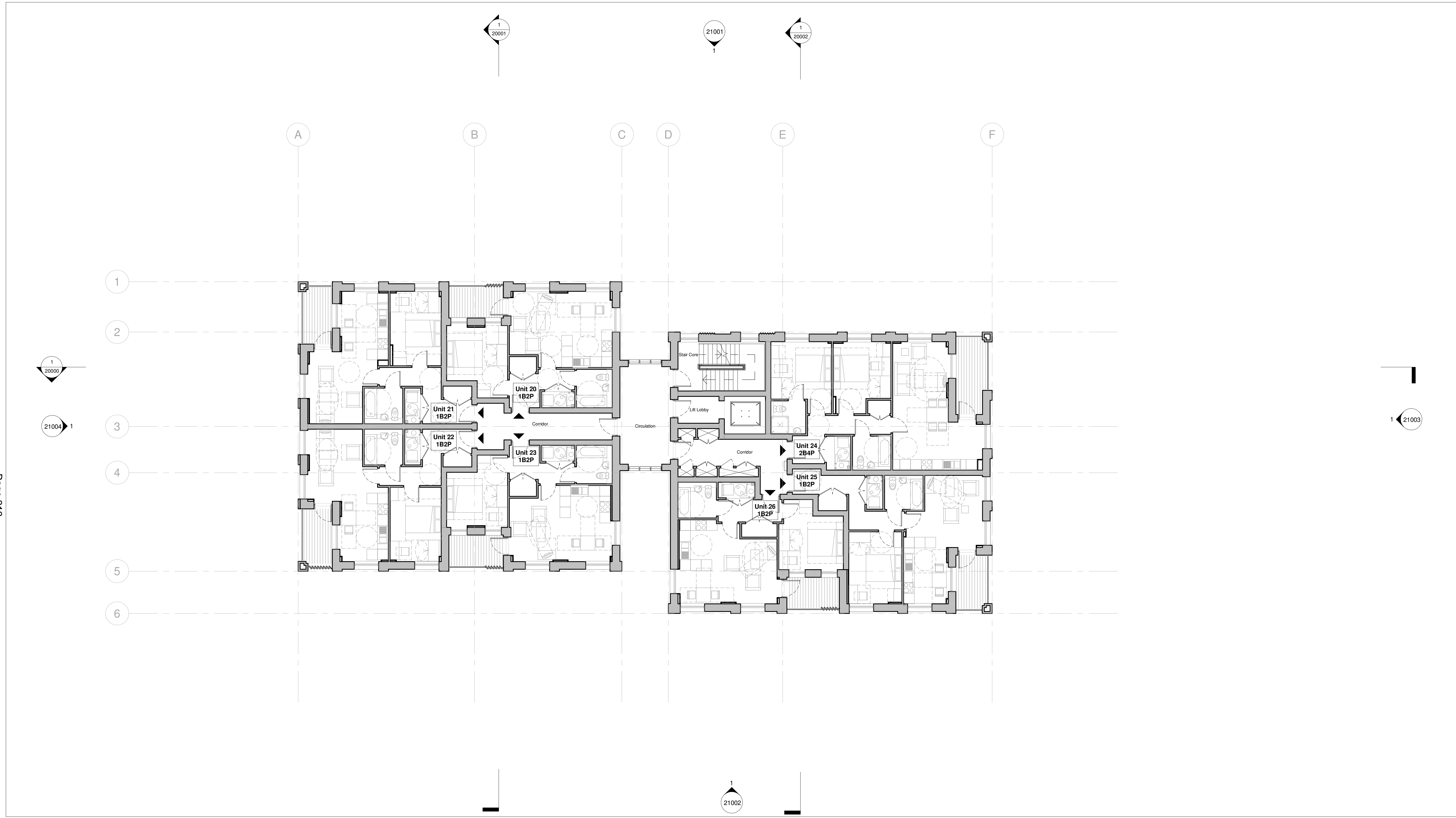
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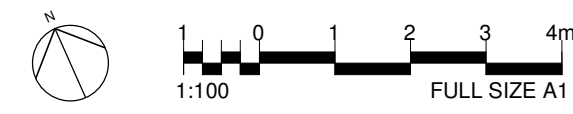
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Title: Second Floor Plan - As Proposed			
Date: 20/05/20	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AJ	Checked: CL	Approved: LS
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1 Third Floor Plan - As Proposed
1 : 100

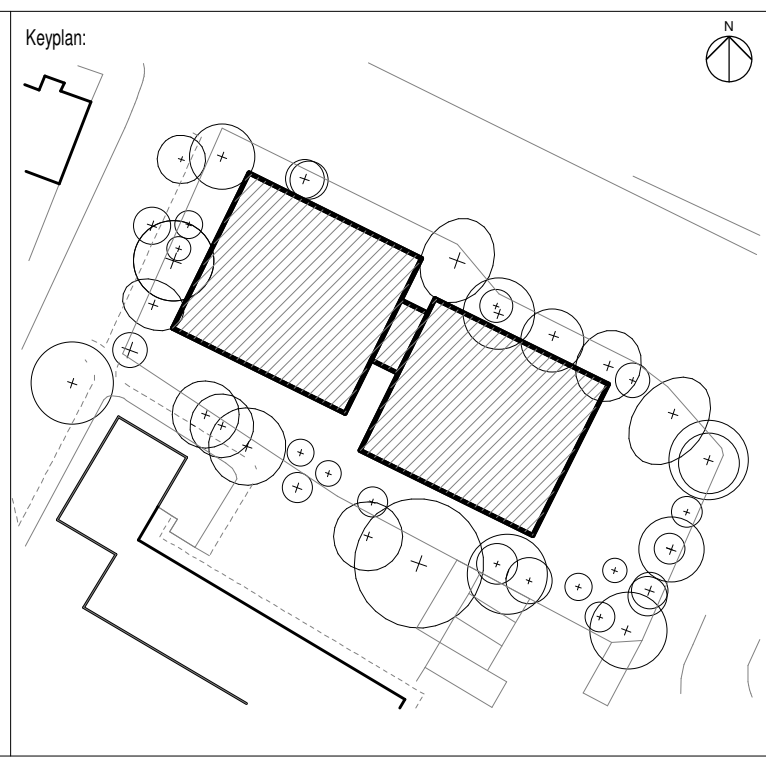


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Notes:

Legend:
▲ Dwelling Entrance



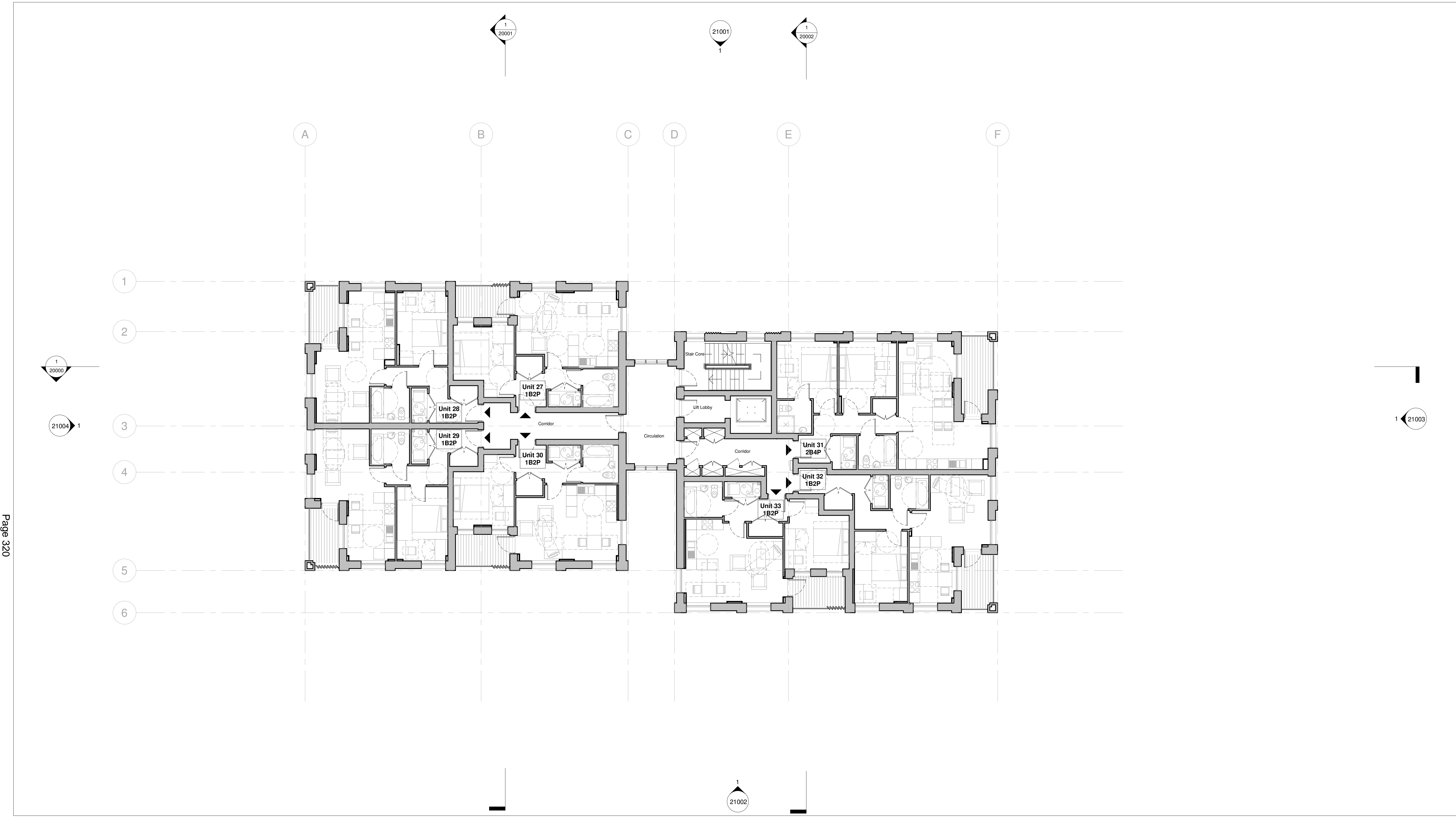
Architect:
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Toronto

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SE1 8QH
T: +44 (0)20 7401 8877
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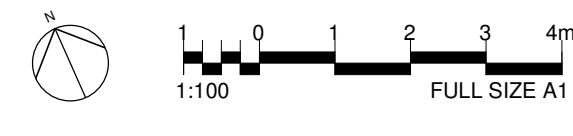
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0.0	31/10/2019	Planning Issue
Rev	Date	Description

Project: Raleigh Gardens Mitcham CR4 3NZ			
Title: Third Floor Plan - As Proposed			
Date: 20/05/20	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AJ	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-RG-03-DR-A-11003			Revision: 0.1



Page 320

1 Fourth Floor Plan - As Proposed
1 : 100



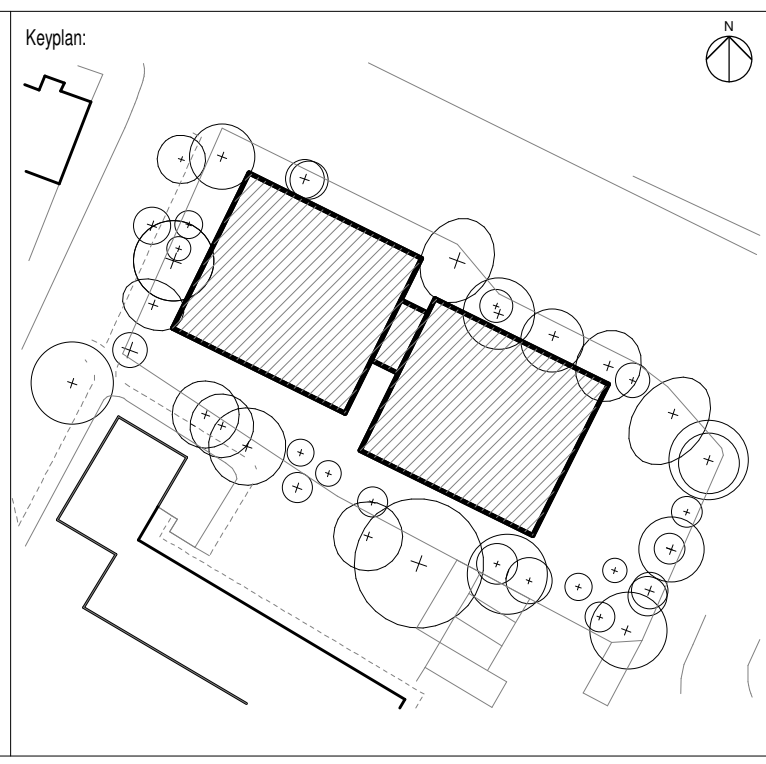
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Notes:

Legend:

▲ Dwelling Entrance



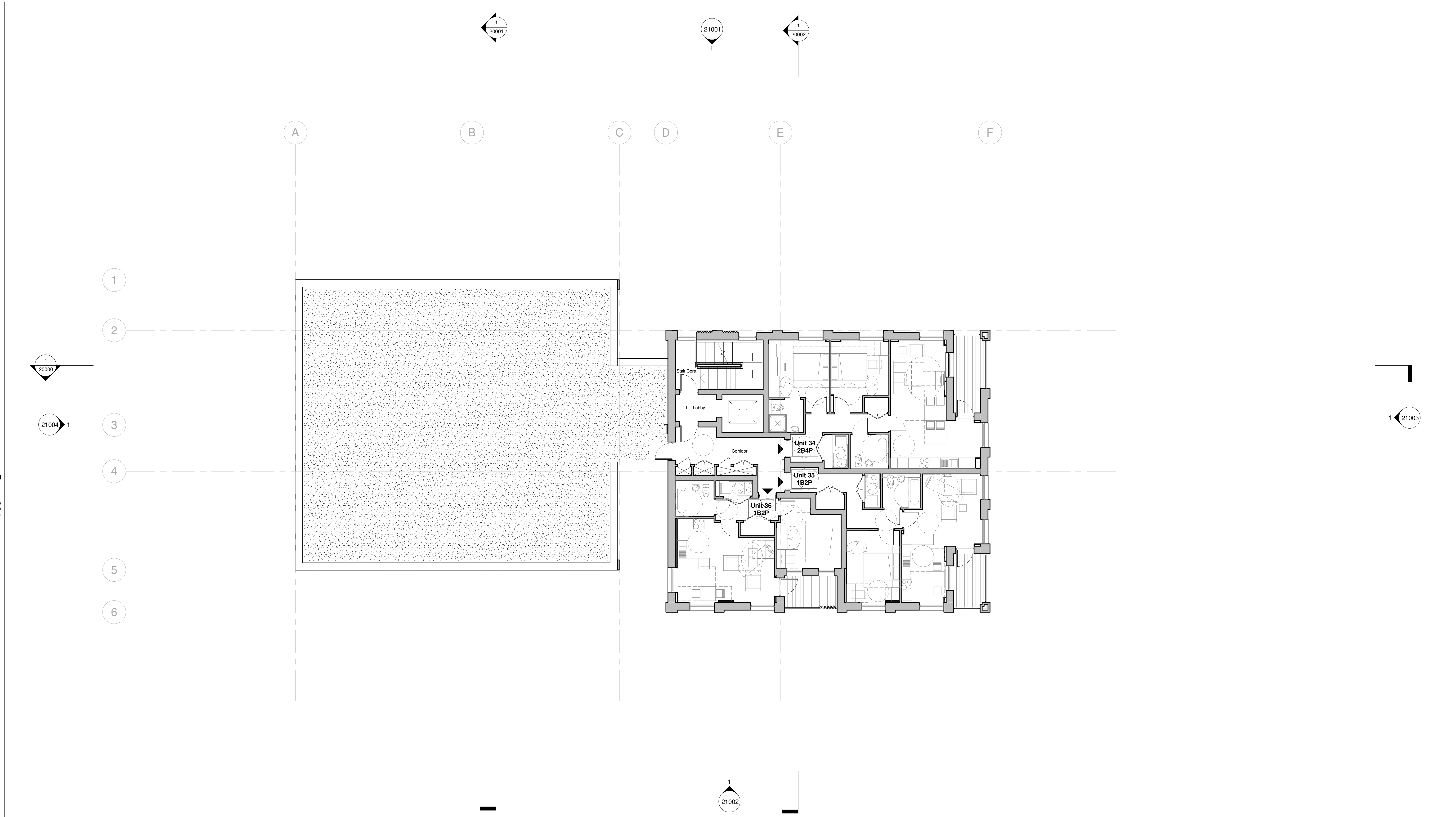
Architect:
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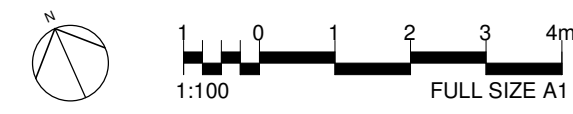
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Rev	Date	Description

Project: Raleigh Gardens Mitcham CR4 3NZ			
Title: Fourth Floor Plan - As Proposed			
Date: 20/05/20	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AJ	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-RG-04-DR-A-11004			Revision: 0.1



1 Fifth Floor Plan - As Proposed
1 : 100

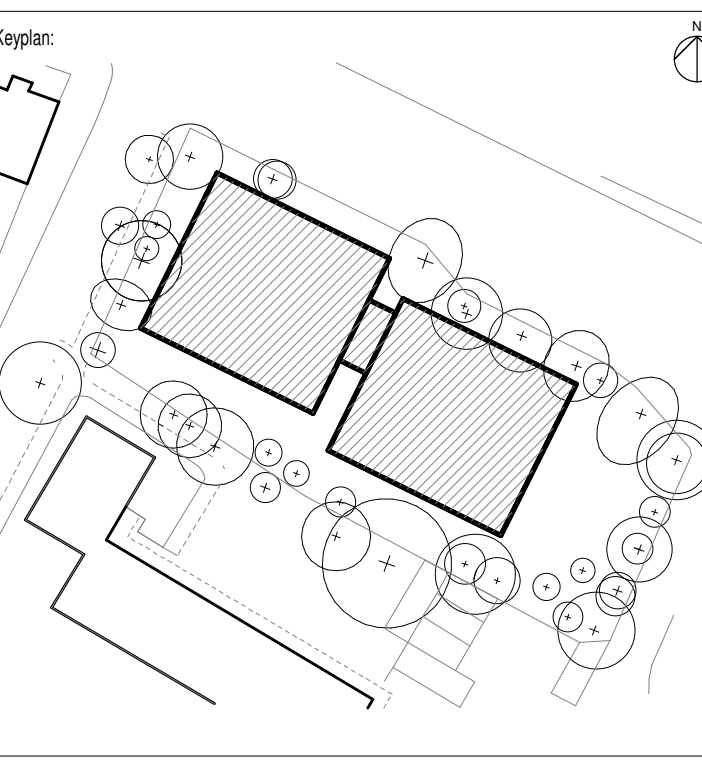


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Notes:

Legend:
▲ Dwelling Entrance



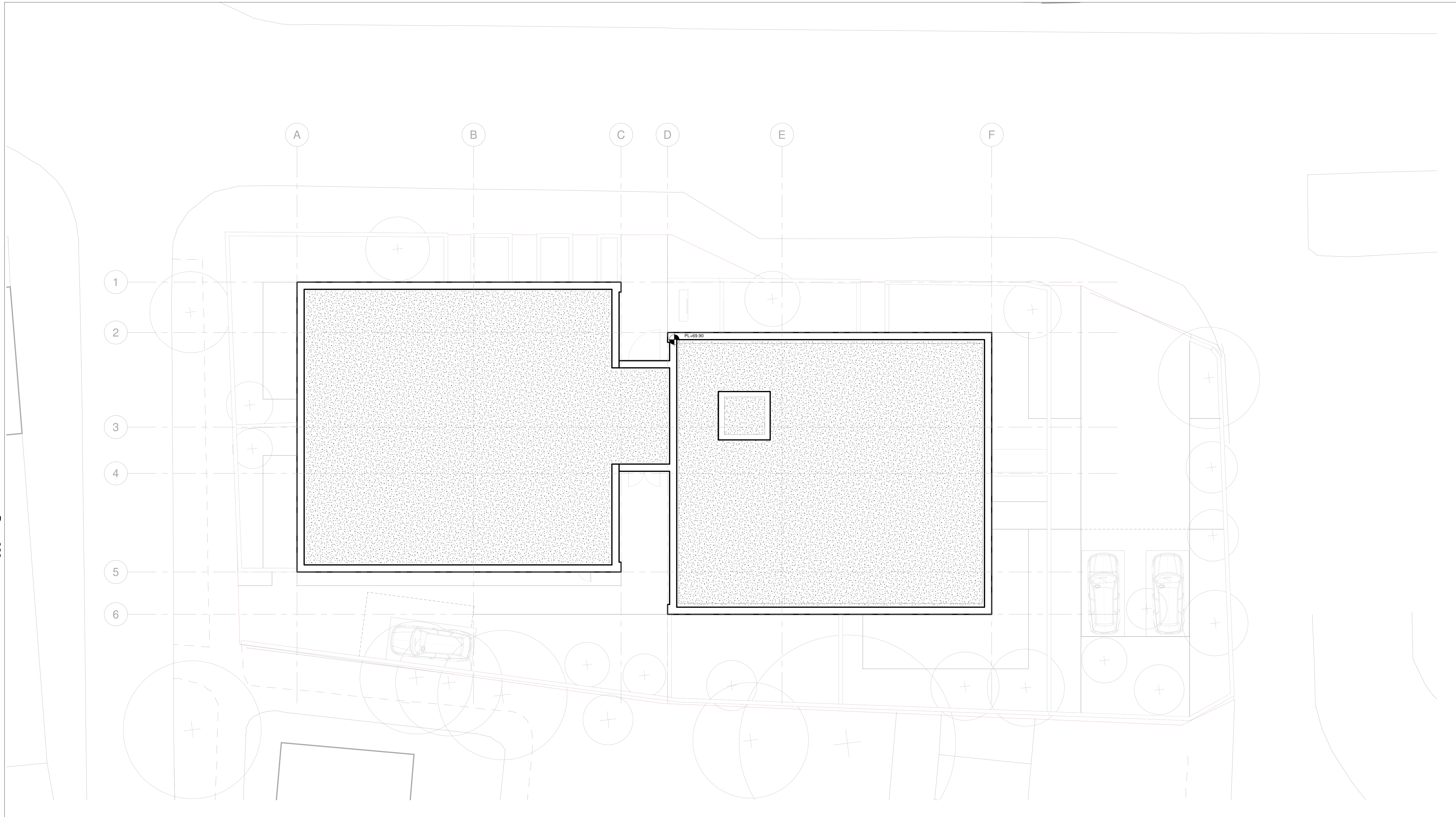
Architect:
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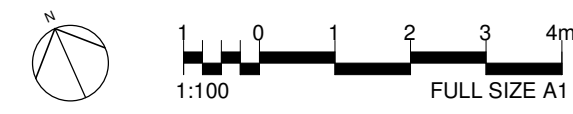
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Rev	Date	Description
0.1	20/05/20	Planning Issue
0.0	31/10/2019	Planning Issue

Project: Raleigh Gardens Mitcham CR4 3NZ			
Title: Fifth Floor Plan - As Proposed			
Date: 20/05/20	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AJ	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-RG-05-DR-A-11005			Revision: 0.1



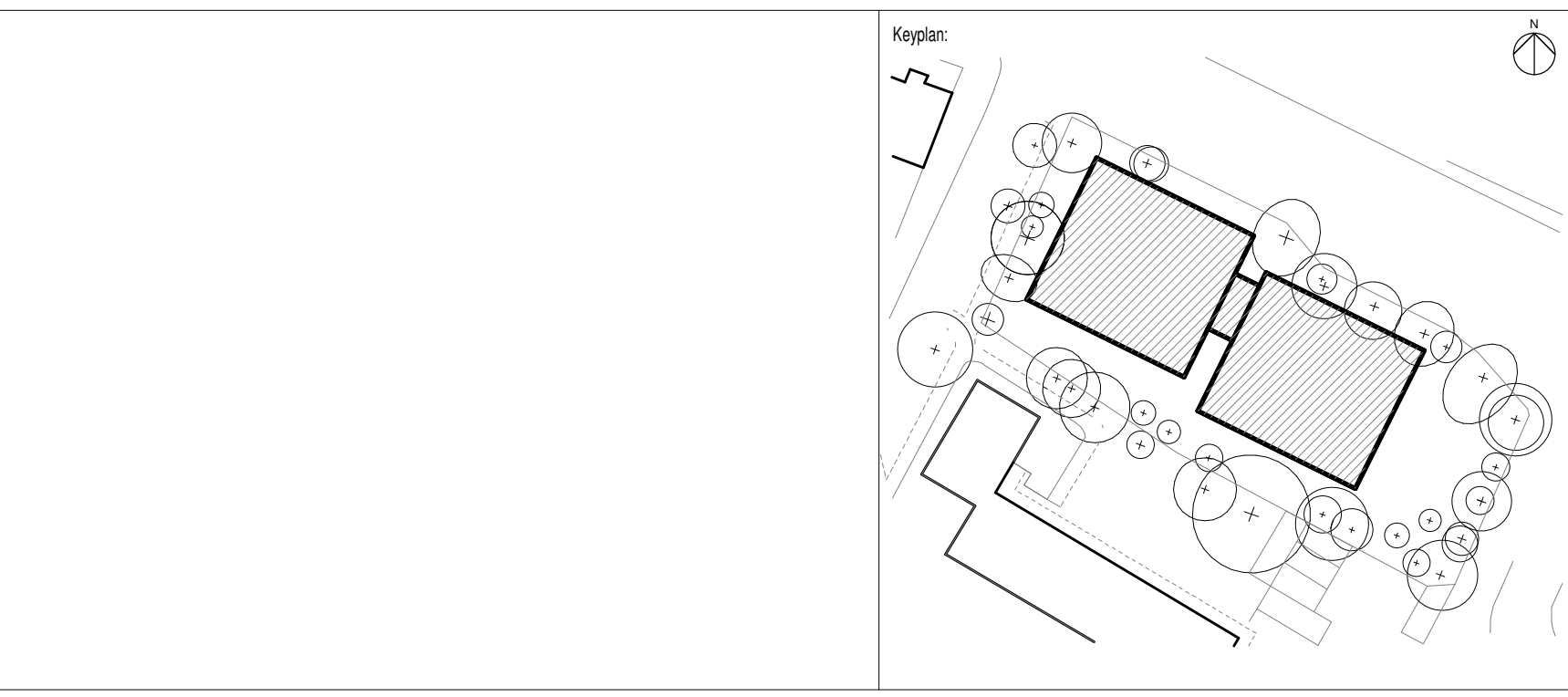
1 Roof Plan - As Proposed
1 : 100



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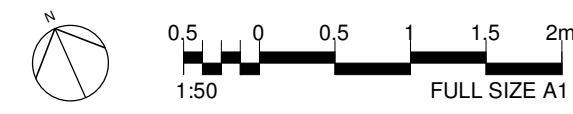
Architect:		WestonWilliamson+Partners	
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Toronto	Toronto	T: +61 (0)2 7491 8877	
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0.1	20/05/20	Planning Issue	
0.0	31/10/2019	Planning Issue	
Rev	Date	Description	

Project:			
Raleigh Gardens Mitcham CR4 3NZ			
Title:			
Roof Plan - As Proposed			
Date:	20/05/20	Project Status:	Planning
Scale:	1 : 100 @ A1	Drawn:	AJ
		Checked:	CL
		Approved:	LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-RG-R1-DR-A-11006			0.1



Continued on Drawing 12001

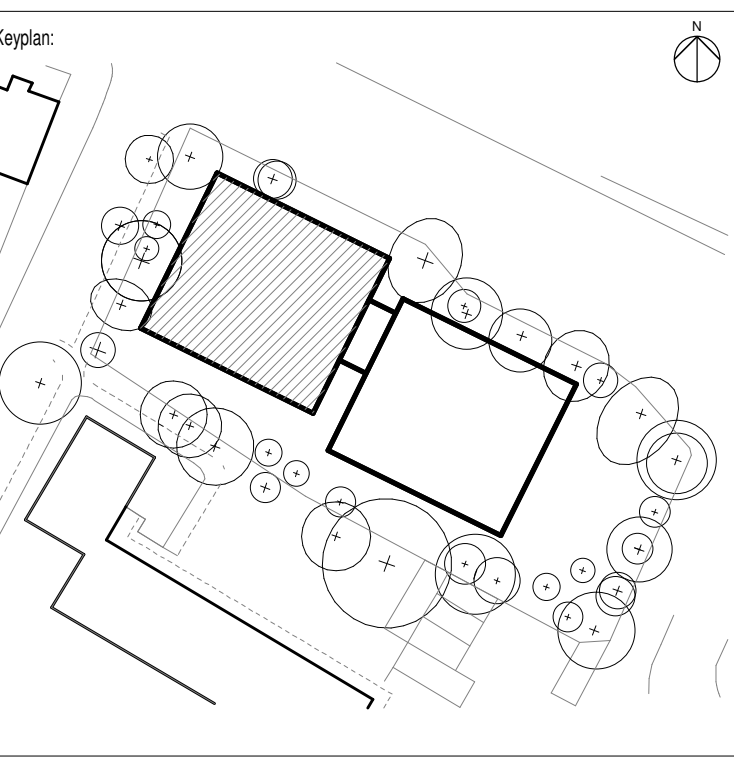
1 Block A - Ground Floor Flat Layouts
1 : 50



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Notes:



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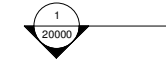
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Rev	Date	Description
0.1	20/05/20	Planning Issue
0.0	31/10/2019	Planning Issue

Project:		Raleigh Gardens Mitcham CR4 3NZ	
Title:			
Block A - Ground Floor Flat Layouts			
Date:	20/05/20	Project Status:	Planning
Scale:	1 : 50 @ A1	Drawn:	AJ
		Checked:	CL
		Approved:	LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-RG-00-DR-A-12000			0.1

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Continued on Drawing 12000



1 Block B - Ground Floor Flat Layouts
1 : 50



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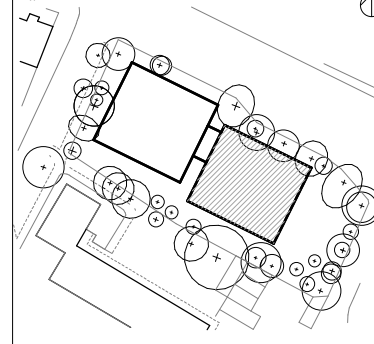
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Notes:

Legend:

▲ Dwelling Entrance

Keyplan:



Architect:

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0.0
Rev Date Description

31/10/2019
Date Description

Planning Issue

Project:

Raleigh Gardens
Mitcham
CR4 3NZ

Title:

Block B - Ground Floor Flat Layouts

Date:
31/10/19

Project Status:
Planning

Scale:
1 : 50 @ A1

Drawn:
AJ

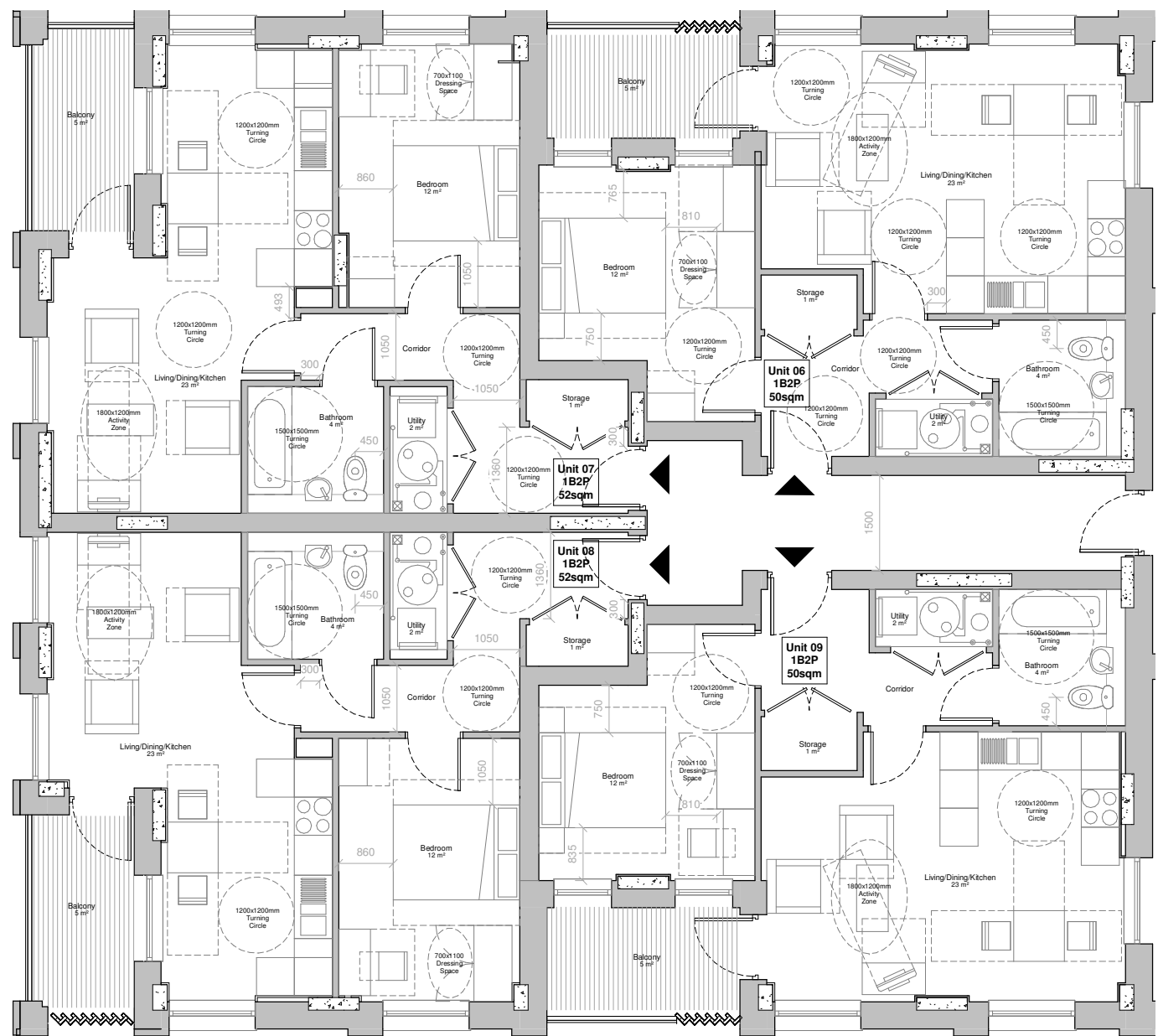
Checked:
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Approved:
LS

Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:
MRT-WWP-RG-00-DR-A-12001

Revision:
0.0

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20001



Continued on Drawing 12003

1
20000

Page 325

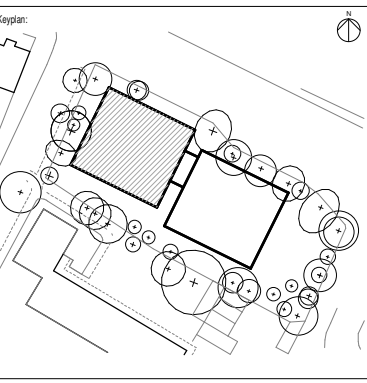
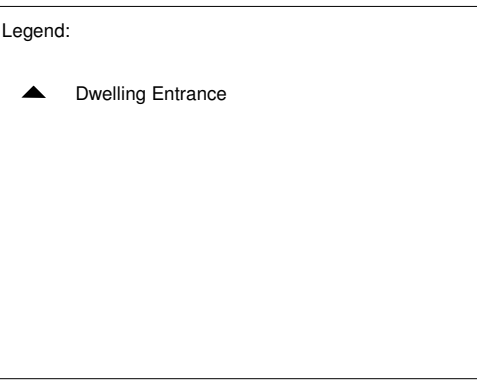
1 Block A - First Floor Flat Layouts
1 : 50



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Notes:



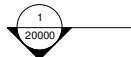
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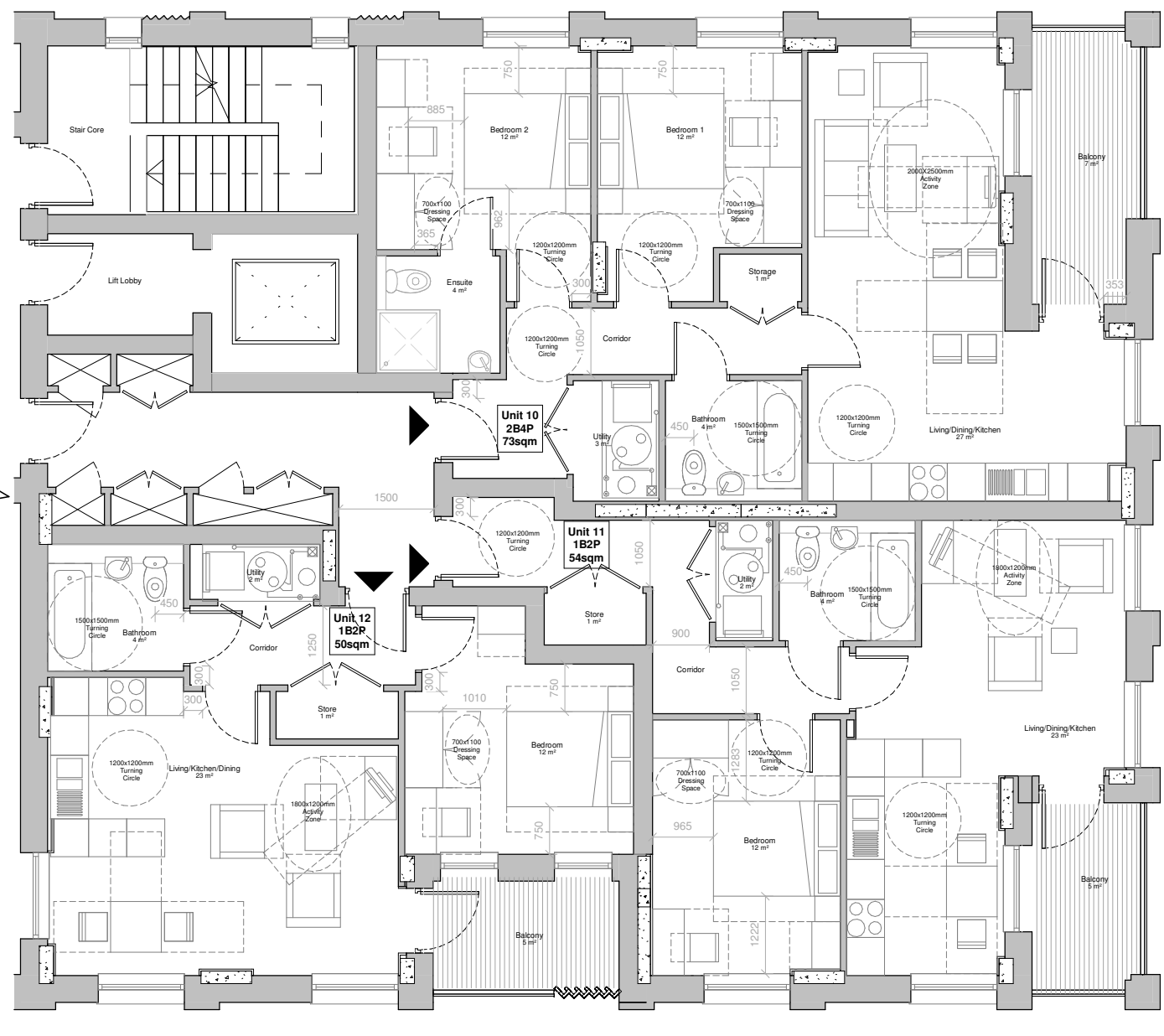
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Rev	Date	Description
0.0	31/10/2019	Planning Issue

Project: Raleigh Gardens Mitcham CR4 3NZ			
Title: Block A - First to Fourth Floor Flat Layouts			
Date: 31/10/19	Project Status: Planning		
Scale: 1 : 50 @ A1	Drawn: AJ	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-RG-01-DR-A-12002			Revision: 0.0



Continued on Drawing 12002



1 Block B - First Floor Flat Layouts
1 : 50



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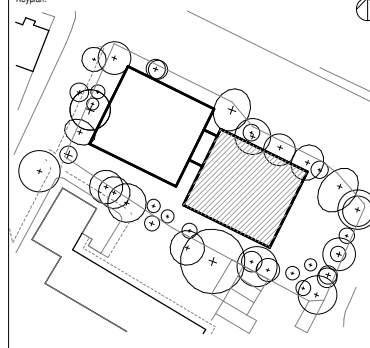
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Notes:

Legend:

▲ Dwelling Entrance

Keyplan:



Architect:

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0.0 31/10/2019 Planning Issue

Rev Date Description

Project:

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Mitcham
CR4 3NZ

Title:

Block B - First to Fourth Floor Flat Layouts

Date:
31/10/19

Project Status:
Planning

Scale:
1 : 50 @ A1

Drawn:
AJ

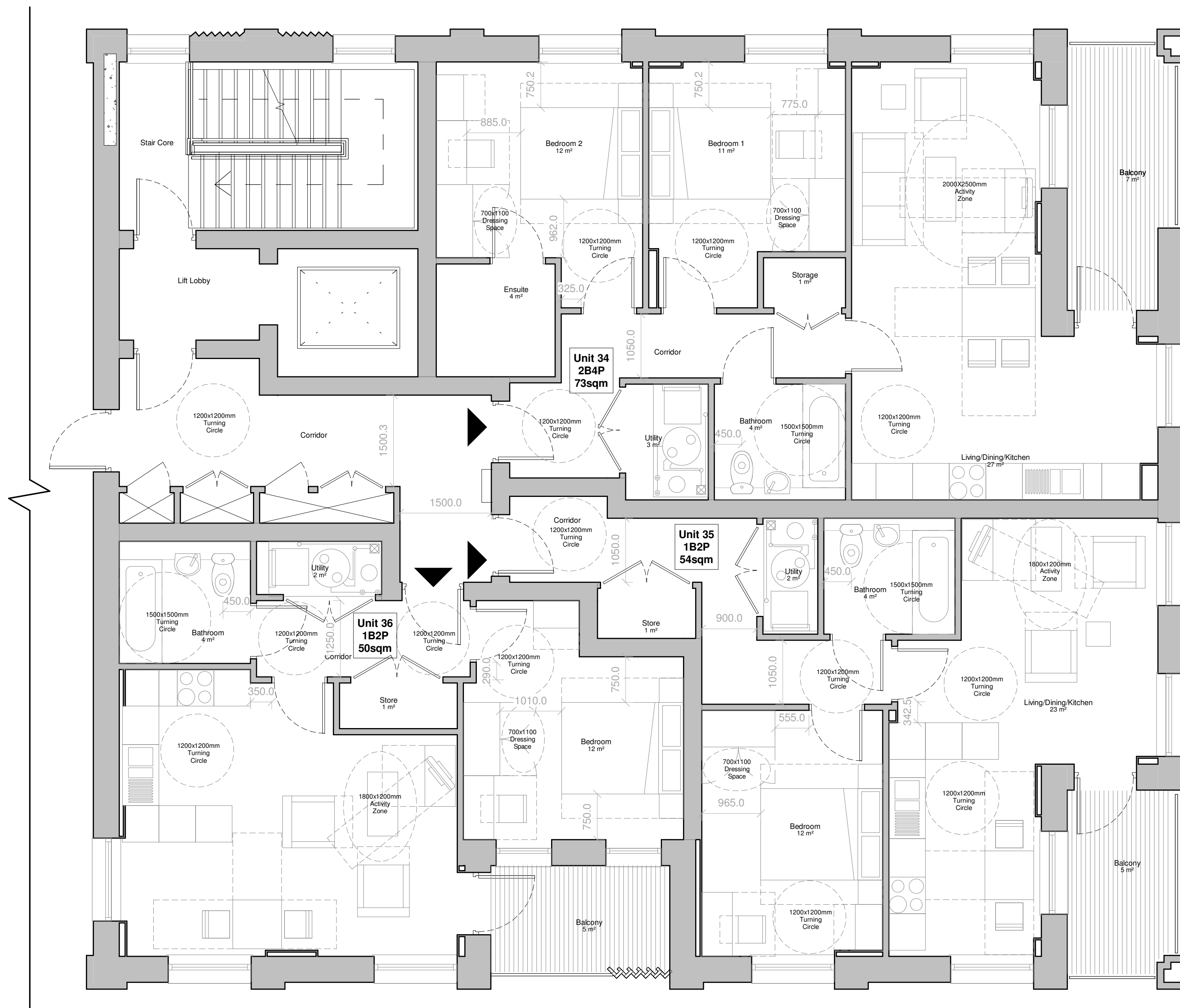
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Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:
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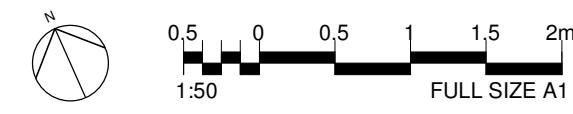
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1 Block B - Fifth Floor Flat Layout
1 : 50



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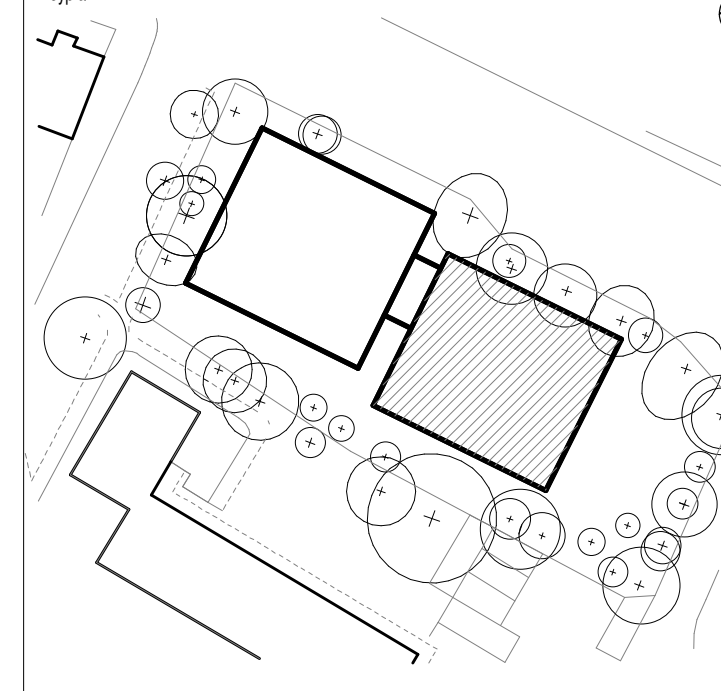
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Title:

Block B - Fifth Floor Flat Layouts

Date:
20/05/20

Project Status:
Planning

Scale:
1 : 50 @ A1

Drawn:
AJ

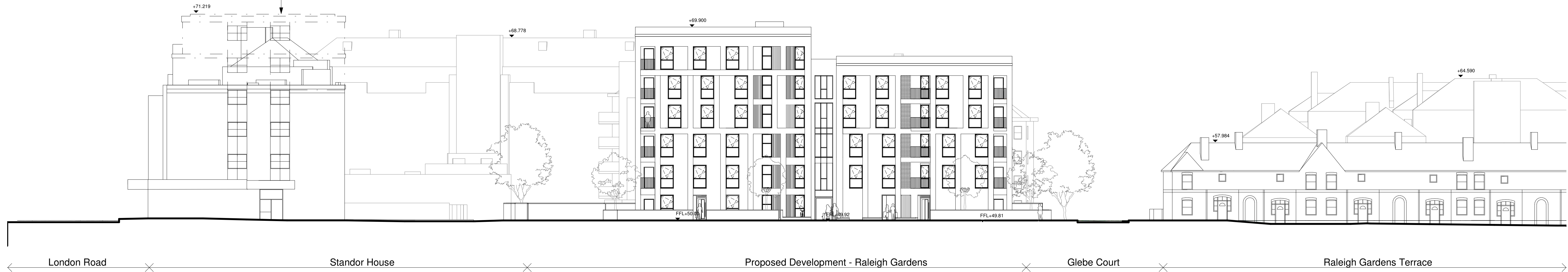
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Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:
MRT-WWP-RG-05-DR-A-12005

Revision:
0.1

Approved Extension to Standor House
Planning Application Reference No. 17/P3923



1 Proposed Context Elevation - North
1 : 200

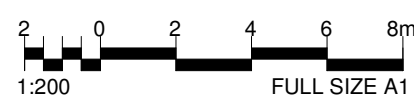
Proposed Extension to Fair Green Parade
Planning Application Reference No. 20/P0823

Approved Extension to Standor House
Planning Application Reference No. 17/P3923



2 Proposed Context Elevations - South
1 : 200

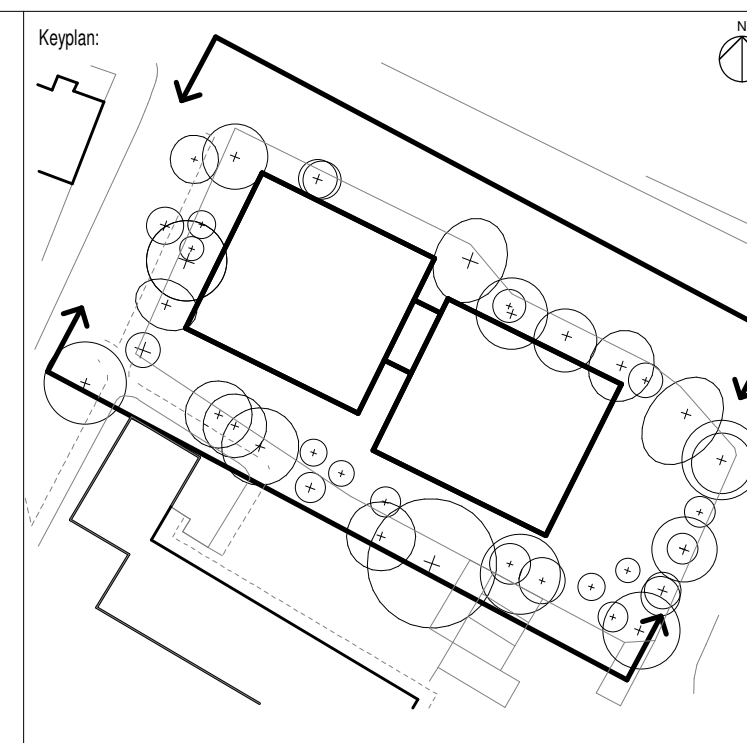
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Notes:

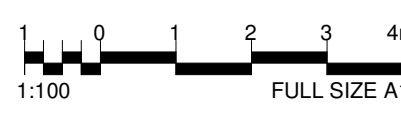


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0.1	20/05/20 Planning Issue
0.0	31/10/2019 Planning Issue
Rev	Date Description

Project: Raleigh Gardens Mitcham CR4 3NZ	
Title: Proposed Context Elevations	
Date: 20/05/20	Project Status: Planning
Scale: 1 : 200 @ A1	Drawn: AJ
	Checked: CL
	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:	
MRT-WWP-RG-ZZ-DR-A-21000	
Revision: 0.1	



1 Proposed Elevations -Raleigh Gardens
1 : 100



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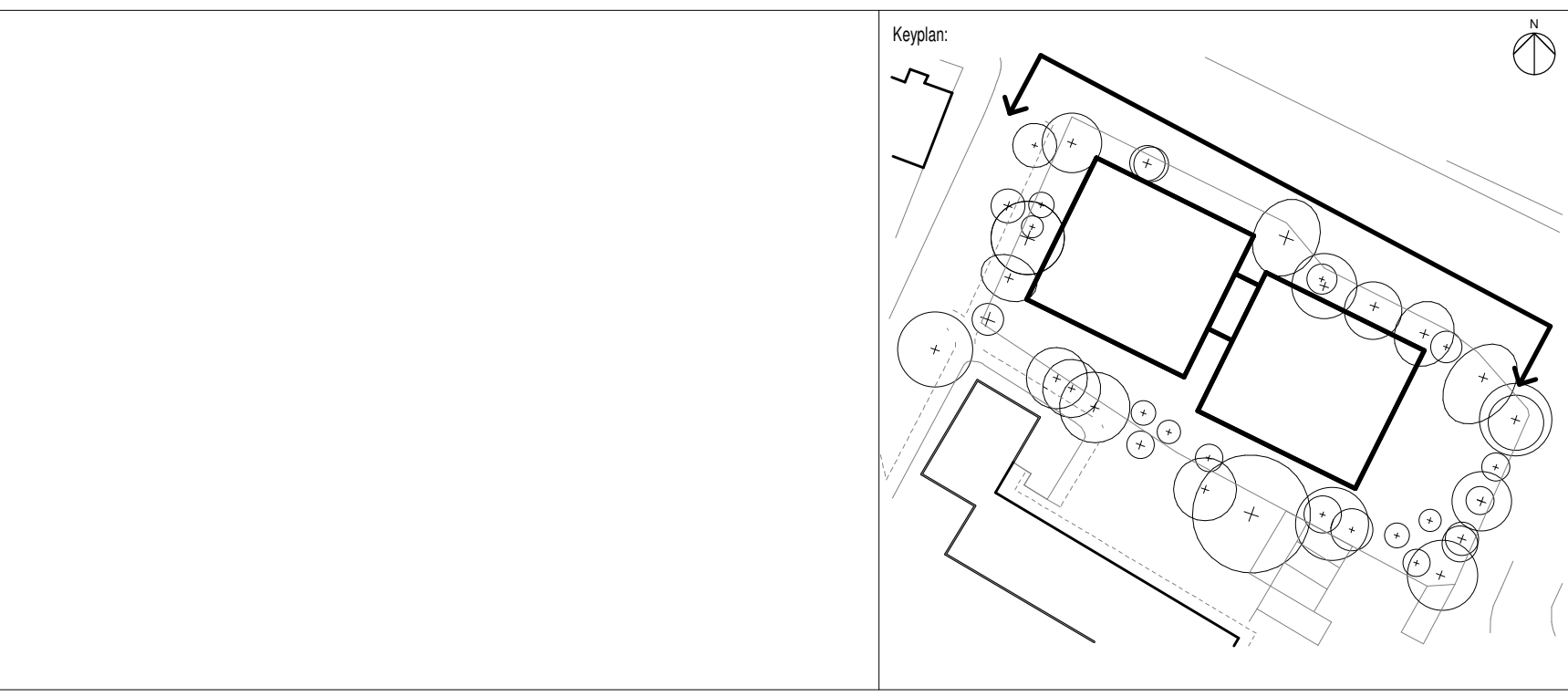
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6. All levels have been provided by the Surveyor.
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Notes:

Materiality Key

- 'Fairmer Blend' UK module brick by S.Anselmo or similar approved, laid in Stretcher bond, with Red-Brown Mortar to match (E141 by CPI Euromix or similar) and bucket handle joint/pointing.
- Inset panel of 'Fairmer Blend' UK module brick by S.Anselmo or similar approved, laid in Stretcher Bond, with Red-Brown Mortar to match (E141 by CPI Euromix or similar) and bucket handle joint/pointing.
- Feature panel of 'Fairmer Blend' UK module brick by S.Anselmo or similar approved, laid in Dogtooth bond, with Red-Brown Mortar to match (E141 by CPI Euromix or similar) and bucket handle joint/pointing.
- Feature panel of 'Fairmer Blend' UK module brick by S.Anselmo or similar approved, laid in Sawtooth Hit and Miss bond, with Red-Brown Mortar to match (E141 by CPI Euromix or similar) and bucket handle joint/pointing.
- Aluminium windows and balcony doorsets PPC to RAL 8006. Tilt/Turn, inward opening windows with Raynaers Ventilals trickle ventilation system.
- Aluminium windows and balcony doorsets with 'glazed-in' aluminium louvre to top light, PPC to RAL 8006.
- Aluminium trims, sills, cappings and flashings PPC to RAL 8006.
- Bottom Fixed Galvanised Mild Steel Railings, formed from rolled steel flats, PPC to RAL 8006
- Soffit board, secret fix, in white, to Balconies or similar.
- Decking tile to balconies and external communal corridors.
- Aluminium External Doorset with fixed glazed sidelight and folded aluminium canopies PPC to RAL 8006
- Full height entrance gates formed from rolled steel flats PPC to RAL 8006 to match balcony railings.
- Glazed Communal Entrance Doors PPC to RAL 8006
- Bin & Cycle Store Doors PPC to RAL 8006
- Concealed Rain Water Pipes and Aluminium guttering
- Wall light to balconies and external flat entrance doorsets.

For landscape materiality, please refer to Exterior Architecture Landscape Planning Statement.



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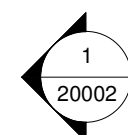
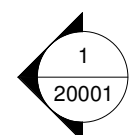
Rev	Date	Description
0.1	20/05/20	Planning Issue
0.0	31/10/2019	Planning Issue

Project:
**Raleigh Gardens
Mitcham
CR4 3NZ**

Title:
Proposed Elevations - North

Date: 20/05/20	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AJ	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-RG-ZZ-DR-A-21001			Revision: 0.1

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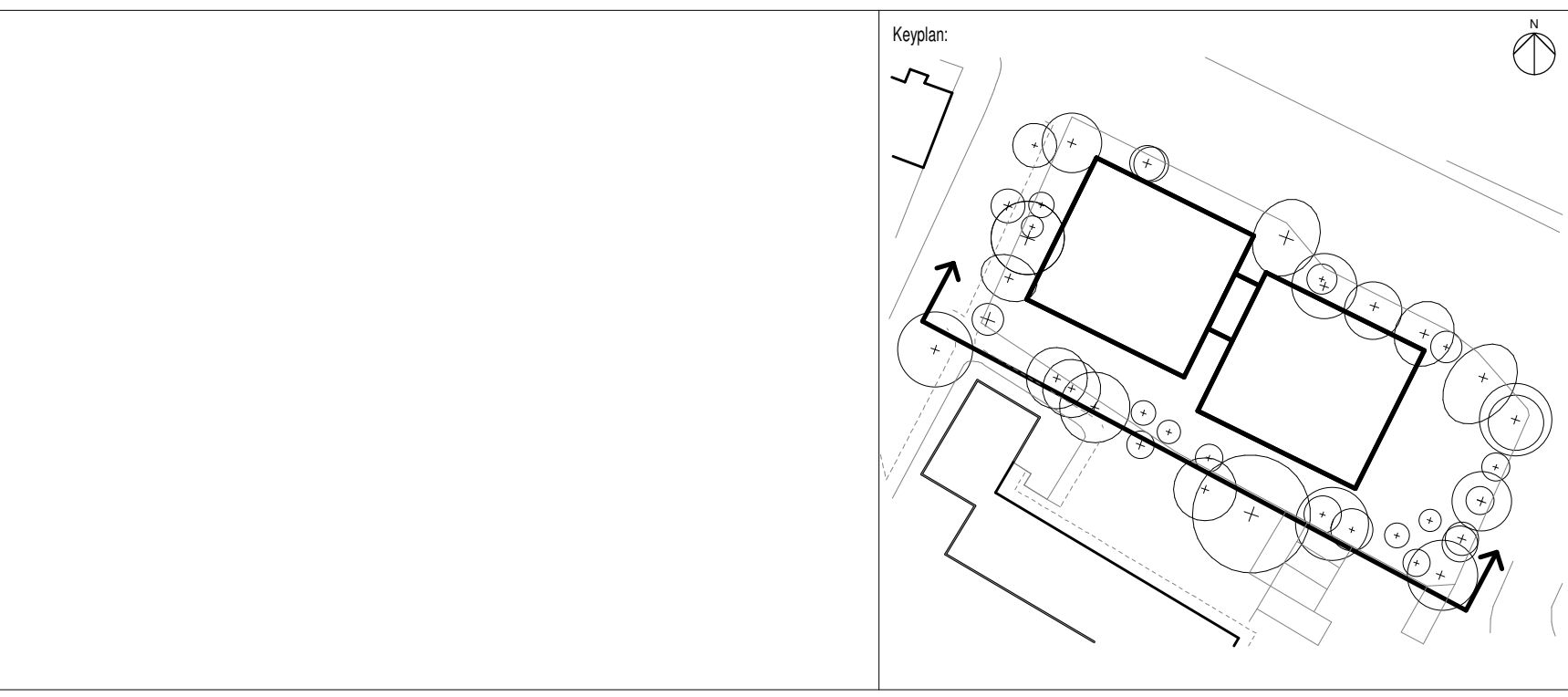


1 Proposed Elevation - South
1 : 100

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- Notes:
- Materiality Key**
- 'Fairmer Blend' UK module brick by S.Anselmo or similar approved, laid in Stretcher bond, with Red-Brown Mortar to match (E141 by CPI Euromix or similar) and bucket handle joint/pointing.
 - Inset panel of 'Fairmer Blend' UK module brick by S.Anselmo or similar approved, laid in Stretcher Bond, with Red-Brown Mortar to match (E141 by CPI Euromix or similar) and bucket handle joint/pointing.
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 - Aluminium windows and balcony doorsets PPC to RAL 8006. Tilt/Turn, inward opening windows with Rainiers Ventilals trickle ventilation system.
 - Aluminium windows and balcony doorsets with 'glazed-in' aluminium louvre to top light, PPC to RAL 8006.
 - Aluminium trims, sills, cappings and flashings PPC to RAL 8006.
 - Bottom Fixed Galvanised Mild Steel Railings, formed from rolled steel flats, PPC to RAL 8006
 - Soffit board, secret fix, in white, to Balconies or similar.
 - Decking tile to balconies and external communal corridors.
 - Aluminium External Doorset with fixed glazed sidelight and folded aluminium canopies PPC to RAL 8006
 - Full height entrance gates formed from rolled steel flats PPC to RAL 8006 to match balcony railings.
 - Glazed Communal Entrance Doors PPC to RAL 8006
 - Bin & Cycle Store Doors PPC to RAL 8006
 - Concealed Rain Water Pipes and Aluminium gutters.
 - Wall light to balconies and external flat entrance doorsets.
- For landscape materiality, please refer to Exterior Architecture Landscape Planning Statement.



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Rev	Date	Description
0.1	20/05/20	Planning Issue
0.0	31/10/2019	Planning Issue

Project:
**Raleigh Gardens
Mitcham
CR4 3NZ**

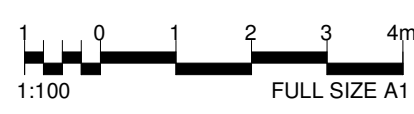
Title:
Proposed Elevations - South

Date: 20/05/20	Project Status: Planning		
Scale: 1 : 100 @ A1	Drawn: AJ	Checked: CL	Approved: LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.: MRT-WWP-RG-ZZ-DR-A-21002			Revision: 0.1

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1 Proposed Elevations - West
1 : 100



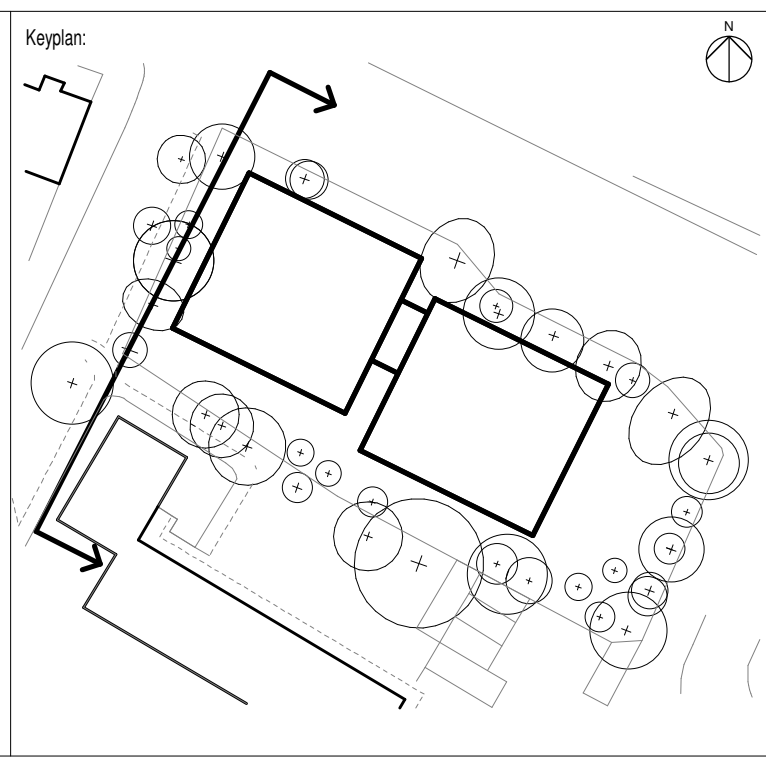
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Rev	Date	Description	
0.1	20/05/20	Planning Issue	
0.0	31/10/2019	Planning Issue	

Project:			
Raleigh Gardens Mitcham CR4 3NZ			
Title:			
Proposed Elevation - West			
Date:	Project Status:		
20/05/20	Planning		
Scale:	Drawn:	Checked:	Approved:
1 : 100 @ A1	AJ	CL	LS
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:			Revision:
MRT-WWP-RG-ZZ-DR-A-21004			0.1

PLANNING APPLICATIONS COMMITTEE
16th July 2020

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>Item No:</u> <u>DATE VALID</u>
	(A) 19/P4046	11/12/2019
	(B) 19/P4047	11/12/2019
	(C) 19/P4048	11/12/2019
	(D) 19/P4050	11/12/2019
Site Address/Ward:	<p>(A) Farm Road Church, Farm Road, Morden, SM4 6RA / St Helier</p> <p>(B) Elm Nursery Car Park, London Road, Mitcham / Figges Marsh</p> <p>(C) Car Park, Raleigh Gardens, Mitcham / Cricket Green</p> <p>(D) Development Site North of 11 to 17 Madeira Road, Mitcham / Cricket Green</p>	
Proposal:	<p>(A) DEMOLITION OF EXISTING CHURCH BUILDINGS AND ERECTION OF A FOUR STOREY DEVELOPMENT COMPRISING 15 SELF-CONTAINED UNITS (9X 1B AND 6X 2B UNITS), AND ERECTION OF 3 x THREE STOREY DWELLINGHOUSES (1X 5B AND 2X 4B); PROVIDED WITH ASSOCIATED CYCLE PARKING, REFUSE STORES, PARKING BAYS AND LANDSCAPING.</p> <p>(B) ERECTION OF A FIVE STOREY BUILDING TO CREATE 21 NEW RESIDENTIAL UNITS. COMPRISING OF ONE AND TWO BEDROOM APARTMENTS, ASSOCIATE CYCLE PARKING, DISABLED PARKING BAYS AND PUBLIC REALM ENHANCEMENTS.</p> <p>(C) REDEVELOPMENT OF EXISTING CAR PARK TO ALLOW FOR THE ERECTION OF A PART FIVE, PART SIX STOREY DEVELOPMENT COMPRISING 36 SELF-CONTAINED UNITS (29X 1B AND 7X 2B); WITH ASSOCIATED CYCLE PARKING, REFUSE STORE, 3X DISABLED PARKING BAYS AND LANDSCAPING.</p> <p>(D) ERECTION OF A THREE STOREY DEVELOPMENT COMPRISING 11 SELF-CONTAINED UNITS (7X 1B AND 4X 2B), AND ERECTION OF 7 X THREE STOREY</p>	

TOWNHOUSES (4B); WITH ASSOCIATED CYCLE PARKING, REFUSE STORES, 4 X PARKING BAYS (2 DISABLED BAYS) AND LANDSCAPING.

1. Introduction.

- 1.1 This report supplements the reports on the agenda for the 4 planning applications listed above. It has been drafted in light of matters unique to the 4 applications which have all been submitted by Merantun Development Limited a Council-owned development company, set up to accelerate the delivery of much needed homes. While each application should be considered on its merits the issue of tenure and affordable housing delivery is embedded in the financial assessment of the 4 schemes as a unified development package.
- 1.2 Merantun Development Limited is one of a number of emerging Council-owned development companies, set up to accelerate the delivery of much needed homes. The company was incorporated to deliver a mix of housing on small sites that would contribute to Merton's housing targets and generate a revenue return to the Council's general fund. In London, many other boroughs have set up similar companies including Lambeth (Homes for Lambeth), Croydon (Brick by Brick), Ealing (Broadway Living), Barking & Dagenham (BeHere) as well as Islington, Camden, Hounslow and Newham.

2. Proposals.

- 2.1 The four development schemes, submitted by Merantun Development, have come forward to be considered by the Local Planning Authority as a single linked development programme in terms of its viability assessment for the delivery of affordable housing.
- 2.2 The provision of dwellings on all four sites are as follows:
- Farm Road: The proposal consists of 18 new homes – 15 apartments, and 3 houses. The apartments are for private rental, and the houses are for market sale.
- Elm Nursery: The proposal consists of 21 new homes, all of which are apartments for affordable rent.
- Raleigh Gardens: The proposal at consists of 36 new homes, all of which are apartments for the private rental sector.
- Development at Madeira Road: The proposal consists of 18 new homes, 7 of which are houses for private sale and 11 of which are apartments for the private rental sector.

The Madeira Road scheme, like the Farm Road scheme, comprises a mixture of Build to Rent (BtR) flats and houses for sale in the open market, whereas the Raleigh Gardens scheme comprises solely BtR flats. Affordable Housing, in the

form of Affordable Rented flats, will be provided at the Elm Nursery site, which comprises 21 flats, all of which will be Affordable Rented. This amounts to a proposal of 22.5% of the total number (93) of homes on the four sites.

The Build to Rent homes will be self-contained and will be owned and managed by Merantun.

Tenure	Elm Nursery	Raleigh Gardens	Farm Road (Application Site)	Canons Place	Total Homes (% based on units)	
Social/Affordable Rent	21	-	-	-	21 (22.5%)	
Intermediate Housing	-	-	-	-	0 (0%)	
Market Housing (Build to Rent)	-	36	15	11	62	72 (77.5%)
Market Housing (For Sale)	-	-	3	7	10	
Total	21	36	18	18		
Total Number of homes					93 homes in total	

3. **Planning policy.**

London Plan (2015/16).

Policy 3.11 Affordable Housing Targets states that the Mayor will and Boroughs should maximise the affordable housing provision and ensure an average of at least 17,000 more affordable homes per year in London over the term of the Plan. The plan seeks 60% of the affordable housing provision to be for social/affordable rent and 40% for intermediate rent or sale

The draft New London Plan (2019/20)

The following policies are considered to be the most relevant in the determination of this planning application.

Policies H5, H6 and H7 Affordable Housing sets an overall target of 50% of new homes to be affordable with a 35% threshold approach where schemes providing 35% affordable housing can be 'fast tracked' and do not require a viability assessment.

Policy H13 - Build to Rent housing

Policy H13 of the Draft London Plan is supportive of Build to Rent housing products provided certain criteria (as identified in Part B of the policy) are met. These criteria include the following:

- the development has at least 50 units;
- the homes are held as Build to Rent under a covenant for at least 15 years and a clawback mechanism is in place that ensures there is no financial incentive to break the covenant;
- all units are self-contained and let separately; and
- longer tenancies (three years or more) are available to tenants with break clauses for renters which allow the tenant to end the tenancy with a month's notice any time after the first six months.

Merton Core Planning Strategy (2011)

Policy CS 8 Housing Choice seeks to ensure the provision of a mix of housing types and tenures at a local level and aims for a borough-wide affordable housing target of 40%.

Merton Sites and Policies Plan (2014)

The relevant policies from the Sites and Policies Plan are as follows:
Policy DM H3 Support for Affordable Housing seeks to secure affordable housing in accordance with Core Planning Strategy Policy CS 8 with a tenure split of 60% social and affordable rent and 40% intermediate rent or sale

Merton draft New Local Plan

Build to Rent schemes are a form of purpose-built long term rented accommodation in-block ownership and management, which could help to accelerate the supply of homes and support labour market mobility.

Draft policy H4.7.

Build to Rent schemes must meet the draft London Plan policy H13. The supporting text to the policy identifies that Build to Rent schemes must provide at least 50 units in accordance with the requirements of draft London Plan policy H13.

Merton Strategic Housing Market Assessment (July 2019)

Merton's Strategic Housing Market Assessment (July 2019) (SHMA) highlights that the Build to Rent sector provides the opportunity for good quality, well managed rental accommodation that is purpose built and provides the opportunity to boost overall housing delivery, as it does not compete directly with traditional housing development schemes which are built for sale.

4. Planning considerations – Tenure mix and affordable housing.

- 4.1 To provide context to the assessment below; across the last three years (2015 – 2018), in Merton an average of 14% of all new homes delivered within the borough that have been affordable. This is significantly below the target 40% set out within the Core Strategy and Local Plan, demonstrating a significant undersupply of affordable housing.
- 4.2 In terms of affordable housing tenure, in the year 2017/18, Merton delivered only 7 social rented units, with the remainder of affordable housing being

intermediate or affordable rented tenures. This equates to only 8% of all affordable housing within the borough being delivered at social rent levels, and only 1% of all new homes delivered within this period. This demonstrates that Merton are failing to achieve its desired affordable housing tenure split with the majority of affordable housing delivered within an intermediate tenure and extremely low social rented units.

- 4.3 Officers would note that on medium sized proposals (schemes of 10-30 units) successfully delivering affordable housing is particularly challenging with an apparent absence of interest from Registered Providers in taking on a small number of units within a scheme. The Merantun approach combining a number of medium sized sites to achieve a larger overall quantum of development (93 units) has the potential to overcome this issue.
- 4.4 The approach to modelling viability has examined individual sites and the sites as a whole acknowledging that the tenure mix proposed to be delivered by the Applicant relates to four sites in the borough with a shared affordable housing strategy. The tenure arrangements require assessment against adopted policy and in the case of the affordable element require scrutiny in terms of viability and whether the proposals offer the best output in terms of affordable housing.

Build to rent.

- 4.5 Build to Rent is a relatively new type of housing product in London but is supported by emerging policy at both the local and strategic level.
- 4.6 Across all four sites there will be a total of 62 Build to Rent units which will all be retained and managed by the Applicant. The proposals would provide a portfolio of over 50 Build to Rent units with a unified management. It is considered that the proposed Build to Rent units should be considered acceptable in principle.
- 4.7 The proposals will therefore exceed the minimum requirement of 50 units to be considered Build to Rent in accordance with the emerging policies in the draft Local Plan and draft London Plan. Across the sites the proposals would deliver good quality new dwellings for the rental market within accessible and sustainable locations and meeting an identified need within Merton's SHMA.
- 4.8 Officers consider that the other relevant criteria from draft policy H13 can be secured (where relevant) via an appropriate legal mechanism.

Affordable house, build to rent and viability assessment

- 4.9 In seeking affordable housing provision the Council's policies note that it will have regard to site characteristics such as site size, site suitability and economics of provision such as financial viability issues and other planning contributions. The package provides an opportunity to assess combinations of tenure arrangements both at a site level and collectively. The applicant proposes a linked delivery plan in terms of viability and the provision of on-site affordable housing
- 4.10 The viability of each site has been appraised separately in Bespoke Property Consultant's assessment, but the conclusion of each viability report also refers to the overall viability of the four sites taken together. This four site scheme, when viewed in its entirety, has an affordable housing provision of 22.5% of the 93 units and, therefore, is only one unit less than the policy compliant figure of 22 affordable rented units".
- 4.11 The Council appointed an independent assessor to review the applicant's Financial Viability Assessment put together by its advisors Bespoke Property Consultant. A summary of the assessors conclusions are as follows:

Farm Road:

In summary we can conclude that the proposed BtR/market sale development does not generate any surplus over the Benchmark Land Value to fund affordable housing on site or to provide any financial contribution. However, the Build for Sale alternative, were it to be pursued, would derive a land value that would closely match, but still be slightly below, the Benchmark Land Value.

Madeira Road:

In summary we can conclude that the proposed BtR development does not generate any surplus over the benchmark land value to fund affordable housing on site or to provide any financial contribution. Even the Build for Sale alternative, were it to be pursued, would still have a residual land value below the benchmark land value and, therefore, would not be able to viably support any affordable housing on the site.

Elm Nursery Car Park:

In summary we can conclude that the proposed Affordable Rented development provides 100% Affordable Housing. The Build for Sale alternative, were it to be pursued, would have a residual land value below the Benchmark Land Value but with no affordable housing.

Raleigh Gardens Car Park:

In summary we can conclude that the proposed BtR development does not generate any surplus over the benchmark land value to fund affordable

housing on site or to provide any financial contribution. However, the Build for Sale alternative, were it to be pursued, would derive a land value that closely matches the Benchmark Land Value, but again with no significant surplus to viably support any affordable housing.

- 4.12 Advice from the independent assessor is as follows:
Based on our understanding of the local market and desktop research of comparable developments recently sold in the postcode area, we therefore conclude that the values assumed by the Applicant are reasonable. We have therefore applied the Applicant's proposed values as part of our viability testing.
- 4.13 In performing this assessment, the assessors have considered the assumptions used in the Applicant's RLV calculation and how they compare to industry benchmarks and current economic factors and evidence. Whilst there are some variations in the inputs and assumptions applied, the overall conclusion is aligned to that of the applicant. The assessors therefore recommend that Merton Council seeks the 22.5% affordable housing proposed by the Applicant on the Elm Nursery site based on 21 homes for London Affordable Rent (13 x 1 bed flats and 8 x 2 bed flats) secured via a s106 agreement linking all 4 sites.
- 4.14 The independent assessors recommend that Merton apply the viability review mechanisms at early and late stages of development, as outlined within the Draft London Plan and Mayor's Affordable Housing and Viability SPG. In accordance with the SPG, specific provisions should be included for the Build to Rent homes including clawbacks (i.e. the appropriate clawback amount will be the difference between the total value of the market rent units based on the viability assessment at application stage) and a covenant that the homes are Build to Rent for at least 15 years.
- 4.15 Although the examination of the viability appraisal demonstrates that higher affordable housing target cannot be delivered across the four sites, the proposed 22.5% offer of Social/Affordable Rent generally provides a policy compliant level of social/affordable rented units (i.e. just under 60% of 40% of total units). As such, it is only the intermediate housing which is not being provided across the sites.
- 4.16 Overall, the proposed 22.5% affordable housing offer (100% Social/Affordable Rent) will assist in meeting the identified affordable housing demand in the borough. The independent review confirms that no further affordable housing could reasonably be delivered across the four sites without severely compromising the deliverability of the schemes. The need for social housing is considered to outweigh the need to deliver intermediate housing, and make a contribution to a tenure type where there has been under-delivery of social housing within Merton.
- 4.17 Viewed as a package of proposals in terms of its delivery of different tenure arrangement and in particular that of social rented housing it is considered that the proposals collectively fulfil the objectives of both local and metropolitan planning policies and guidance.

5 Delivery mechanism including planning conditions and legal undertakings.

- 5.1 The relationship of Merantun (a private limited company registered with Companies House) to Merton Council, which has set up Merantun, is such that it presents challenges in terms of the format of any legal undertaking or other mechanism to regulate the development so as to deliver the package of all 4 proposals comprehensively along with the provision of affordable housing and any other planning benefits.
- 5.2 Advisors for the applicant consider that there would not be any impediment to them entering into a Section 106 legal agreement with Merton Council. Officers have however sought advice from the Council's Legal services.
- 5.3 Section 106 obligations have to be entered into by the landowner of the property concerned, which is frequently not the applicant for planning permission, and it is established that where a local authority is also the landowner it cannot make an agreement in its two capacities as property owner and local planning authority. Although a local authority performs many different functions it is one corporate body and the basic legal principle is that an individual entity cannot make a contract with itself.

Options.

- 5.4 An option is that Merton could consider a Grampian condition linked to the subsequent completion of section 106 immediately following the land transfer - linked to a restriction on the Land Register restricting registration of the purchasers title until the Council have certified the section 106 has been completed. A condition could be imposed on the planning permission that precludes a material start being made until an obligation or other arrangement agreed with the Council (this in practise means an agreement under section 106 and section 16 of the 1974 Act) has been completed.
- 5.5 An alternative might be that the planning authority simply requires a section 106 agreement, and as the Council is also the local planning authority and cannot contract with itself, so there is a "shadow section 106 agreement" in place following the grant of planning permission. A shadow section 106 is a non-legal document but is an indication of what is expected by the council as a local planning authority in satisfying the conditions of the planning permission so referring to a non-legal document is difficult. The shadow section 106 would be the form of section 106 agreement that would be signed up to if the council sold to a developer so that the developer built out and completed the development.
- 5.6 Notwithstanding the above, officers are of the view that a suitable and binding legal mechanism can be configured and that the absence of this being fully resolved with the applicant at this time should not be an impediment to members resolving, if they are so minded, to approve the 4 schemes.

6 Summary and Conclusions.

- 6.1 The proposals collectively provide a diverse tenure mix including tenures supported by both adopted and emerging policies.
- 6.2 Collectively the proposals would deliver a quantum of social rented affordable housing for which there is a both a measurable need and which has been challenging for the Council to secure delivery, at a level comparable with the percentage of units for such a tenure that would normally be required in order to address policy requirements were all the sites to be considered together.
- 6.3 The 4 applications have been submitted as a single linked development programme. The viability appraisal has been independently assessed and the level of affordable housing to be delivered is the maximum that can be delivered while ensuring the package of 4 schemes remains viable.
- 6.4 When viability is modelled for individual sites the schemes would be likely to fail to deliver affordable housing.
- 6.5 A suitable legally binding mechanism is required in order to ensure delivery and while not fully resolved this should not impede determination of the applications.

Recommendations.

- 1. Affordable housing and tenure mix:**
That the approach to delivery be supported in order to deliver affordable housing.
- 2. Other planning matters:**
See individual reports.

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Committee: Planning Applications

Date: 16th July 2020

Subject: Planning Appeal Decisions

Lead officer: Head of Sustainable Communities

Lead member: Chair, Planning Applications Committee

Recommendation:

That Members note the contents of the report.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 For Members' information recent decisions made by Inspectors appointed by the Secretary of State for Communities and Local Government in respect of recent Town Planning Appeals are set out below.
- 1.2 The relevant Inspectors decision letters are not attached to this report but can be viewed by following each individual link. Other agenda papers for this meeting can be viewed on the Committee Page of the Council Website via the following link:

[**LINK TO COMMITTEE PAGE**](#)

DETAILS

Application Number: 19/P3558 (planning appeal)
Site: 207 Hillcross Avenue, Morden SM4 4BU
Development: Retention of existing single storey rear extension
Recommendation: Refuse (delegated decision)
Appeal Decision: DISMISSED
Date of Appeal Decision: 15th June 2020

[**Link to Appeal Decision Notice**](#)

Application Number: 18E0573 (Enforcement appeal)
Site: 6 Cartmel Gardens, Morden SM4 6QN
Breach: Side extension not built in accordance with approved plans
Appeal Decision: DISMISSED
Date of Appeal Decision: 23rd June 2020

Alternative options

- 3.1 The appeal decision is final unless it is successfully challenged in the Courts. If a challenge is successful, the appeal decision will be quashed and the case returned to the Secretary of State for re-determination. It does not follow necessarily that the original appeal decision will be reversed when it is re-determined.
- 3.2 The Council may wish to consider taking legal advice before embarking on a challenge. The following applies: Under the provision of Section 288 of the Town & Country Planning Act 1990, or Section 63 of the Planning (Listed Buildings and Conservation Areas) Act 1990, a person or an establishment who is aggrieved by a decision may seek to have it quashed by making an application to the High Court on the following grounds: -
1. That the decision is not within the powers of the Act; or
 2. That any of the relevant requirements have not been complied with; (relevant requirements means any requirements of the 1990 Act or of the Tribunal's Land Enquiries Act 1992, or of any Order, Regulation or Rule made under those Acts).

1 CONSULTATION UNDERTAKEN OR PROPOSED

- 1.1. None required for the purposes of this report.

2 TIMETABLE

- 2.1. N/A

3 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 3.1. There are financial implications for the Council in respect of appeal decisions where costs are awarded against the Council.

4 LEGAL AND STATUTORY IMPLICATIONS

- 4.1. An Inspector's decision may be challenged in the High Court, within 6 weeks of the date of the decision letter (see above).

5 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

5.1. None for the purposes of this report.

6 CRIME AND DISORDER IMPLICATIONS

6.1. None for the purposes of this report.

7 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

7.1. See 6.1 above.

8 BACKGROUND PAPERS

8.1. The papers used to compile this report are the Council's Development Control service's Town Planning files relating to the sites referred to above and the agendas and minutes of the Planning Applications Committee where relevant.

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