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Merton Council

Planning Applications Committee Agenda

Membership

Councillors:

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

Substitute Members:

Eloise Bailey
Ben Butler
Edward Foley
Edward Gretton
Najeeb Latif
Dennis Pearce

Date: Thursday 14 January 2021

Time: 7.15 pm

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

This is a public meeting and attendance by the public is encouraged and welcomed.

This is a public meeting and can be viewed at
www.youtube.com/user/MertonCouncil.

If you wish to speak in respect an application, please contact either planning@merton.gov.uk or the Development Control Admin Section on 020 8545 3445/3448 (9am – 5pm); or the Development Control hotline 020 8545 3777 (open 1pm – 4pm only) to register. All requests to speak should be made by no later than 12 noon on the day before the meeting.

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Planning Applications Committee Agenda

14 January 2021

- | | | |
|---|--|--------------|
| 1 | Apologies for absence | |
| 2 | Declarations of Pecuniary Interest | |
| 3 | Minutes of the previous meeting | 1 - 10 |
| 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 | 1 Hartfield Road, Wimbledon, SW19 3RU Application No: 20/P2567 Ward: Dundonald Recommendation: GRANT Planning Permission Subject to completion of a S106 Agreement and conditions | 11 - 72 |
| 6 | 7 Rural Way, Streatham, SW16 6PF Application No: 20/P3757 Ward: Graveney Recommendation: Grant planning permission subject to the completion of a S106 and relevant conditions. | 73 - 104 |
| 7 | Planning Appeal Decisions Recommendation: That Members note the contents of the report. | 105 - 108 |
| 8 | Planning Enforcement - Summary of Current Cases Recommendation: That Members note the contents of the report. | 109 - 114 |

Note on declarations of interest

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

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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

10 DECEMBER 2020
(7.15 pm - 0.21 am)

PRESENT Councillors Councillor Dave Ward (in the Chair),
Councillor Stephen Crowe, Councillor Stephen Alambritis,
Councillor Billy Christie, Councillor David Dean,
Councillor Nick Draper, Councillor Joan Henry,
Councillor Simon McGrath, Councillor Carl Quilliam and
Councillor Peter Southgate

Sarath Attanayake (Transport Planning Project Officer), David Gardener (Planning Technician), Jonathan Lewis (Development Control Team Leader (South)) and Neil Milligan (Development Control Manager, ENVR)

1 APOLOGIES FOR ABSENCE (Agenda Item 1)

There was no apologies for absence.

2 DECLARATIONS OF PECUNIARY INTEREST (Agenda Item 2)

Councillor Henry declared a non-pecuniary interest in respect of item 11 – Pollards Hill Estate as she's a Ward Member in Pollards Hill. She took part in the debate and voted on the proposal.

3 TOWN PLANNING APPLICATIONS (Agenda Item 4)

The Committee noted the amendments and modification to the officers' report which was published in the modification sheet (see item no. 16). This applied to items no. 7, 8, 9, 11 and 12.

Furthermore, the Chair advised that the order of the agenda was changed and would be considered in the order as follows: items, 6, 9, 10, 12, 8, 11, 5, 7 and 10. For the purpose of the minutes, items were minuted in the order they appeared in the published agenda.

4 MINUTES OF THE PREVIOUS MEETING (Agenda Item 3)

RESOLVED: That the minutes of the meeting held on 12th November, 2020 were agreed as an accurate record.

5 GARAGES RO 30-40 BARNES END, KT3 6PB (Agenda Item 5)

Proposal: Demolition of 24 garages and construction of 2 dwellings with associated parking and landscaping.

Further to Minute No. 6 on 22nd March, 2018, the Committee noted the reports and the revised plans presented by the Development Control Team Leader (South).

The Committee noted the applicant was not present at the meeting.

Councillor Hina Bokhari (Ward Member) had registered to speak on behalf of the residents. She expressed her concerns in relation to the height of the extension, notwithstanding, the disruption this would cause for the residents and felt that the developers had no real concern for the local area. She further advised the Committee that the residents felt that their views were not considered at the previous Planning Applications Committee and requested that Members' to refuse the revised proposal.

In response to Members' questions and comments, the Development Control Team Leader (South) clarified, in terms of, material change to the proposal, under Section 73 of the Planning Act, applicants were requested to formally submit an application for any amendments to the scheme, including any minor material amendment.

Members' reinsured the Committee that all participants, including residents had the opportunity to speak at Committee to put forward any points they wish to make to the Committee and that their views were noted. However the Committee had a duty to reach a clear decision for an application on planning grounds.

The Chair moved to the vote on the officers' recommendation and it was

RESOLVED that the application number 20/P0781 be **GRANTED** planning permission subject to conditions.

6 YMCA, 196-200 THE BROADWAY, SW19 1RY (Agenda Item 6)

Proposal: Demolition of buildings and a 2 phased redevelopment comprising a mixed use development with the erection of part basement, part single, part five, part 6, part 7, part 8 and part 9 storey buildings.

The Committee noted the reports and plans presented by the Planning Officer.

Two residents had registered to speak in objection, and at the invitation of the Chair, raised a number of points including the following:

- There had no objections to the development of the YMCA, and fully support the YMCA aims;
- Concerns were raised with regards to the current plans, related to an extensive breach through a number of properties on South Park Road and Trinity Road. The proposed development was located in a suburban setting;
- The scale of the development was too excessive;

- Concerns in relation to high noise levels, lack of privacy, parking issues and overshadowing, both for the existing properties and for residents of new development;
- the proposal did not meet the Merton Strategy DMD, both with the quality of living conditions and privacy;
- Local residents had experienced anti-social behaviour and trespassing from people staying at the YMCA hostel.

The applicant and the applicant's agents had registered to speak, and advised the Committee that the YMCA had been serving the people of Wimbledon since 1870s. YMCA had a desire to continue supporting young people in the community with a wide range of services for them to access. The new development would provide modernised accommodation, which would offer modern facilities, an upgraded affordable gym in large a studio space, new children's area and a new community cafe. Furthermore, the development would benefit the local community providing quality accommodation for local residents and community groups.

Councillor Hayley Ormrod (Ward Member for Trinity) had registered to speak on behalf of the residents in Trinity Ward. She advised the Committee the concerns raised by residents relating to overpopulation of the area scale and density being excessive, loss of light and overshadowing and lack of parking.

Councillor Eleanor Stringer (Cabinet member for Children's Services and Education) had registered to speak, and at the invitation of the Chair informed the Committee that she welcomed the proposal as the current building was outdated and in need of renovation. The proposal would benefit both the hospital and neighbouring residents, as well as providing new homes to residents. She further recognised the need to work closely with the police to tackle anti-social behaviour.

Councillor Nigel Benbow (Ward Member for Abbey) had submitted a written speech which was read out by the Senior Democratic Services Officer. The Committee noted that Councillor Benbow welcomed the new redevelopment of the YMCA. Nonetheless, he did not feel the proposed development was complete and stated that this could be improved to become acceptable in the residential area of Wimbledon. He further stated that there was a lack of pavement space on Trinity Road. The development was overlooking to the South Park Road properties, and was two meters away from the end of their gardens and the boundary of the YMCA redevelopment. Furthermore, issues had been raised around anti-social behaviour and residents needed reassurance in term of their security and protection for both neighbouring residents and occupants of the hostel. There were also concerns that the proposed building was too excessive in height and would block daylight and sunlight to the surrounding properties.

Councillor Paul Kohler (Ward Member for Trinity) had registered to speak on behalf of his constituents. He explained to the Committee that he was in support of the proposal, however recognised some residents had raised concerns and requested YMCA to continue to work with the community to address their concerns. Furthermore, he was pleased that the development had agreed not to concede any work during the weekends.

During the ensuing debate, Members expressed both their support and concerns relating to the proposal. Members' extended their gratitude to the applicant of YMCA,

the objectors and everyone for their contributions, in particular, the planning officers for their hard work.

The Chair moved to the vote on the officers' recommendation and it was

RESOLVED that the application number 20/P1738 be **GRANTED** planning permission subject to s106 agreement and conditions.

7 95 DEVONSHIRE ROAD, COLLIERS WOOD, SW19 2EQ (Agenda Item 7)

Proposal: Addition of basement and erection of second storey and part single, part double rear extension to create two new self-contained flats.

The Committee noted the report and plans presented by the Development Control Team Leader (South). The Committee also noted the modifications contained in the supplementary agenda. The Development Control Team Leader (South) provided updates on various matters relating to the amendments.

The Committee noted that there were no objectors registered to speak. The Committee noted that the applicant had also not registered to speak.

In response to Member's questions, the Development Control Team Leader (South) clarified that the existing first floor had two, three bedroom units, and the three bedroom units were below the national current national standards, irrespective of whether or not there was a first floor extension. The development had proposed to add a meter and a half to the rear part of the units to provide more space and improve the standard of the units.

The Chair moved to the vote on the officers' recommendation and it was

RESOLVED that the application number 20/P1399 be **GRANTED** planning permission subject to s106 obligation or any other enabling agreement and conditions.

8 30 LANCASTER GARDENS, WIMBLEDON. SW19 5DG (Agenda Item 8)

Proposal: Demolition of existing house and erection of a new six bedroom detached dwelling with accommodation in basement and roof levels.

The Committee noted the report and plans presented by the Planning Technician. The Committee also noted the modifications contained in the supplementary agenda.

An objector had registered to speak, and at the invitation of the Chair, addressed the Committee with the following points;

- The proposed development was out of scale to other nearby properties;
- The construction would potentially damage the trees to the boundary, which were important to the street scene, therefore it was requested that a condition to be imposed to protect the trees.

The applicant agent's had registered to speak, and at the invitation of the Chair addressed the Committee with the following points:

- There were no TPO trees in the garden of the application property;
- The demolishing of the existing house would potentially provide adequate access through to the rear of the site in order to access the site for any construction works;
- It was standard procedure to include roof protection area;
- The applicant would ensure that the trees to the neighbouring property would be protected; however, would welcome the Council to impose condition to the tree protection area;
- The proposed application followed established precedent on the site.

Members' welcomed the proposal and the traditional design of the development. Nonetheless, Members' were reassured that the applicant would ensure that the trees to the neighbouring property would be protected and that a condition to protect the trees was not required.

The Chair moved to the vote on the officers' recommendation and it was

RESOLVED that the application number 20/P2276 be **GRANTED** planning permission subject to conditions.

9 WIMBLEDON COLLEGE OF ART, 40 MERTON HALL ROAD, SW19 3QA
(Agenda Item 9)

Proposal: New forecourt landscaping, façade and roof alterations of the theatre annex building, installation of the new windows and cycle parking facilities of the main college building, alteration to campus services equipment.

The Committee noted the report and plans presented by the Planning Officer. The Committee also noted the modifications contained in the supplementary agenda. The Planning Officer provided updates on various matters relating to the amendments.

Two residents had registered to speak in objection, and at the invitation of the Chair, raised a number of points including the following:

- Whilst supporting the Art College and their reputation for design excellence and creativity, the character should be preserved to enhance the listed buildings;
- The proposed application would potentially damage the character of the conservation area;
- The dark grey/black paint to the terracotta brick of the main building was intrusive and was out of character with the natural red bricks in London. It was requested that conditions to be imposed to ensure that the red bricks were retained to keep up with the character;
- All local houses had white frame windows and the proposed black frames would be out of character for the area; therefore, any new windows should retain the existing style and white frames;

- The replacement of the roofing tiles with a steel roof was not in keeping with the conservation. It was requested to use PV solar panels or traditional tiling.
- The objectors did not oppose to the development it was offering to students, however, there were concerns around the damaging impact to the areas, including road safety and congestion and there was no provision parking for the general public.

The applicant's agents had registered to speak, and at the invitation of the Chair, responded to the points raised by the objectors and addressed the Committee with the following points:

- The proposed planning application formed part of UBS multimillion pound investment to create a unique integrated performance centre;
- The existing theatre and actress building was outdated and needed modernisation.
- The current building was not fit for purpose;
- The new forecourt would be open to the community, enhance the streetscape and improve the ecology and biodiversity of the site;
- The proposed forecourt improvements would complement the character and appearance of the area;
- The developers continued to consult with neighbours to address any concerns;
- Security would be managed to the forecourt area to alleviate the concerns raised with regards to the removal of the fencing and necessary actions would be taken to secure the development against anti-social behaviour;
- The proposed campus would only be used for studying and teaching and no student accommodations would be located on the site;
- The proposal was a free car development, therefore, this would not increase traffic level; and would be improving the cycle facilities;
- The proposed would improve immunity for everyone.

Councillor Anthony Fairclough (Ward Member for Dundonald) had registered to speak on behalf of his ward. He advised the Committee the concerns raised by residents in relation to parking and delivery vehicles parked on the streets, including on weekends. He further raised concerns that the proposed development was out of character to the conservation area, in particular, the paintwork and the replacement of the windows.

In response to Members' questions, the Planning Officer informed the Committee that, in terms of the colour to the paintwork of the bricks to the properties, the applicant did not require planning permission.

In response to Members' questions, the Transport Planning Project Officer clarified that delivery vehicles were permitted to park on single and double yellow lines for loading and unloading provided it was not causing an obstruction. All deliveries would take place near the entrance to the college, therefore, the car parking bays would not be used by the delivery vehicles.

The Planning Officer informed the Committee, in terms of, the replacement of the windows, it was proposed that the windows would be replaced with double glazed which would improve the thermal performance to the studio and allow more light. Furthermore, he advised the Committee that the proposed colour and materials would not cause any harm to the conservation area.

Members' concluded by thanking Professor David Crow and the Vice Chancellor of the Wimbledon College of Arts for this investment and believe that the students in London would fully benefit from this project.

The Chair moved to the vote on the officers' recommendation and it was

RESOLVED that the application number 20/P1952 be **GRANTED** planning permission subject to s106 agreement and conditions.

(Councillor Dean declared a non-pecuniary interest in relation to this application as he had been in communication with residents. He took part in the debate but abstained from voting)

10 5 PARKSIDE AVENUE, WIMBLEDON, SW19 5ES (Agenda Item 10)

Proposal: Demolition of 2 storey dwelling house and erection of replacement dwelling house with accommodation within the roof space.

The Committee noted the report and plans presented by the Planning Officer.

Two residents had registered to speak in objection, and at the invitation of the Chair, raised a number of points including the following:

- Concerns with regards to loss of protected trees;
- There would be a detrimental effect on the visual amenities of the area;
- The development was out of scale and excessive, this would potentially cause harm the conservation area;
- The felling of trees and the development would overlook the streetscape;
- The development had disregarded the council's conservation assessment proposal and this would cause harm to the character and appearance of the constellation air;
- The proposed development should be set further back from the road and be reduced in both height and width;
- The modifications made to the scheme were insignificant and had not addressed the concerns raised;
- There was no objection to the site being developed, however, the major concerns were regards to the property was too excessive. The existing frontage of the property was approximately 19 meters, and the proposed frontage to the new development was 47 meters.
- Concerns to road safety, in particular, to the eastern driveway there was no turning space and this was deemed to be dangerous.

The applicant's agent had also registered to speak, however, during the meeting he had lost connection and experienced technical issues re-joining the meeting. Subsequently, the Chair informed that Committee that the agent had advised that the officers' report covered the main points and he did not have anything further to add in respect of this application.

In response to Members' questions and comments, the Planning Officer clarified the following points:

- the width of overall development of the two wide side wings were two meters wider;
- Officers' carried out the tree assessment, the quality of the trees was also assessed and officers' considered that the replacement of the trees mitigated the loss of the existing trees, including the TPO trees, nonetheless, the planning permission outweighed the Tree Protection Order.
- The vehicle access point to the eastern end of the site would be used on a regular basis;
- In terms of the footprint ratio, the size of open space to the plot was less; therefore, provided more open space compared to the other plots in the surrounding areas.

The Chair moved to the vote on the officers' recommendation and it was

RESOLVED that the application number 20/P2610 be **GRANTED** planning permission subject to conditions.

11 POLLARDS HILL ESTATE, MITCHAM (Agenda Item 11)

Proposal: Installation of 180 bin stores and 28 food stores with reconfiguration of parking spaces (increase of 40 spaces) across the Pollards Hill estate.

The Committee noted the reports and plans presented by the Case Officer. The Committee also noted the modifications contained in the supplementary agenda.

An objector had registered to speak, and at the invitation of the Chair, raised a number of points including the following:

- The Equality Act 2010 sets out that a authority must give due regard to the public sector equality duty, including, removing or minimising disadvantages suffered by people with a protected characteristics such as age or disability;
- The proposal would have a significant impact on the elderly and people with disabilities, who would struggle to use the communal bins];
- The report noted that additional assistance would be provided for those who had mobility issues, however, no details was included on what support would be provided;
- The report referred to communal bins being partly curved roof and bollards which could compromise accessibility and present further barriers to people with visual impairment. The commuter bins would increase noise disturbance and had an impact on people's mental wellbeing.

It was noted that the applicant was not present at the meeting.

In response to Members' question, the Case Officer clarified that any residents who were unable to put out their bins (ie; elderly or residents with disabilities) would be provided with assistant with regards to their bin collections and would not be expected to use the communal bins. Furthermore, Members' were informed that Equality Impact Assessment for this proposal had not been carried out.

A Member expressed their concerns with regards to the bin stores located in the middle of the forecourt and reiterated the concerns the objectors raised. Furthermore, their stated that this was not fit for purpose.

The Chair moved to the vote on the officers' recommendation and it was

RESOLVED that the application number 19/P4032 be **GRANTED** planning permission subject to conditions.

12 LAND ON SOUTH SIDE, WYKE ROAD, RAYNES PARK (Agenda Item 12)

Proposal: Erection of 2 x part-3, part-4 storey buildings comprising 9 x self-contained dwellings with 8 off-street car parking spaces, highway works and associated landscaping. Proposals include a land transfer to re-provide 18 CPZ parking spaces.

The Committee noted the report and plans presented by the Development Control Team Leader (South). The Committee also noted the modifications contained in the supplementary agenda. The Development Control Team Leader (South) provided updates on various matters relating to the amendments.

Two residents had registered to speak in objection, and at the invitation of the Chair, raised a number of points including the following:

- The scheme did not comply with the Council's Green Spaces policy;
- The proposed development was on land designated as a Site of Importance for Nature Conservation and Green Corridor and would result in the loss of 25 trees;
- The proposed development would create poor quality living and would cause harm to the amenities of the area;
- the proposal would cause a significant loss of tree canopy cover, which helped alleviate regular flooding problems and improved air quality;
- Concerns relating to loss of trees; loss of a SINC and Green Corridor;
- Concerns relating to noise pollution for nearby residents;

The applicant's agent had registered to speak, and at the invitation of the Chair, addressed the Committee with the following points:

- Since the beginning of this project in November, 2019, there had been extensive pre application discussions and negotiations with the council offices and public consultation;
- The proposed scheme would provide much needed homes in a highly sustainable location;
- The design was revised in September 2020 on the advice of offices in order to provide three apartments rather than a single family home on the eastern part of the site. The two proposed blocks would be lower and subservient to land on court, comprising exceptional contemporary architecture with detailing that would significantly lift the character of the distance relying on court, therefore, scheme would not adversely affect the immunity of any local neighbouring residents,
- The Council Environmental Health Officer had assessed the scheme and confirmed that there would be no adverse impacts of noise and vibrations from the adjoining railway line.
- The proposal provided much needed homes in a sustainable location that had no detrimental impact on adjoining properties, it would enhance the appearance of the site through high quality inefficient architecture and improve the appearance and

accessibility of white road by replacing existing on street parking with dedicated off street spaces.

Councillor Adam Bush (Ward Member for Raynes Park) had registered to speak on behalf of his ward. He expressed his concerns regarding the overdevelopment of this proposal and advised the Committee to refuse the application. He explained to the Committee that the proposed application was situated in a very narrow conservation area, which was adjacent to a railway line, the new building would be on land that was designated as both were a site of importance for nature conservation and a green corridor. The development would cause a huge loss of green space and provided poor quality amenity space. The new homes would also suffer from excessive noise, due to the close proximity of the railway line. Furthermore, White Road was a narrow road which resulted residents to park on pavements.

During the debate, Members' sought clarification on a number of various matters outlined in the report provided by the Development Control Team Leader (South).

The Chair moved to the vote on the officers' recommendation and it was

RESOLVED that the application number 20/P0945 be **GRANTED** planning permission subject to s106 agreement and conditions.

13 PLANNING APPEAL DECISIONS (Agenda Item 13)

The Committee noted the Planning Appeal decisions.

14 PLANNING ENFORCEMENT - SUMMARY OF CURRENT CASES (Agenda Item 14)

The Committee noted that there were no planning enforcement cases reported.

15 URGENT ITEM - REF 19/P2387 - TESCO SITE - LAND AT BURLINGTON ROAD NEW MALDEN KT3 (WEST BARNES WARD) (Agenda Item 15)

RESOLVED that the report and its conclusion be noted by the Committee.

16 MODIFICATION SHEET (Agenda Item 16)

The Committee noted the modification sheet.

(The meeting was adjourned at 21:09 and resumed at 21:15)

PLANNING APPLICATIONS COMMITTEE

14th January 2021

Item No:

UPRN

APPLICATION NO.

DATE VALID

20/P2567

20/08/2020

Address/Site:

Wimbledon Bridge House, 1 Hartfield Road, Wimbledon, SW19 3RU

(Ward)

Dundonald

Proposal:

Alterations and extensions to existing building to provide an additional 3 storeys of office accommodation (net increase of 3513sqm of Gross Internal Floorspace (GIA)), plus plant enclosure at roof level and associated landscaping and public realm improvements.

Drawing Nos:

D 0 003(I1), 098(I1), 099(I1), 100(I1), 101(I1), 106(I1), 107(I1), 108(I1), 109(I1), 110 (I1), 111(I1), 200(I1), 201(I1), 202(I1), 203(I1), 204(I1), 205(I1), 300(I1), 301(I1) & R 0 100(I1)

Contact Officer:

David Gardener (0208 545 3115)

RECOMMENDATION

GRANT Planning Permission Subject to completion of a S106 Agreement and conditions

CHECKLIST INFORMATION

- Heads of agreement: Carbon offset, S278 for public realm improvements
- 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 (at pre-application stage)
- Number of neighbours consulted: 344
- External consultations: Transport for London, Thames Water, Metropolitan Police

1. INTRODUCTION

1.1 The application has been brought before the Planning Applications

Committee due to the nature of the development and number of objections received following public consultation.

2. SITE AND SURROUNDINGS

- 2.1 The application site comprises a seven storey office building with additional basement parking, accessed from Hartfield Road, which provides 33 parking spaces. The building, which currently has a gross internal floor area (GIA) of 18,036sqm, abuts and is attached to a long leasehold interest retail and carpark building to the west, arranged on an air- rights deck over the railway tracks. The site is located in Wimbledon Town Centre on land bound by Hartfield Road and Hartfield Crescent. The existing building design is characterised by white cladding which is overlain by screens of white aluminium louvres.
- 2.2 The application site is not subject to any statutory heritage asset designations although the Merton (The Broadway) Conservation Area, is located approx. 15m to the northeast, and this includes locally listed buildings at Nos. 2, 4 and 6 Hartfield Road (includes Prince of Wales PH) and No.11 The Broadway. The immediate area comprises an eclectic mix of building styles, sizes and uses. For example, No. 17 Hartfield Road, which is located on the opposite side of the junction, is a recently refurbished and extended 8 storey office building, whilst construction works have commenced (LBM Ref: 18/P4447) on the erection of an 8 storey building comprising a hotel, a little further along the road at Nos. 27 – 39. The opposite side of Hartfield Road is characterised by 2 – 4 storey predominantly commercial buildings although there is some residential in the mix on the upper floors of buildings. Residential properties are located to the southwest of the site including the Cascades, a six storey block of flats which bounds the site.
- 2.4 The application site has excellent public transport links (PTAL rating of 6b) being sited in very close proximity to Wimbledon tube, railway and tram station and a number of bus routes. The site is also located in a Controlled Parking Zone (Zone W4).

3. CURRENT PROPOSAL

- 3.1 The application is to extend the building by an additional three floors (from a total of 7 to 10 floors) with the existing plant which is currently positioned on the roof, and new plant, positioned on the new roof. An additional 3513sqm of GIA office floorspace would be created.
- 3.2 The proposal would increase the building height up to approx. 40.4m to the roof of the 9th floor with the maximum height of the building including plant being approx. 42.8m. The proposed extension would feature white cladding to match the cladding on the existing building. A pergola would also be added to the existing terrace on the 6th floor and the new plant would be screened by a green ivy clad wall.
- 3.3 The basement levels would be modified with the introduction of 250 secure cycle storage and cyclist facilities to serve the whole building. The car parking

would also be reduced from 33 to 16 spaces (including 2 blue badge bays). Accessible cycle spaces lockers and shower facilities will also be incorporated.

- 3.2 Public realm improvements are also proposed with for example the replacement of the existing concrete paving slabs on both Hartfield Road and Hartfield Crescent with Yorkshire slabs. Additional greenery including street trees and hedging are also proposed.

4. PLANNING HISTORY

The following planning history is relevant:

- 4.1 MER452/85 - Outline application for redevelopment to provide office and retail floorspace and car park together with associated highway works. Allowed at appeal - 09/07/1986.
- 4.2 87/P0422 - Redevelopment of site to provide shops, offices and car parking and associated highways works. Approval of reserved matters relating to outline permission reference MER452/85). Approved - 02/07/1987.
- 4.3 14/P2559 (dated 28/01/2015) relating to alterations to building frontage facing Wimbledon Bridge and public realm works. Granted - 26/11/2015
- 4.4 15/P3447 - Alterations to building frontage of units 1 & 2 facing Wimbledon Bridge, installation of roof plant, automated telling machines (ATM) to shop front, and associated public realm works. Granted - 17/10/2016
- 4.5 15/P3449 - Advertisement consent for proposed signage. Granted - 17/10/2016
- 4.6 16/P2589 - Application to discharge condition 4 attached to LBM Ref: 14/P2559 (dated 28/01/2015) relating to proposed alterations to building frontage facing Wimbledon Bridge and public realm works. Granted - 06/09/2016
- 4.7 17/P2146 - Installation of new shopfront. Granted - 25/07/2017
- 4.8 17/P2291 - Installation of 4 x condenser units at roof level. Granted - 01/08/2017

5. POLICY CONTEXT

- 5.1 The relevant policies in the Adopted Sites and Policies Plan and Policies Maps (July 2014):
DM D1 (Urban design and public realm), DM D2 (Design considerations in all developments), DM D3 (Alterations and extensions to existing buildings), DM D4 (Managing heritage assets), DM E1 (Employment areas in Merton), DM E2 (Offices in town centres), DM EP2 (Reducing and mitigating noise), DM F1 (Support for flood risk management), DM F2 (Sustainable urban drainage)

systems SuDS, wastewater and water infrastructure), DM R1 (Location and scale of development in Merton's town centres and neighbourhood parades), DM T1 (Support for sustainable transport and active travel), DM T2 (Transport Impacts of development), DM T3 (Car parking and servicing standards) and DM T5 (Access to the road network).

- 5.2 The relevant policies in the Adopted Core Strategy (July 2011) are: CS.6 (Wimbledon Town Centre), CS.7 (Centres), CS.12 (Economic development), CS.14 (Design), CS.15 (Climate Change), CS. 16 (Flood Risk Management), CS.18 (Active Transport), CS.19 (Public Transport), CS.20 (Parking, Servicing and Delivery)
- 5.3 The relevant policies in the London Plan (2016) are: 4.2 (Offices), 5.2 (Minimising carbon dioxide emissions), 5.6 (Decentralised energy in development proposals), 5.3 (Sustainable Design and Construction), 5.9 (Overheating and cooling), 6.3 (Assessing effects of development on transport capacity), 6.9 (Cycling), 6.13 (Parking), 7.2 (An inclusive environment), 7.4 (Local character), 7.6 (Architecture), 7.7 (Location and design of tall and large buildings), 7.8 (Heritage Assets and Archaeology)
- 5.4 National Planning Policy Framework 2019 (NPPF)
- 5.5 National Planning Practice Guidance 2014 (NPPG)
- 5.5 The London Plan Intend to Publish Version (December 2019)
- 5.6 Future Wimbledon Supplementary Planning Document (November 2020)
- 5.7 Merton's Tall Buildings Background Paper 2010

6. CONSULTATION

- 6.1 The application was originally publicised by means of a site notice and individual letters to occupiers of neighbouring properties. In response, 18 letters of objection have been received including objection letters from The Wimbledon Society and Friends of Wimbledon Town Centre, and 35 letters of support have been received. The letters of objection are on the following grounds:
- Excessive height, too dominant
 - Lack of demand for office space
 - Increasing the size of an existing ugly building
 - Impact on Wimbledon townscape/character/adjacent conservation area
 - Congestion/disruption caused by loading/unloading from deliveries, increased traffic/safety concerns
 - Noise impact
 - Impact of possible road closures
 - Disruption during construction such as dust, air pollution
 - Loss of outlook/views from surrounding buildings, green spaces and conservation area

- Loss of privacy, overbearing impact, visually intrusive, loss of daylight/sunlight
- Residents will receive little of the economic benefit
- Concerns regarding delivery of proposed green measures

6.2 Wimbledon Society

Objects to the development due to the proposed height of the building, the inadequate attention paid to the carbon footprint of the building. More could also be done to enhance biodiversity of the building whilst uncertainty surrounds the need for additional office space in the area.

The building is situated on a conspicuous site facing the Wimbledon Broadway Conservation Area. The appearance of this area is important to the commercial and leisure activities in Wimbledon town centre. It will be particularly visible from the area around the entrance to Hartfield Road, which directly faces the building, and also the view looking along Hartfield Road. The proposals envisage increasing the height of the building to 10 storeys. The impact on these views is amply illustrated by the Built Heritage, Townscape and Visual Impact Assessment accompanying the application (illustrations 5.8 and 5.14). The view taken by the developers seems (perhaps unsurprisingly) to be that the impact is not particularly great and not particularly important to people in the area. We take a different view. The scale of an already dominant building is significantly increased to the detriment of the area. Existing applications for nearby buildings are not as large in scale as the proposed new building so this building will be seen as over-dominant.

We note that the new storeys are set back from the edges of the existing building. However, as no cross section across Hartfield Road is provided it is unclear how visible the new storeys will be from the pavement opposite, although the proposed east elevation indicates that they will be.

Local people have expressed their preferences clearly at council -run workshops: they do not want tall buildings like this and the 22m coping height of the CIPD building should be the maximum in the town.

As well as the individual impact of such large buildings, Hartfield Road is becoming increasingly overbuilt and 'canyonised'. New buildings in the vicinity are already raising the building heights along this relatively narrow but important thoroughfare (including for pedestrians and cyclists). We do not wish developers to have the expectation that this height will be acceptable in this part of the town. It will make the area unfriendly to pedestrians and increase pollution by trapping pollutants.

The height of the building will also affect the light to the lower floors of the buildings opposite. We also consider that insufficient consideration has been given to the climate emergency called by the council. It is not clear whether the new building will improve upon the 43 kW/m² design of the original building, or indeed whether the original building meets this standard and needs to be improved.

The new building achieves only 35% carbon emission reductions compared to part L of the Building Regulations. However as the Government has indicated its intention that Building Regs criteria are to be made radically stricter, it does not appear that the proposals are sufficiently 'energy conscious' and much more can and should be done to address this.

We believe that more could be done to enhance biodiversity in constructing this building, especially as the developers seem to wish to claim these credentials. In particular, we note that the ecology report states

'Further enhancement could be achieved by including native or wildlife-friendly planting on the new rooftop once it is constructed.' [Ecology Report, Recommendations and Conclusions].

We believe that such further enhancements should form part of the plan now rather than waiting until the extension is complete and the enhancements can be forgotten or omitted.

Whether additional offices are needed for the town is problematical, given the independent reports by Ramidus/CAG (2017) and Knight Frank (2018), the latter saying that the "demand in the market place does not support the scale of (office) development envisaged" [by the Council's planning approach]. Additionally, with the recent experience of Covid home working and associated changes, creating additional offices in the town centre (when new housing should be the priority) is again something to be questioned. We have also noted a number of planning applications in the borough requesting conversion of office space into residential.

Finally, we note that the requirement of the new storeys to be light has led the developers to suggest timber structures within the new parts of the building. We would like to highlight the possible safety implications of this approach.

6.3 Friends of Wimbledon Town Centre

Objects to excessive height of development and impact that it would have on character of Wimbledon. The proposed development disregards local people's views and is inconsistent with policy objectives in the Future Wimbledon Supplementary Planning Document. Detrimental impact on residents in surrounding streets (e.g. Visual intrusion) and potential visual impact when viewed from Dundonald Park and South Park Gardens Conservation Area. Question the demand for office space due to impact of pandemic.

6.4 The letters of support are on the following grounds:

- Increase in Grade A office space
- Increase in construction and office jobs
- Improve vitality and viability of Wimbledon Town Centre
- Public realm improvements
- Enhance the appearance of area

6.5 Design and Review Panel – (Pre-application submission – 3rd June 2020)

- 6.6 The panel noted that the applicant had evolved the design following pre-application meetings. They also noted that the building was iconic for Wimbledon and that they felt it was the correct approach for the extension to relate to the language of the existing building design. In general the Panel felt the extension was well-designed, subtle and well considered, even though it rose directly above the footprint of the existing top floor. Three additional storeys was considered acceptable in design terms based on the proposed design, and in accordance with the emerging Wimbledon Masterplan.
- 6.7 There was some discussion on detail about the relative dominance of vertical and horizontal elements of the extension but overall the solution was considered good. The Panel were clear however, that the design now needed attention to detail to ensure the quality followed through to completion. It was important that the extension did not draw too much attention to itself and remained a subtle addition. A balance needed to be struck between this and being faithful to the original building design. The Panel recommended preparing additional verified views from the streets and surroundings to assess the impact of the massing of the extension to demonstrate it is not overpowering and its effect on the adjacent conservation area.
- 6.8 The Panel felt that care needed to be taken about how the existing building meets the new extension and welcomed the pergola. There were concerned that there were no external communal spaces and that this could be explored. Whilst the Panel accepted it was an office building, the amount of steel and glass could make it feel unwelcoming. The applicant was therefore urged to explore ways to introduce more greenery to relieve this. Additional communal spaces could provide the opportunity for this – potentially on the roof. The roof plant area was in a plain box, where the current plant was in a more attractive series of pavilions.
- 6.9 The Panel were less convinced by the ground floor and public realm. The ground floor was dead frontage and unattractive and the Panel encouraged to applicant to demonstrate how this could be improved, even if it could not be done immediately. Replacing the white cladding panels with glazing was one suggestion.
- 6.10 The proposal also showed tree planting on Hartfield Road. The Panel raised the issue of underground services and that the applicant needed to ensure this was deliverable. To reduce clutter it was suggested that street lighting be fixed to the building elevation to avoid the need for columns in the footway. The Panel also commented on the fire escape stair and small protruding concrete buttresses and encouraged the applicant to continue exploring if an how they can be removed to maximise the footway width. They also encouraged use of some landscaping but also to ensure the footway was not made too narrow. High quality paving was also recommended.
- 6.11 The Panel commended the approach taken regarding the environmental performance and impact of the building. They noted this was a core part of the

design strategy, which fitted well with the original building design. Heating/cooling studies were important for office buildings and whilst the aim to achieve Breeam Excellent was commended the Panel urged the applicant to aim for Outstanding. On the upper floors it was questioned whether all four elevations needed to be fully glazed given the shallower plan form. The need for additional greening, both on the building and public realm was stressed by the Panel.

- 6.12 Finally, given that the building was of a very rational and rigid design, it was suggested the applicant explore the potential for introducing some subtle irrationality in the design.

VERDICT: GREEN

- 6.13 Council's Urban Design Officer

- 6.14 The design of the extension fits comfortably with the existing building. The proposals for the public realm still however require further work and this should be subject to appropriate planning conditions.

- 6.15 Council's Transport Planner

- 6.16 It is considered that the proposal is unlikely to have a significant impact on the surrounding highway network, and is acceptable subject to appropriate conditions.

- 6.17 Council's Highway Officer

- 6.18 No objections subject to appropriate conditions on construction.

- 6.19 Council's Climate Change Officer

- 6.20 The Council's Climate Change Officer has confirmed that the proposal would comply with both regional and local policies on water and climate use.

- 6.21 Council's Environmental Health Officer

- 6.22 No objection subject to appropriate conditions.

- 6.23 Metropolitan Police

- 6.24 No objections but requests condition relating to bomb protection of glazing.

- 6.25 Thames Water

- 6.26 No objection

- 6.27 Transport For London

- 6.28 Confirm that the application relates to land within the limits of land subject to consultation by the Crossrail 2 Safeguarding Direction. TFL have no comments to make on the application.

7. PLANNING CONSIDERATIONS

7.1 Principle of Development

- 7.2 The Council supports the development of major offices in Wimbledon town centre, which is defined in Policy DM R1 of the Adopted Sites and Policies Plan (July 2014) as offices with more than 1,000sq.m of floorspace. Policy CS.7 of the Core Planning Strategy states that in Wimbledon Town Centre the Council will support high quality offices, especially major development. Policy DM E1 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals relating to employment sites will only be supported that (subject to Policy DM E2 and DM E3), retain existing employment land and floor space. The Council will support proposals for the redevelopment of vacant and underused existing employment land and floor space for employment use and proposals for large and major offices in town centres. Policy DM E1 notes that as Wimbledon town centre is tightly bound by residential areas, the possibilities for growth include increasing density on existing sites. This policy states that the council will work with landowners to meet market demand for high quality, well designed large floorplate offices commensurate with Wimbledon's status as a major centre and to take advantage of the internationally recognised Wimbledon 'brand'.
- 7.3 At a regional level, Policy GG5 of the Mayor's intend to publish London Plan states that to conserve and enhance London's global economic competitiveness and ensure that economic success is shared amongst all Londoners, those involved in planning and development must, among other things, promote the strength and potential of the wider city region, seek to ensure that London's economy diversifies and plan for sufficient employment space in the right locations to support economic development and regeneration. London Plan Policy 2.15 and Policy SD6 of the Mayor's intend to publish London Plan recognise that town centres should be the focus for commercial development beyond the Central Activities Zone (CAZ). Policy SD8 of the Mayor's intend to publish London Plan seeks a range of sizes of commercial units to support the diversity of the town centre and Policy SD6 of the Mayor's intend to publish London Plan states that town centres should also be strengthened to remain the primary location for commercial activity beyond the CAZ as well as a focus for place and local identity.
- 7.4 In addition, it should be noted that London Plan Policy 4.2 and Policy E1 of the Mayor's intend to publish London Plan seek to consolidate and, where viable, extend office provision in town centre locations. Over the 2016 – 2041 plan period, demand for office floorspace in outer London is expected to rise by 23%, with an increasing proportion required for micro, small and medium-sized enterprises. At a national level, Paragraph 19 of the NPPF states that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should

operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

- 7.5 The applicant has also submitted an Economic Impact Statement which states that construction of the proposed development will directly generate an average of 135 FTE on-site gross jobs per annum over the 1 year construction period; and 100 net additional FTE employment opportunities would be annually generated for workers in Greater London during construction, of which 30 will be locally captured by residents of Merton. In addition, the operation of the proposed development could be expected to generate a total of 255 net additional FTE positions per annum across the wider impact area, inclusive of 65 jobs in the local impact area. This total is inclusive of 85 jobs indirectly generated or induced across Greater London through the operation of the Proposed Development.
- 7.7 The application site is located in Wimbledon Town centre and has excellent transport links (PTAL rating of 6b), which means it is a highly suitable location for a major office development. It is considered that the proposal would comply with local, regional and national planning policies by providing 3,513sqm GIA of Grade A floorspace with well-designed large flexible floorplates, commensurate with Wimbledon's status as a major centre. There is therefore policy support for the proposal in principle.

7.8 Design, Impact on Streetscene and Wider Setting

- 7.9 The London Plan states that tall buildings are those buildings that are substantially taller than their surroundings, cause a significant change to the skyline or are larger than the threshold sizes set for the referral of applications to the Mayor. Policy 7.7 states that tall buildings should generally be limited to sites in town centres that have good access to public transport. More specific guidance is outlined in the Tall Buildings Background Paper (2010) which forms part of Merton's Local Development Framework, as an evidence base in support of the Design Policy outlined in the Core Strategy. This states that in Wimbledon Town Centre, tall buildings should contribute to creating a consistent scale of development based on a range of similar but not uniform building heights. These should be determined by reference to surrounding building heights and townscape characteristics.
- 7.10 The proposed development would extend the building from 7 to 10 storeys with plant room located on the roof. The building would have a maximum height of 42.8m from ground level to the top of the plant level (40.4m to roof of 10th floor). The existing seven storey building is considered to be a tall building given surrounding buildings generally range between 3 and 8 storeys in height, and the building as a result of the development would be materially taller than any surrounding buildings. Planning policy has evolved since the publication of the Tall Buildings Background Paper in 2010, with the adoption of the Future Wimbledon Supplementary Planning Document (SPD) in November 2020. The SPD identifies this part of the town centre as being suitable for taller buildings with the site itself as being able to potentially accommodate a 10 storey building.

In addition, the SPD advises that a building of 10 storeys should not exceed 40m (i.e. up to 4m per floor). The proposed development would extend the building to 10 storeys and as such would comply with the guidance set out in the SPD in terms of storey height. Although the proposed extension at 40.4m to the top of the 10th floor, would result in the 10th floor exceeding the 40m height limit, it is very marginal and as such would not warrant a refusal of the application on height grounds. It should also be noted that the building heights set out in the SPD are indicative and as such there is some flexibility depending on the context of each site and the design proposed. In this instance the proposed extension would also comprise white cladding and glazing which would help reduce the impact of its bulk and massing when viewed from the street. It is considered that the proposed extension is acceptable in terms of its height, bulk and massing.

- 7.11 The existing facades consist of white metal and lightly tinted glass, and as such it is appropriate that an extension to Wimbledon Bridge House should use the same palette of similar materials. The pergola at 6th floor level also provides a visual mediation between the existing structures and cladding and the new structures and cladding effectively hiding the join between the two and also introducing a 'green' random element to the regular geometric rhythm of the cladding. The Design and Review Panel in giving the proposal a 'green' verdict noted that the building was iconic for Wimbledon and that they felt it was the correct approach for the extension to relate to the language of the existing building design. In general the Panel felt the extension was well-designed, subtle and well considered, even though it rose directly above the footprint of the existing top floor. Whilst the Panel accepted it was an office building, the amount of steel and glass could make it feel unwelcoming. The panel welcomed the Pergola and the use of greenery in the current application is in response to the Panel's recommendation that the applicant should explore ways to introduce more greenery to relieve this. It is considered that the proposed design approach is acceptable.
- 7.12 It is also considered that the new development would respond to the established townscape character of the area, including that clear differentiation between the historic core of the town centre within, and the more modern and larger height and scale developments outside, the conservation area boundary. Although the new taller building would be observed within the immediate context and backdrop to some views of the locally listed public house from the Bridge and from the Town Hall statutory listed building, the proposal would have a very limited effect on key views looking directly north east to this historic building grouping. The integral design and use of materials of the new levels would help to ensure that additional height and mass would not draw the eye away from the public house to such degree as would undermine its important landmark role or an appreciation of its architecture. The site is set on lower ground level than the Broadway where the Conservation Area is present. It is also considered that the key characteristics of the townscape of the older high street of The Broadway, as experienced in views east, south and west along this route, would also not be adversely effected by the appearance in some views of additional built form above rooflines and as part of the wider setting and modern town centre context of this designated area. The applicant has provided

verified views which illustrate that the proposed additional built form on site would be part or fully screened from many viewpoints by the effects of topography, street pattern and the density and scale of existing buildings. Officers are therefore satisfied that the proposed extension would not cause a harmful impact on the setting of the Conservation Area and neighbouring listed and locally listed buildings.

- 7.13 The proposed public realm improvements are also supported. The existing public realm is negatively impacted by street clutter, poor quality concrete paving and lack of greenery on the building's Hartfield Road frontage which creates a hostile pedestrian environment. It is considered that the proposed public realm improvements will be in keeping with the character of the wider Wimbledon area and include new tree planting on Hartfield Road, replacement Yorkstone Paving on both Hartfield Road and Hartfield Crescent, and simplification of the existing street clutter. These would result in an enhancement over the existing situation. Overall, it is considered that the proposal would comply with all relevant design policies.

7.14 Residential Amenity

- 7.15 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be required 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. Development should also protect new and existing development from visual intrusion.
- 7.16 The application site sits within Wimbledon's commercial district, which means the application site is predominantly surrounded by other commercial properties. There are however residential properties located to the southwest of the site on Hartfield Crescent, including the Cascades, a six storey block of flats which bounds the site. The existing building is seven storeys and it is considered that the proposed extension would have an acceptable impact on the surrounding residential properties. The site sits northeast of these properties which means the extension would have little impact on daylight/sunlight levels. The flats located in the Cascades and from houses further along this side of Hartfield Crescent do not directly face the existing building with the extension only being visible from oblique angles, whilst the top floor of the extension is also set back from the building edges. It is considered that this coupled with the use of white cladding and glazing, means the extension would not be visually intrusive or overbearing when viewed from surrounding properties. It should also be noted that the site is located in Wimbledon Town Centre's commercial district so some degree of intensification should be expected.
- 7.17 There are also flats located on the upper floors of No.6 Hartfield Road and 8-10 Hartfield Road on the opposite side of the road. The applicant has submitted a Daylight/Sunlight Report which states that the development would not comply with BRE Guidelines in terms of its impact on daylight to bedroom windows of the flats at No.6. However, in this instance this impact is considered acceptable

as bedrooms are less important given they are generally used for sleeping at night. Bedrooms are considered less sensitive than primary habitable rooms such as living rooms, as acknowledged by the BRE Guidelines. It should also be noted that the site is located in Wimbledon Town Centre's commercial district so some degree of intensification should be expected. There is inevitably going to be some impact with intensification of commercial development in town centre locations given the close proximity generally of buildings to each other. The Daylight/Sunlight report concludes that the impact on 8-10 Hartfield Road would be compliant with BRE Guidelines. Given the town centre position of the site, overall it is considered that the proposal will accord with planning policy relating to neighbour amenity.

7.17 Parking and Traffic

- 7.18 Policy 6.1 of the London Plan (2016) supports development which generates high levels of trips at locations with high levels of public transport accessibility and improves the capacity and accessibility of public transport, walking and cycling. At a local level 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). Policy CS.20 of the Core Planning Strategy states that the Council will require developers to demonstrate that their development will not adversely affect pedestrian and cycle movements, safety, the convenience of local residents or the quality of bus movement and/or facilities; on-street parking and traffic management. This is endorsed in Policies DM T1 and DM T3 of the 2014 Sites and Policies Plan. Developments should also incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway.
- 7.19 The application site is well connected and has excellent public transport links (PTAL rating of 6b). The site is served by rail services from Wimbledon station and a number of bus routes run along Hartfield Road. The applicant has submitted a transport statement and Travel Plan demonstrating that the transport impacts associated with the proposals can be accommodated within the surrounding transport network. The proposal includes reducing the number of car parking spaces from 33 to 16 spaces including two Blue Badge parking spaces. These spaces will be located on the basement mezzanine, and is considered to be acceptable as it encourages sustainable travel in this highly accessible location.
- 7.20 The proposed building would provide 3,513sqm of additional floorspace which means 39 long stay cycle spaces and 7 short stay cycle spaces should be provided to comply with London Plan Policy 6.13. The current provision is rather ad-hoc and includes store rooms and temporary cages. These will be replaced by a bespoke facility in part of the current car park area at basement mezzanine level. A total of 250 secure cycle spaces, and 270 lockers including drying facilities and a shower facility will be provided for the entire building, which would be an increase of 166 long stay spaces over existing. Accessible cycle spaces lockers and shower facilities will be incorporated. 12 short cycle spaces

would also be provided. The proposed cycle parking would therefore comply with policy.

7.21 Delivery and servicing for Wimbledon Bridge House will continue to operate on-site as existing. The loading bays are manned with security 24 hours a day. Deliveries and servicing will occur within designated loading bays, located within the basement. The proposals include the removal of one of the existing loading bays which is currently unused due to the difficulty in accessing it. This reconfiguration allows for improved refuse storage. Refuse storage and collection will also occur within the basement. Refuse stores are located adjacent to the loading bays. Refuse vehicles will collect refuse from this point at the loading bay.

7.22 The Council's Transport and Highways officers have assessed the application and consider it acceptable subject to appropriate conditions. Overall, the proposal is considered to comply with transport policies

7.23 Sustainability and Energy

7.24 The BREEAM design stage assessment provided by the applicant indicates that the development should achieve BREEAM 'Excellent' which exceeds the requirement set out in Merton's Core Planning Strategy Policy CS15 and complies with Policy 5.2 of the London Plan 2016. The Council's Climate Change Officer has assessed the application and has confirmed that the application would comply with policies on climate change and water usage. Appropriate conditions are recommended and a carbon offset contribution of £76,950 is also required.

8. ENVIRONMENTAL IMPACT ASSESSMENT

8.1 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms of EIA submission.

9. LOCAL FINANCIAL CONSIDERATIONS

9.1 The proposal would result in a net gain in gross floor space and as such will be liable to pay a Community Infrastructure Levy (CIL) and Mayor Community Infrastructure Levy. The funds will be spent on the Crossrail project, with the remainder spent on strategic infrastructure and neighbourhood projects.

10. CONCLUSION

10.1 The application site is located in Wimbledon Town centre and has excellent transport links (PTAL rating of 6b), which means it is a highly suitable location for a major office development. The proposal would provide an extended highly sustainable office building with well designed large floorplates commensurate with Wimbledon's status as a major centre. It is considered that the proposal would respect its context in terms of its scale and massing, and would be of a high quality design. New major office floorspace proposals are encouraged within Wimbledon Town Centre and the proposal would be compliant with

policy. It is acknowledged that the height of the building would be greater than current surrounding buildings and would be a noticeable addition to the local area. The high quality design is such that officers are satisfied that it would not be a visually harmful building and would be commensurate with the desires for intensification of development in the town centre as set out in the Future Wimbledon SPD. The impact on residential amenity and transport and highways is considered to be acceptable subject to the imposition of suitable conditions. It is therefore recommended that planning permission be granted subject to the conditions and heads of terms set out below.

RECOMMENDATION

GRANT PLANNING PERMISSION subject to the completion of a S106 agreement covering the following heads of terms:

- 1) S278 agreement to be entered into for public realm improvements
- 2) Carbon Offset Financial Contribution (£76,950)
- 3) Paying the Council's legal and professional costs in drafting, completing and monitoring the legal agreement.

And subject to the following conditions:

1. A.1 (Commencement of Development)
2. A.7 (Approved plans)
3. B.1 (External Materials to be Approved)
4. No external windows and doors shall be installed until detailed drawings at 1:20 scale of all external windows and doors, including materials, set back within the opening, finishes and method of opening have been submitted to and approved by the local planning authority. Only the approved details shall be used in the development hereby permitted.

Reason: To ensure a satisfactory standard of development in accordance with the following Development Plan policies for Merton: policies 7.5 and 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.

- 5 D.11 (Construction Times)
6. H.7 The development hereby permitted shall not be occupied until the cycle parking, washing and locker facilities shown on approved plan No. D 0 099(11) has been provided and made available for use. These facilities shall be retained for the occupants of and visitors to the development at all times.

Reason: To ensure the provision of satisfactory facilities to promote sustainable modes of transport and to comply with Policy CS18 (Active Transport) of the Adopted Merton's Core Planning Strategy 2011

7. H.8 (Travel Plan)
8. Prior to the commencement of the development hereby permitted, a detailed Demolition/Construction Logistics Plan (including a Construction Management plan) shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented throughout the demolition/construction of the development, unless the prior written approval of the Local Planning Authority is first obtained to any variation.

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

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

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

10. Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby approved shall be used or occupied until a Post-Construction Review Certificate issued by the Building Research Establishment or other equivalent assessors confirming that the non-residential development has achieved a BREEAM rating of not less than the standards equivalent to 'Very Good', and evidence demonstrating that the development has achieved not less than a 35% improvement in CO2 emissions reduction compared to Part L 2013 regulations, has been submitted to and acknowledged in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply 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.

11. Noise levels, (expressed as the equivalent continuous sound level) LAeq (15 minutes), from any new roof mounted plant/machinery shall not exceed LA90-10dB at the boundary with any residential property.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2016 and policies DM D2, DM D3, DM EP2 and DM EP4 of Merton's Sites and Policies Plan 2014

12. H.10 (Construction Vehicles, Washdown Facilities etc. (major sites))
13. H.12 (Delivery and Servicing Plan to be Submitted)
14. No development shall take place until details of the bomb blast resistance of the buildings external design, are submitted to and approved by the Local Planning Authority. This should be informed by a blast assessment by a qualified Structural Blast Engineer (SBE); preferably from the register of Security Engineers and Specialists (RSES). The approved details shall be implemented prior to occupation of the development and permanently retained thereafter.

Reason: To ensure a safe and secure environment is provided in accordance with policy 7.3 of the London Plan (2016) and policy DM.D2 of the Merton Sites and Policies Plan (2014).

15. No development shall take place above ground floor level until a Fire Statement produced by a third party suitably qualified assessor has been submitted and approved by the Local Planning Authority. The approved details shall be implemented prior to occupation of the development and permanently retained thereafter.

Reason: To achieve the highest standards of fire safety in accordance with Policy D12 of the Mayor's intend to publish London Plan.

16. Submission and approval of details relating to public realm improvements.
17. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), the development shall be used for office use (Use Class E(g)(i)) and for no other purpose, without planning permission first obtained from the Local Planning Authority.

Reason: To ensure that there is an adequate supply of suitable sites and premises in locations that optimise opportunities and co-locational advantages for offices and minimise negative effects on other users and to comply with the following Development Plan policies for Merton: Policy DM E2 of Merton's Sites and Policies Plan 2014 and policy CS12 of the Core Planning Strategy 2011.

18. Informative: Carbon emissions evidence requirements for Post Construction stage assessments must provide:

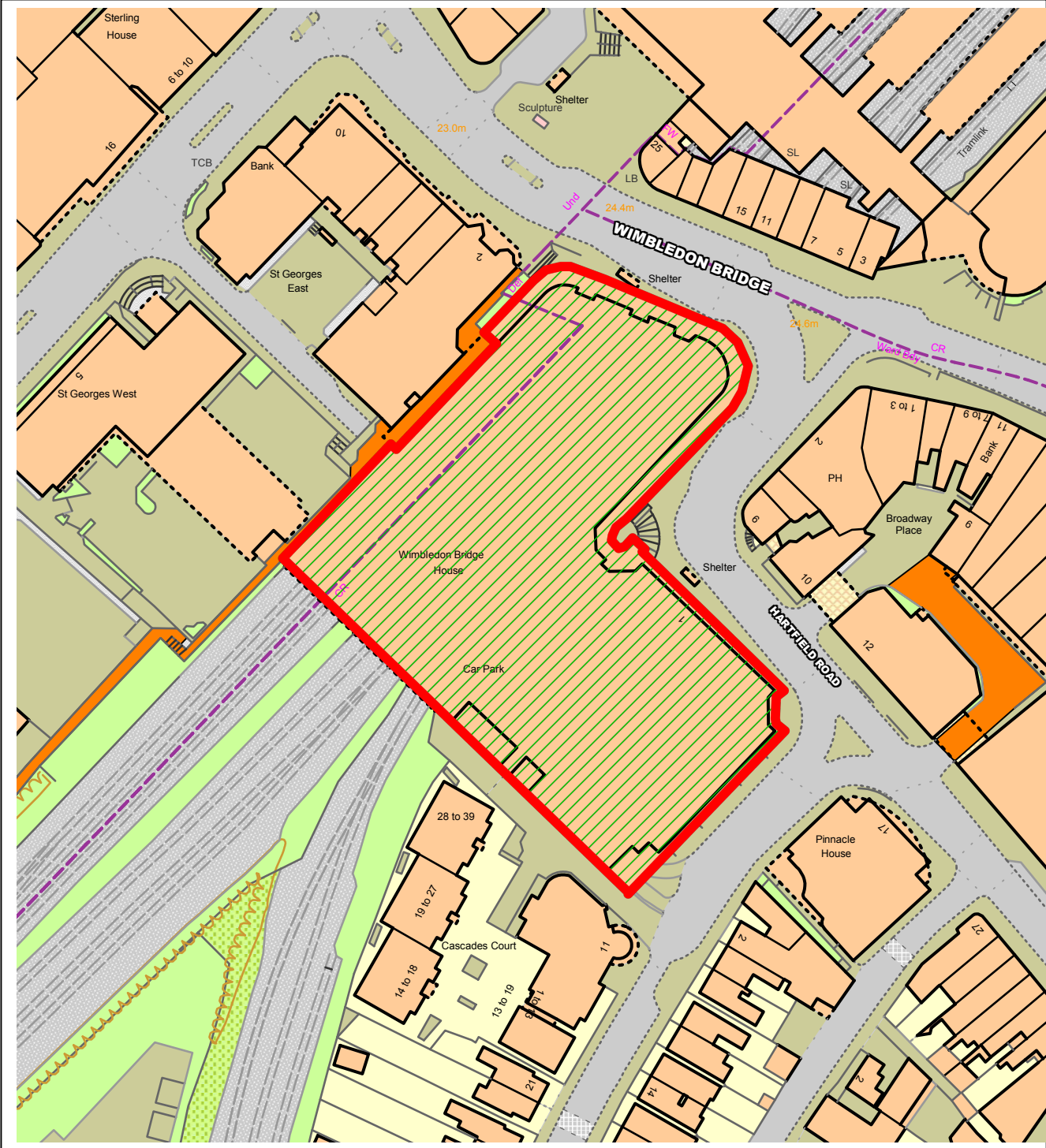
- Detailed documentary evidence confirming the Target Emission Rate (TER), Building Emission Rate (BER) and percentage improvement of BER over TER based on 'As Built' BRUKL model outputs; AND
- A copy of the Building Regulations Output Document from the approved software. The output documents must be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

19. Informative: (Works affecting the public highway)

20. Informative: (Works on the public highway)

21. Informative: 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.

NORTHGATE SE GIS Print Template



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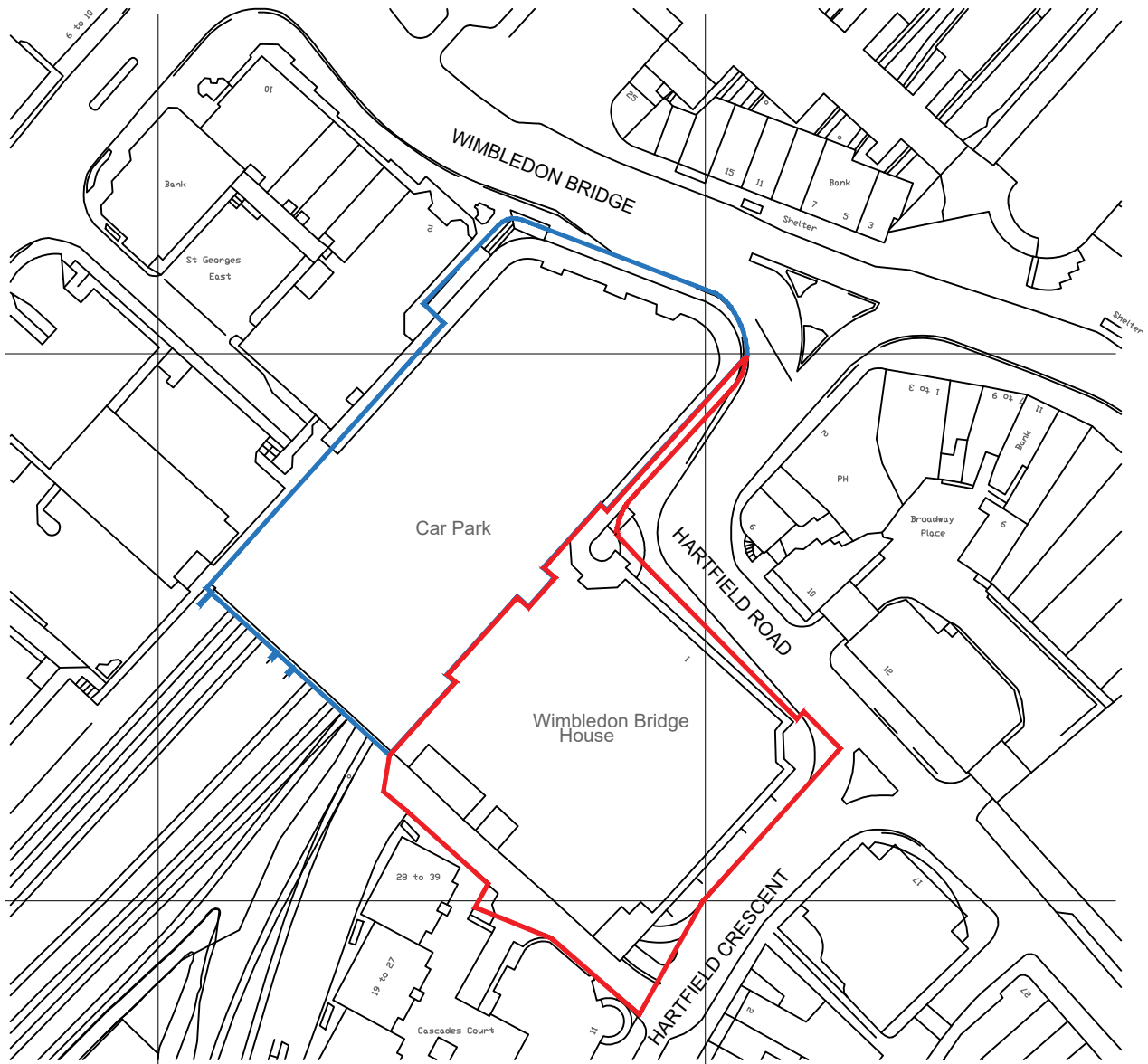
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- Wimbledon Bridge House, planning application site
Title SGL498741
- Wimbledon Bridge House, adjacent leasehold interest
Title TGL53007



| No. | Date | Comment | Drawn | Chk'd |
|-----|----------|-------------|-------|-------|
| 11 | 31.07.20 | FIRST ISSUE | MC | GJ |

| Revisions | | Issue Status | |
|------------------------|------------|-----------------|-----------|
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| | | 11 | |

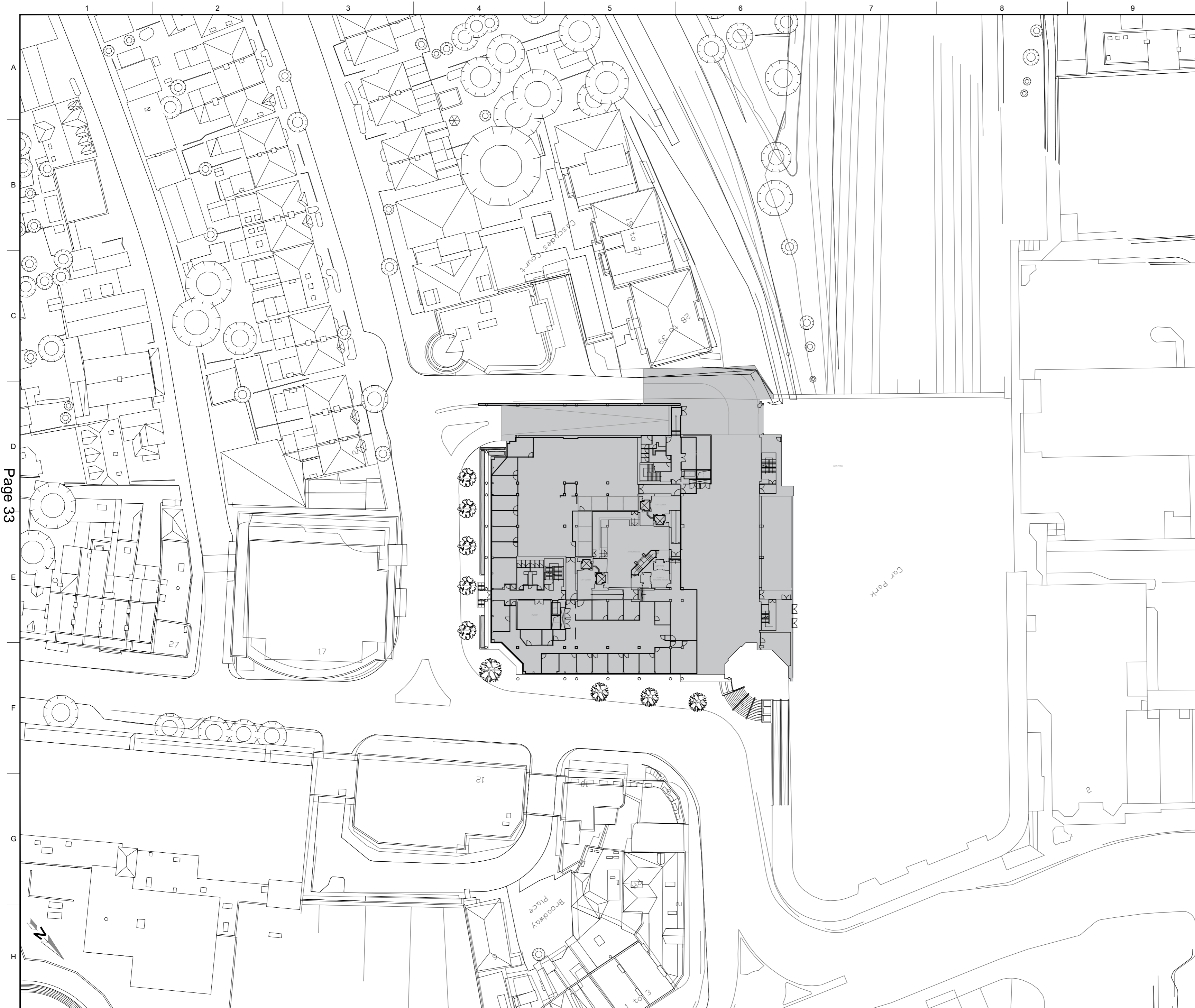
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interiors
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Project
WIMBLEDON BRIDGE HOUSE
1 Hartfield Road
London (SW19 3RU)
Drawing Title
LOCATION PLAN

Page 31

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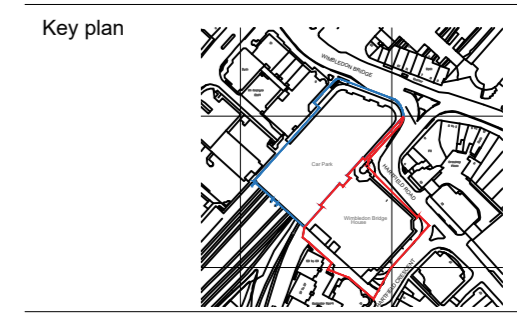
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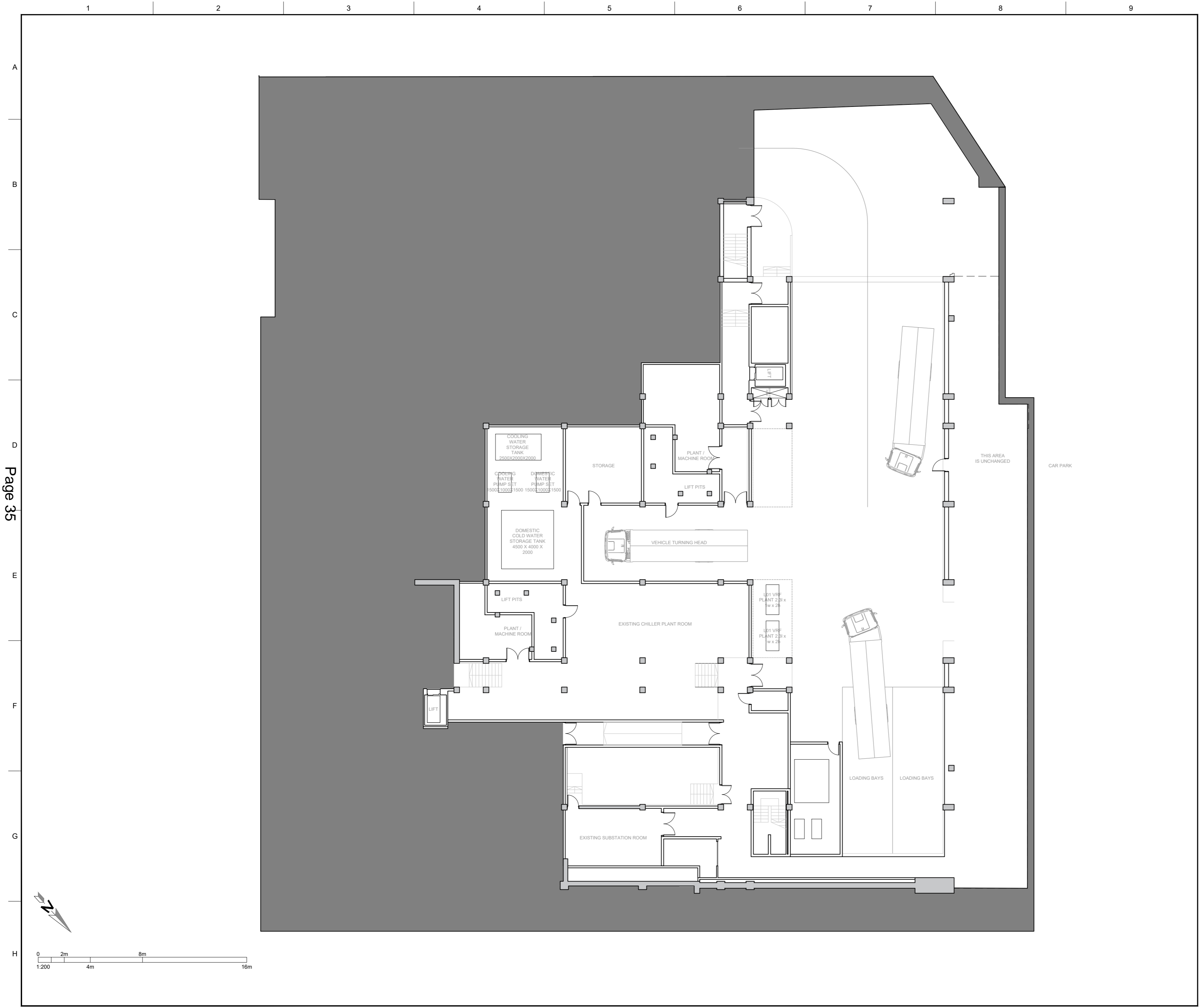
Project
**WIMBLEDON BRIDGE HOUSE,
 1 HARTFIELD ROAD,
 LONDON, SW19 3RU**

Drawing Title
**PROPOSED
 BLOCK
 PLAN**

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| MC | 20.07.2020 | 1:500 | File |

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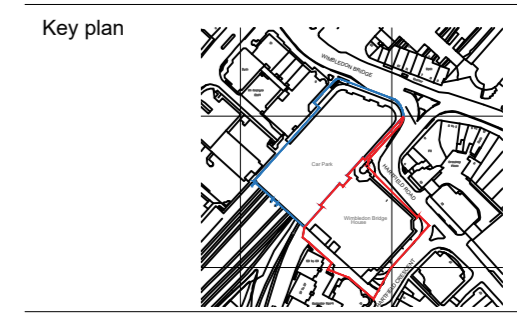


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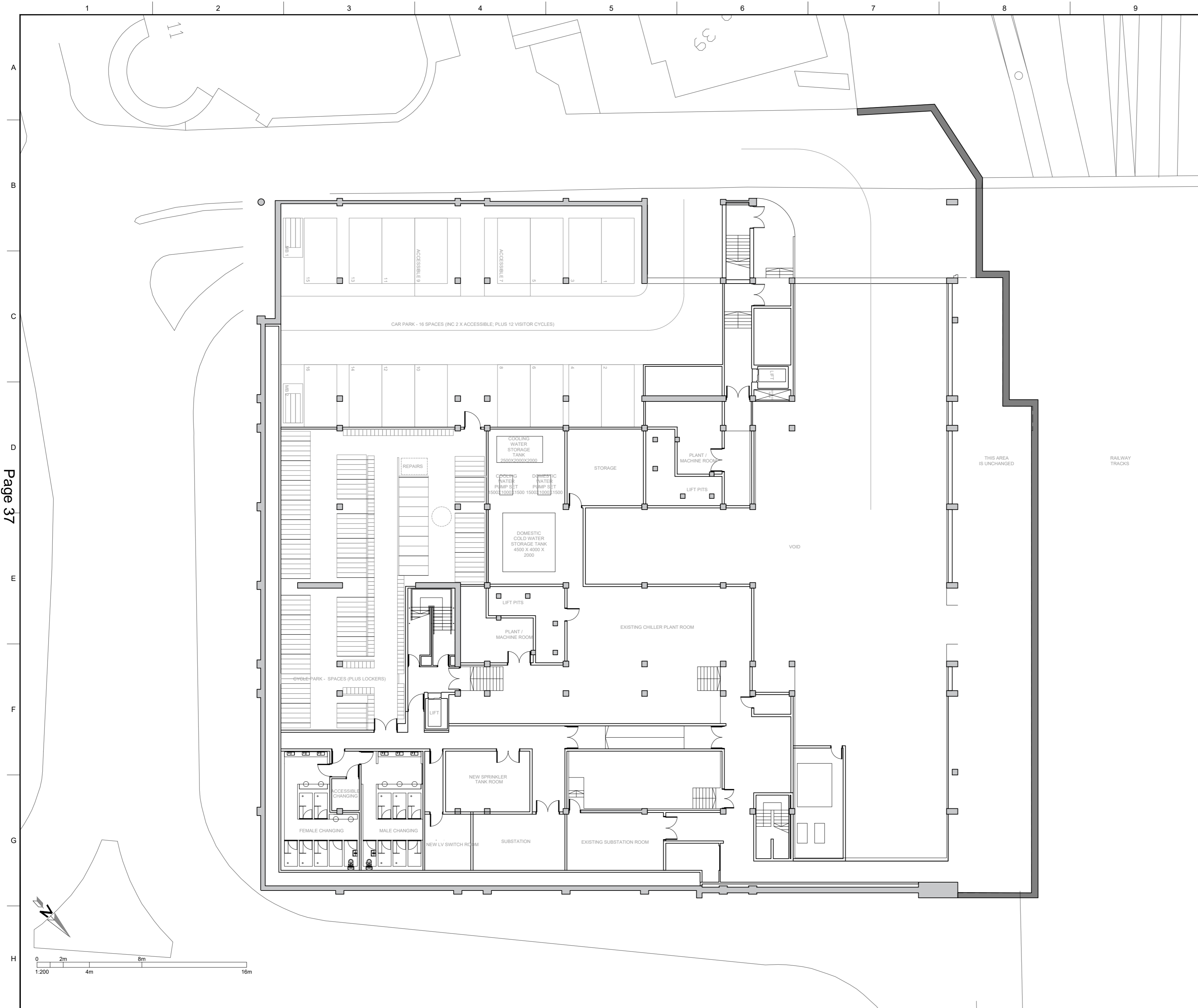
Project
**WIMBLEDON BRIDGE HOUSE,
 1 HARTFIELD ROAD,
 LONDON, SW19 3RU**

Drawing Title
**PROPOSED
 LOWER BASEMENT
 FLOOR PLAN**

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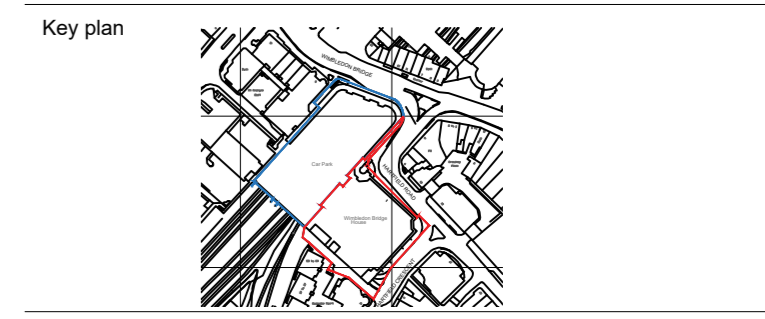
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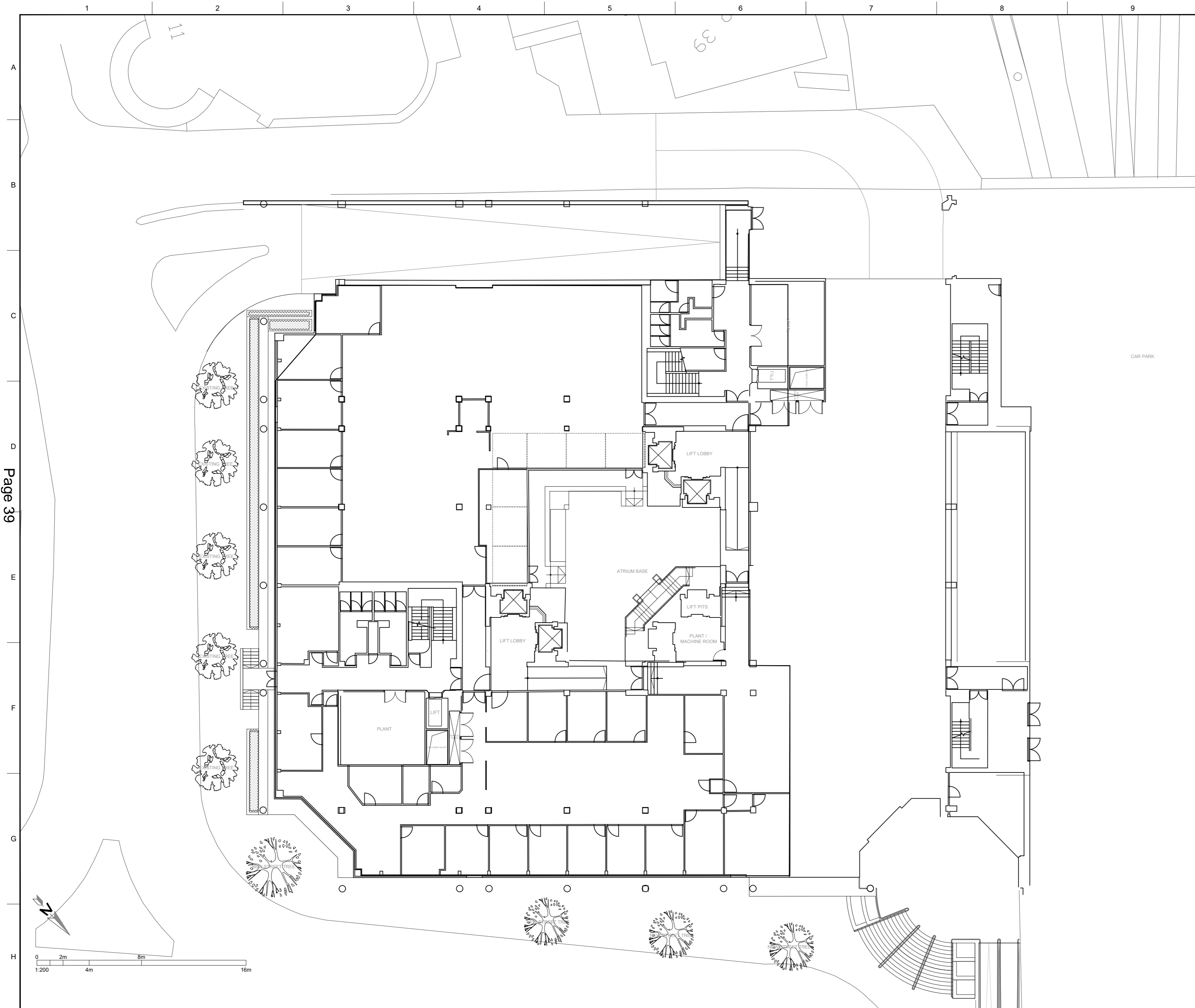
Project
**WIMBLEDON BRIDGE HOUSE,
 1 HARTFIELD ROAD,
 LONDON, SW19 3RU**

Drawing Title
**PROPOSED
 BASEMENT MEZZANINE
 FLOOR PLAN**

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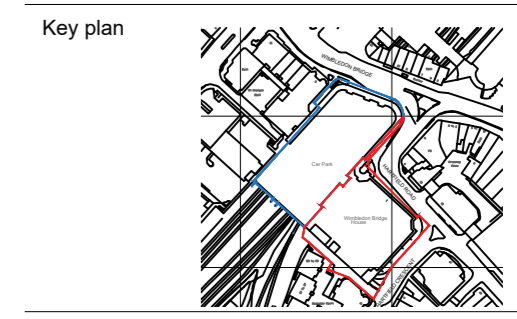
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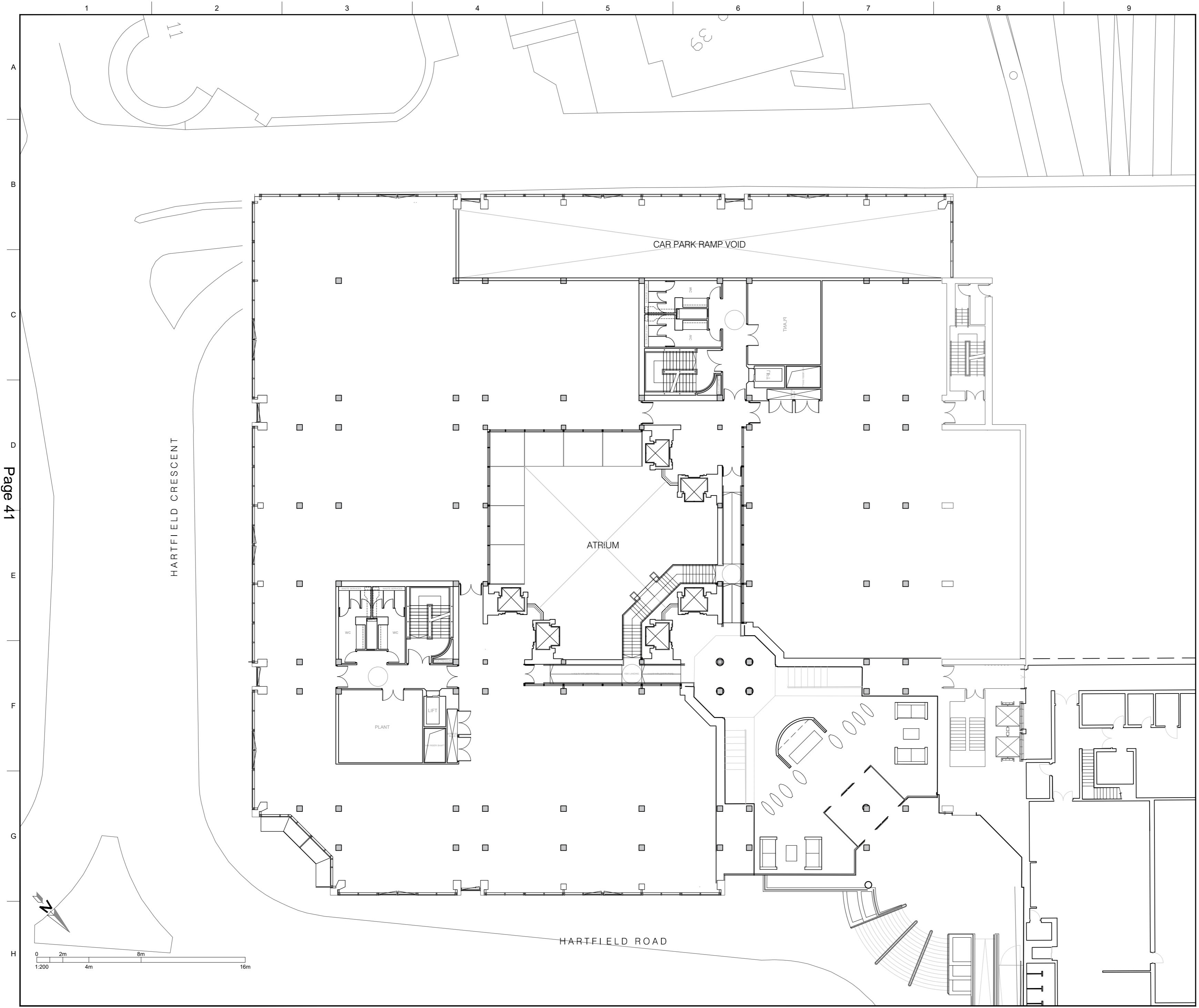
Project
**WIMBLEDON BRIDGE HOUSE,
 1 HARTFIELD ROAD,
 LONDON, SW19 3RU**

Drawing Title
**PROPOSED
 GROUND
 FLOOR PLAN**

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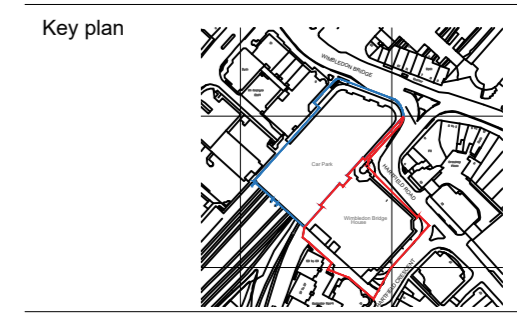
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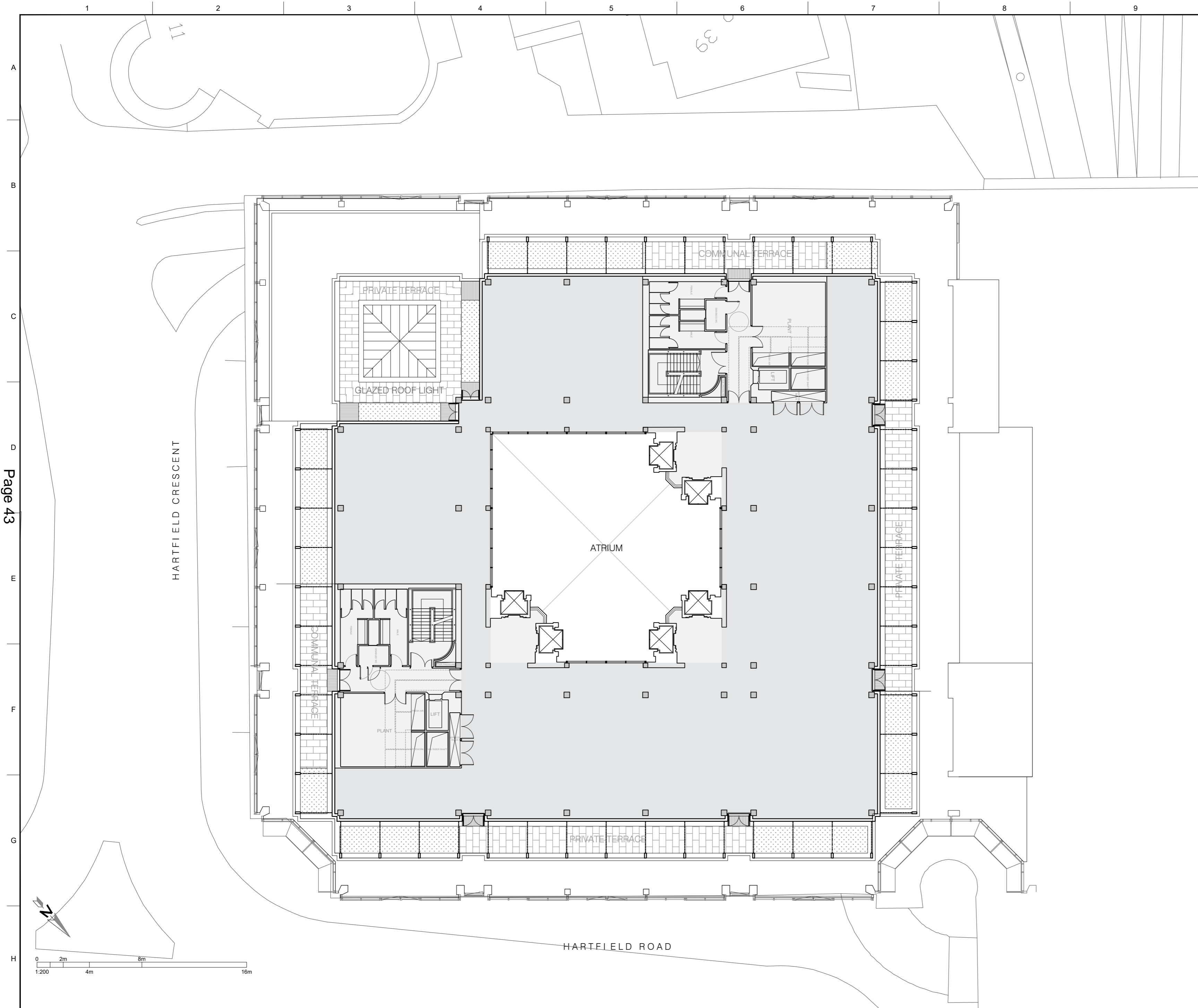
Project
**WIMBLEDON BRIDGE HOUSE,
 1 HARTFIELD ROAD,
 LONDON, SW19 3RU**

Drawing Title
**PROPOSED
 FIRST
 FLOOR PLAN**

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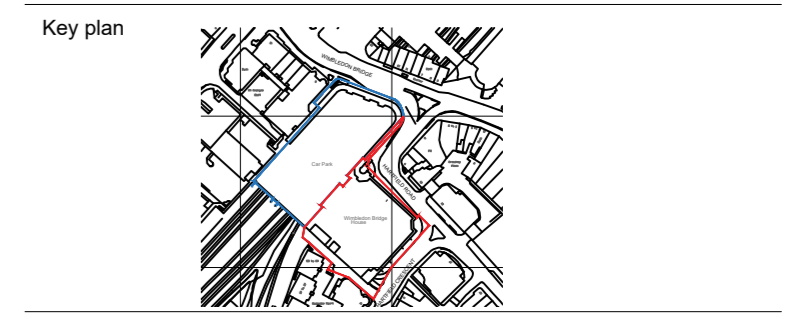
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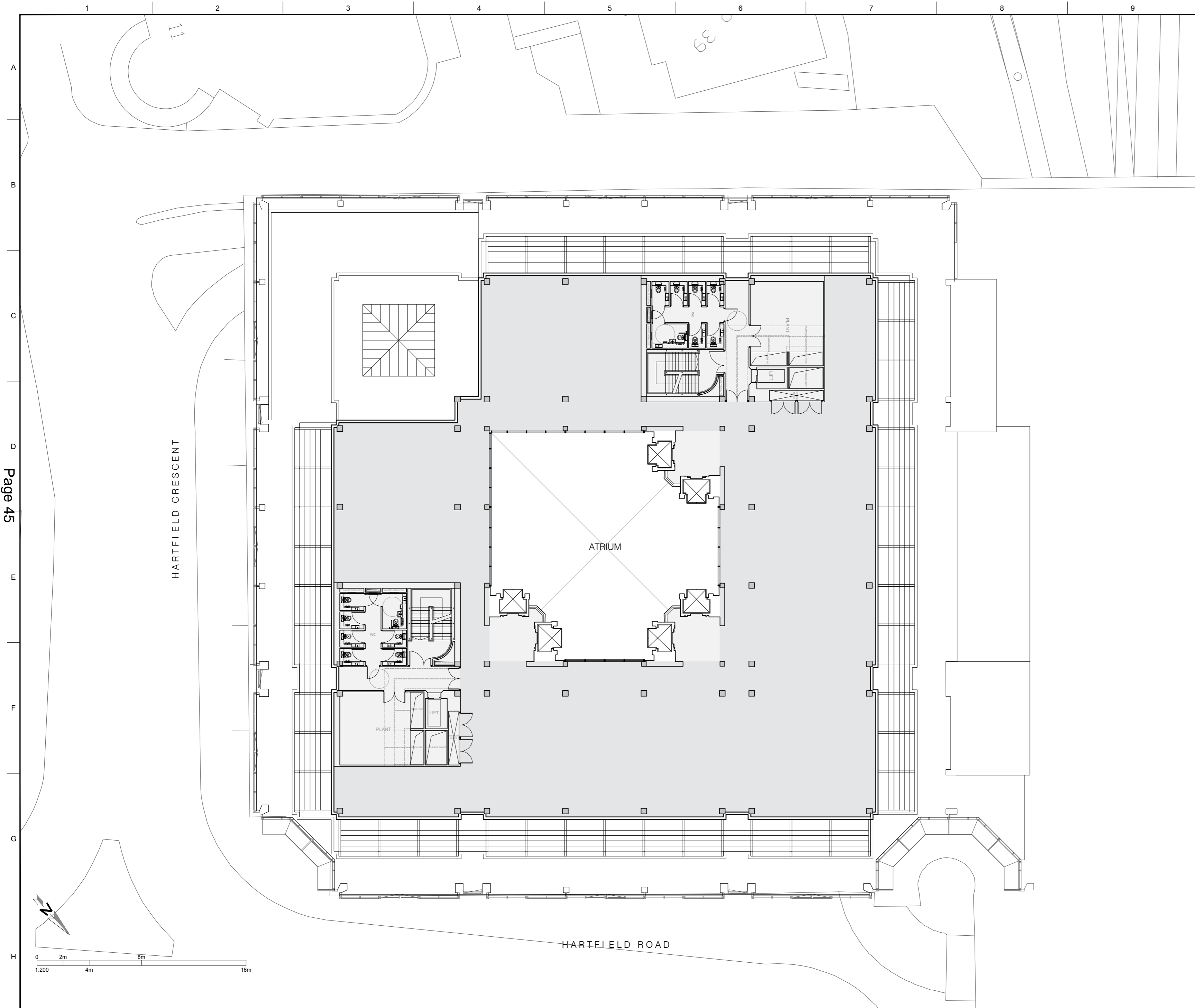
Project
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 1 HARTFIELD ROAD,
 LONDON, SW19 3RU**

Drawing Title
**PROPOSED
 SIXTH
 FLOOR PLAN**

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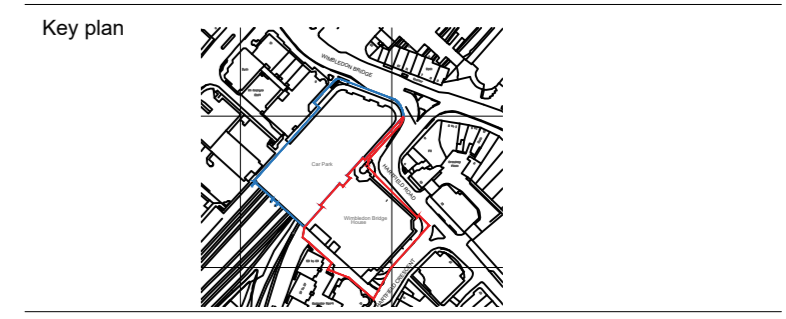
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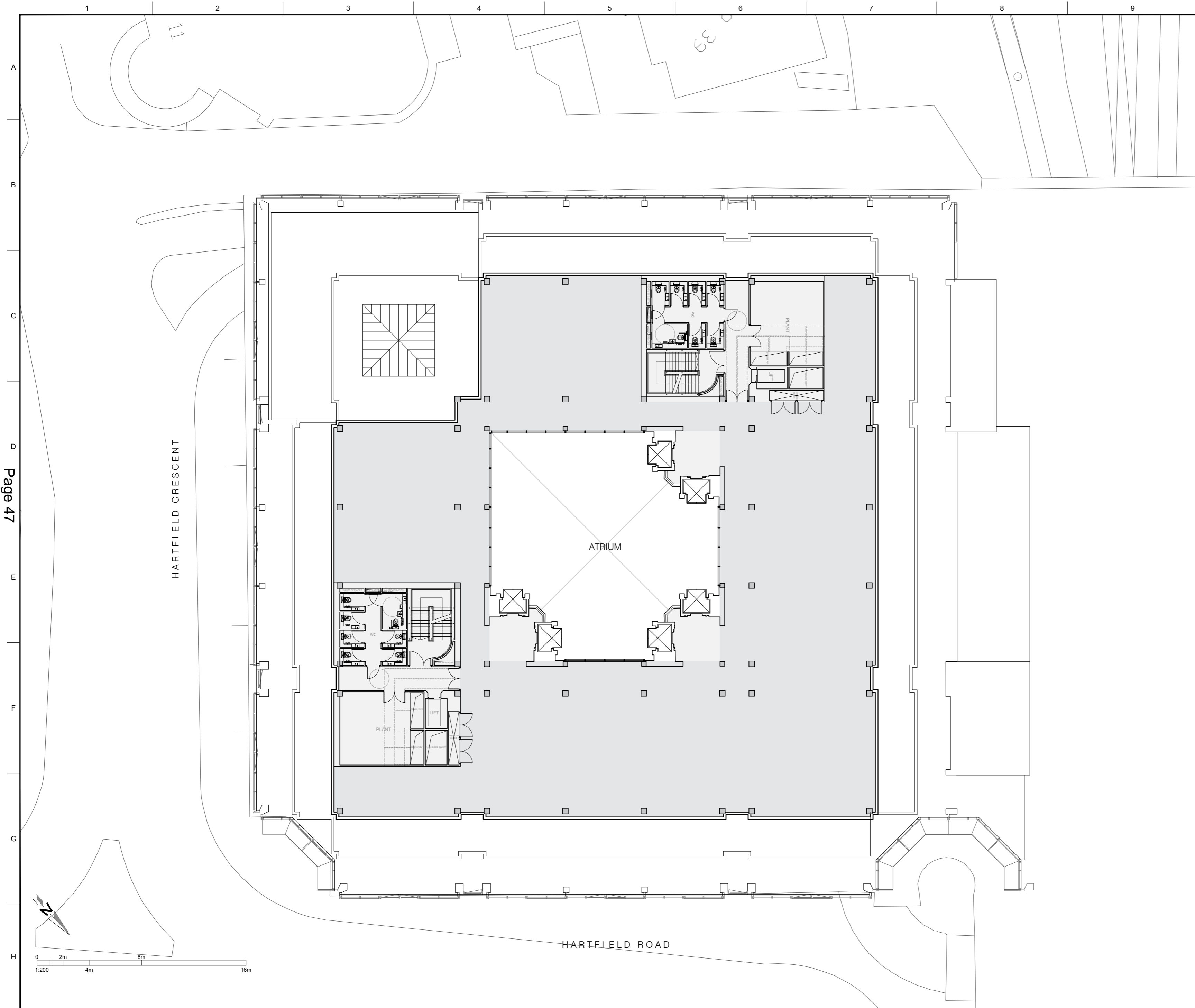
Project
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 1 HARTFIELD ROAD,
 LONDON, SW19 3RU**

Drawing Title
**PROPOSED
 SEVENTH
 FLOOR PLAN**

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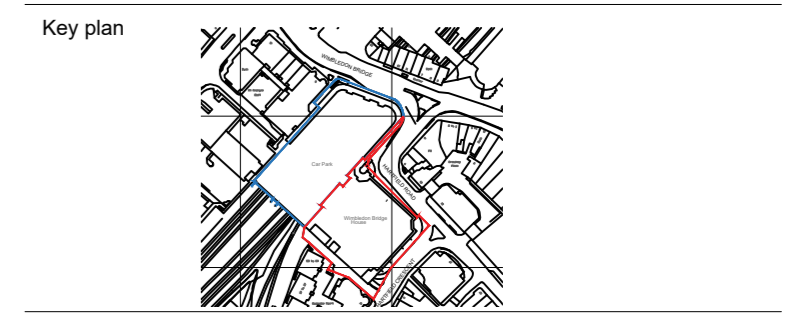
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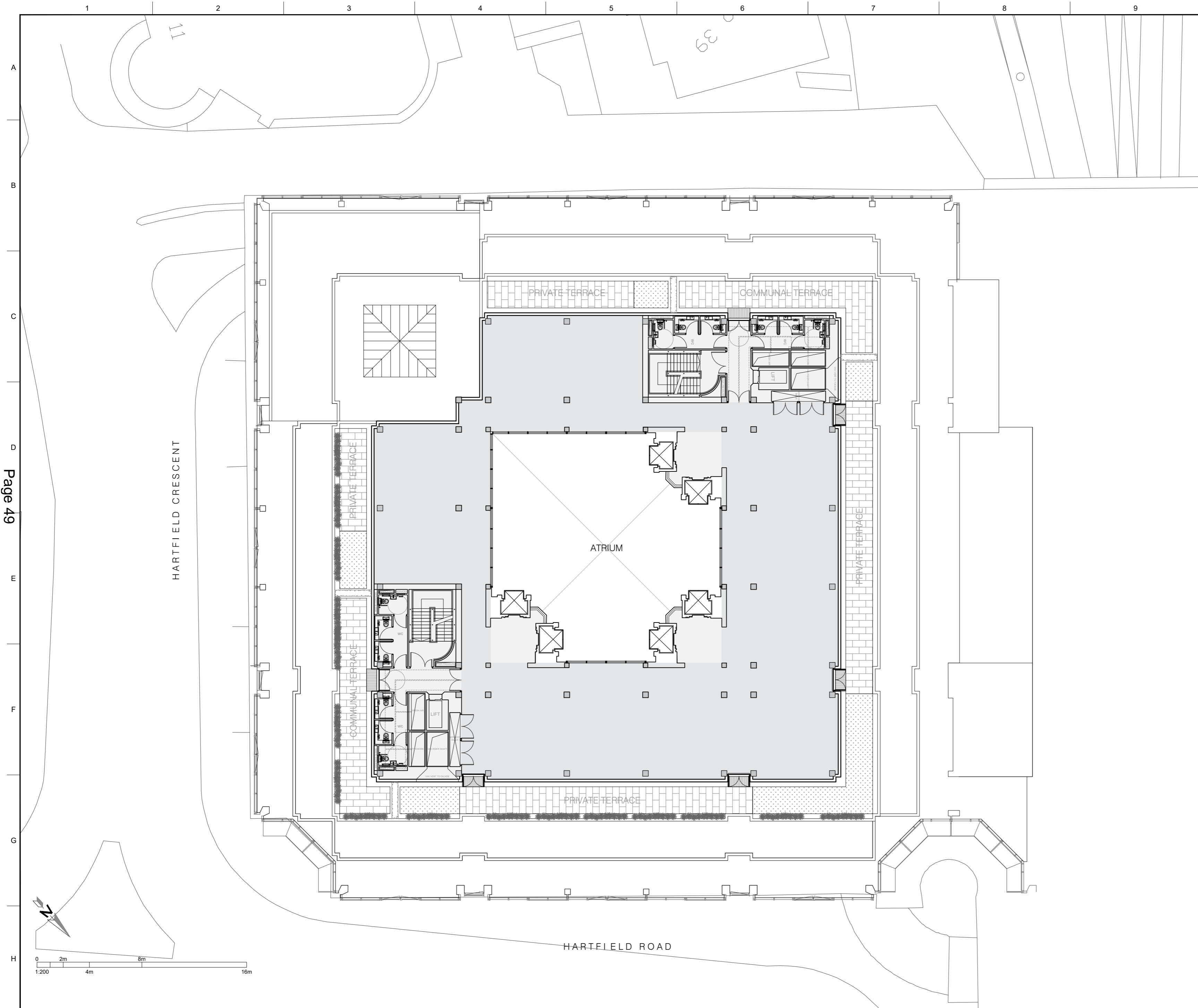
Project
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 1 HARTFIELD ROAD,
 LONDON, SW19 3RU**

Drawing Title
**PROPOSED
 EIGHT
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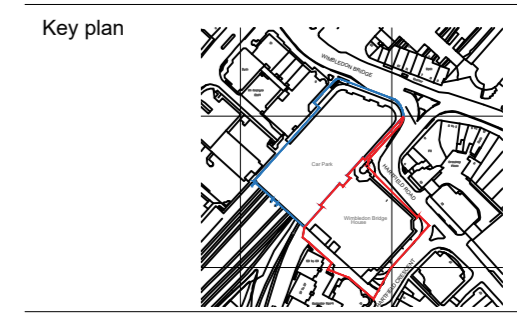
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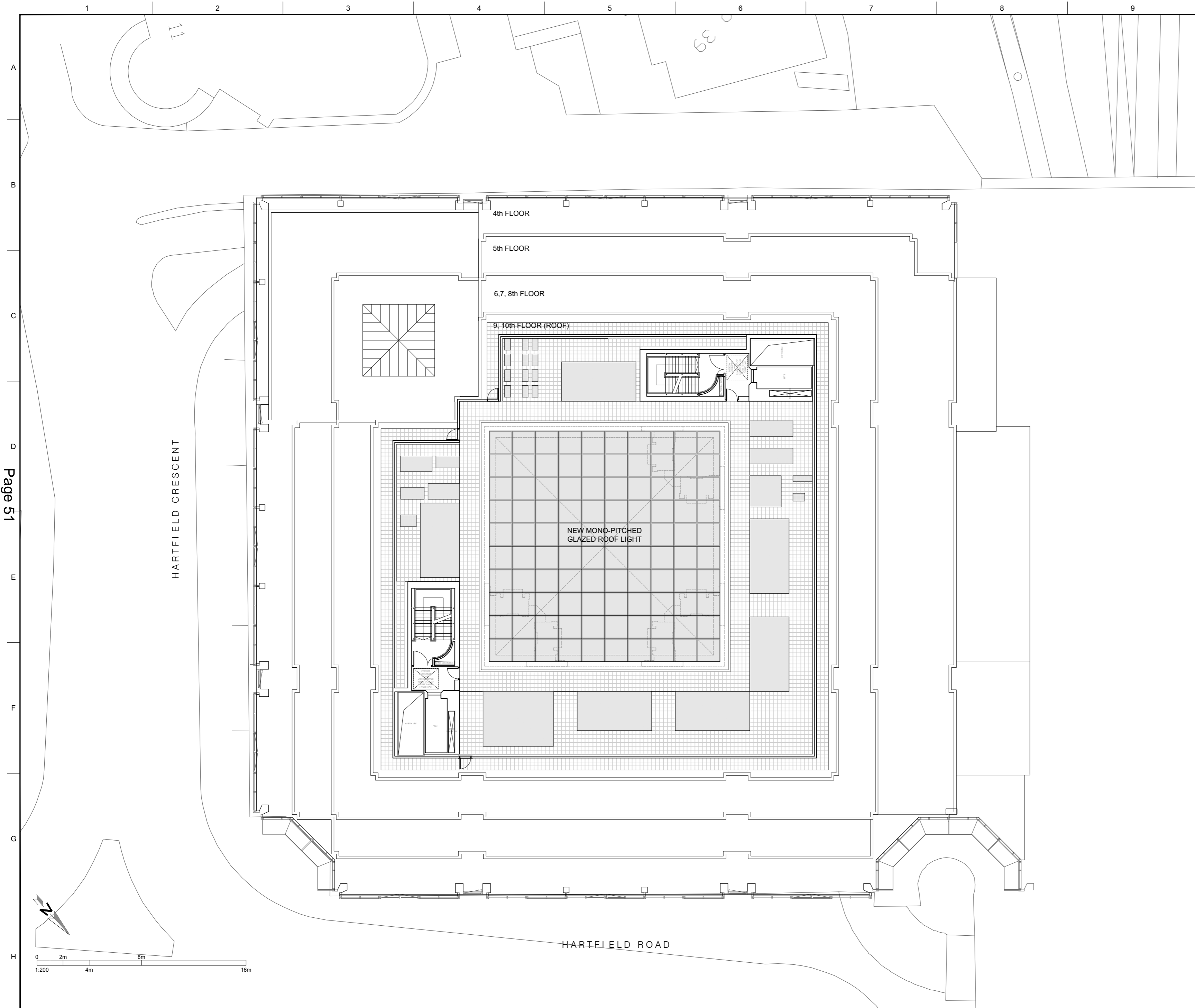
Project
**WIMBLETON BRIDGE HOUSE,
 1 HARTFIELD ROAD,
 LONDON, SW19 3RU**

Drawing Title
**PROPOSED
 NINTH
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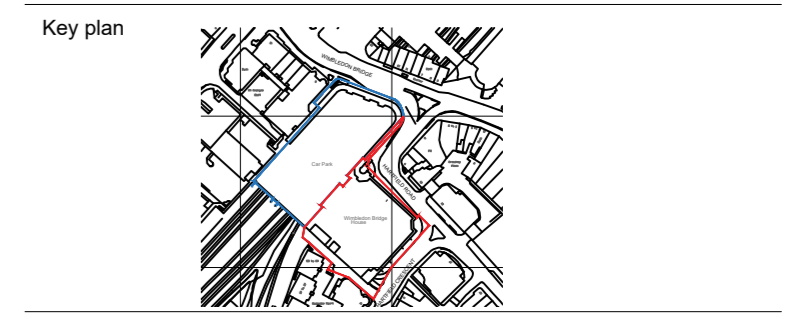
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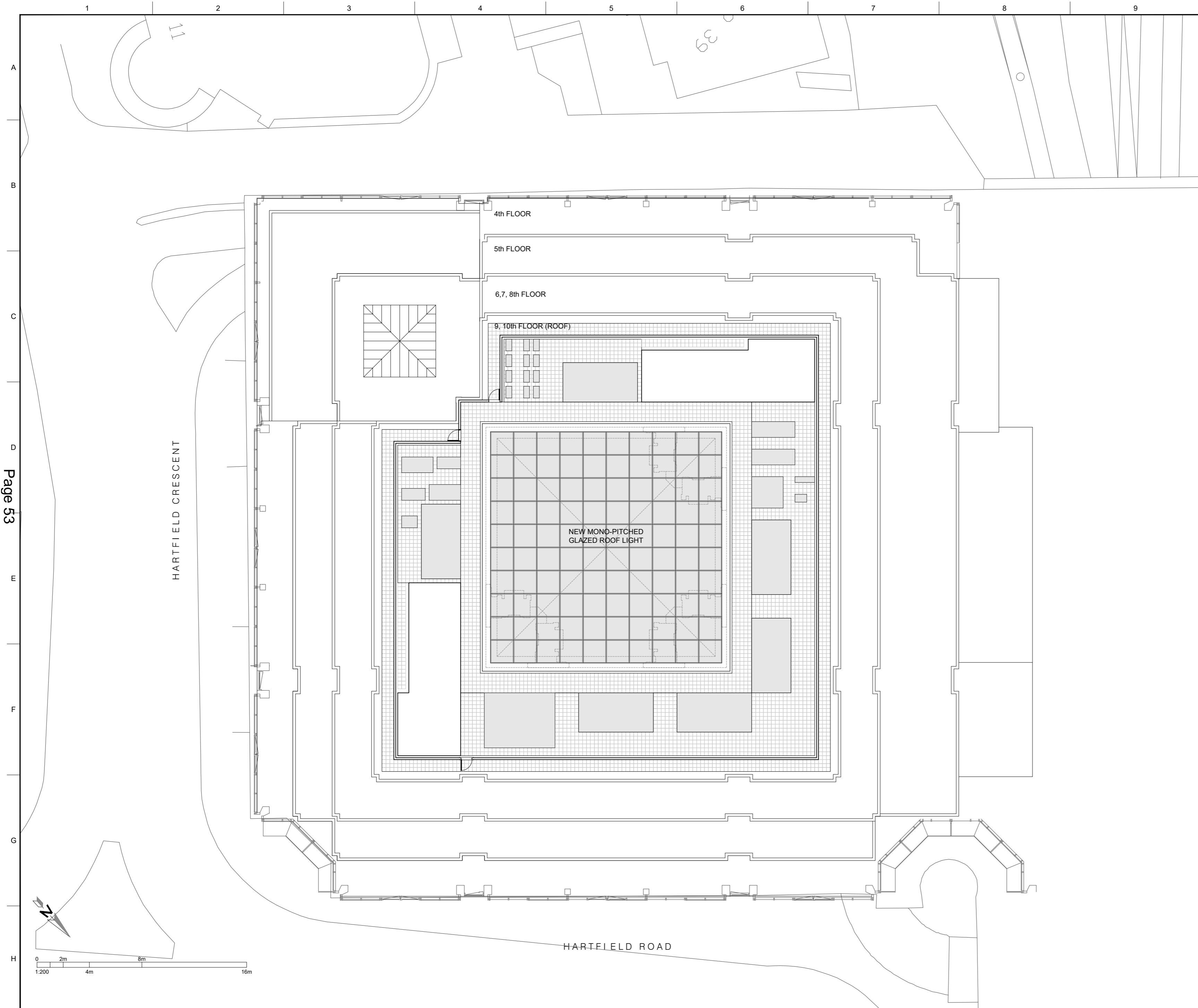
Project
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 1 HARTFIELD ROAD,
 LONDON, SW19 3RU**

Drawing Title
**PROPOSED
 TENTH
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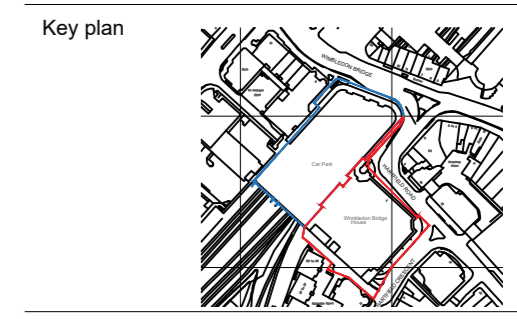
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 1 HARTFIELD ROAD,
 LONDON, SW19 3RU**

Drawing Title
**PROPOSED
 ROOF
 FLOOR PLAN**

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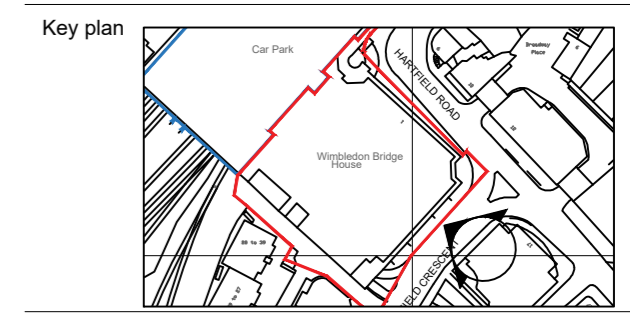


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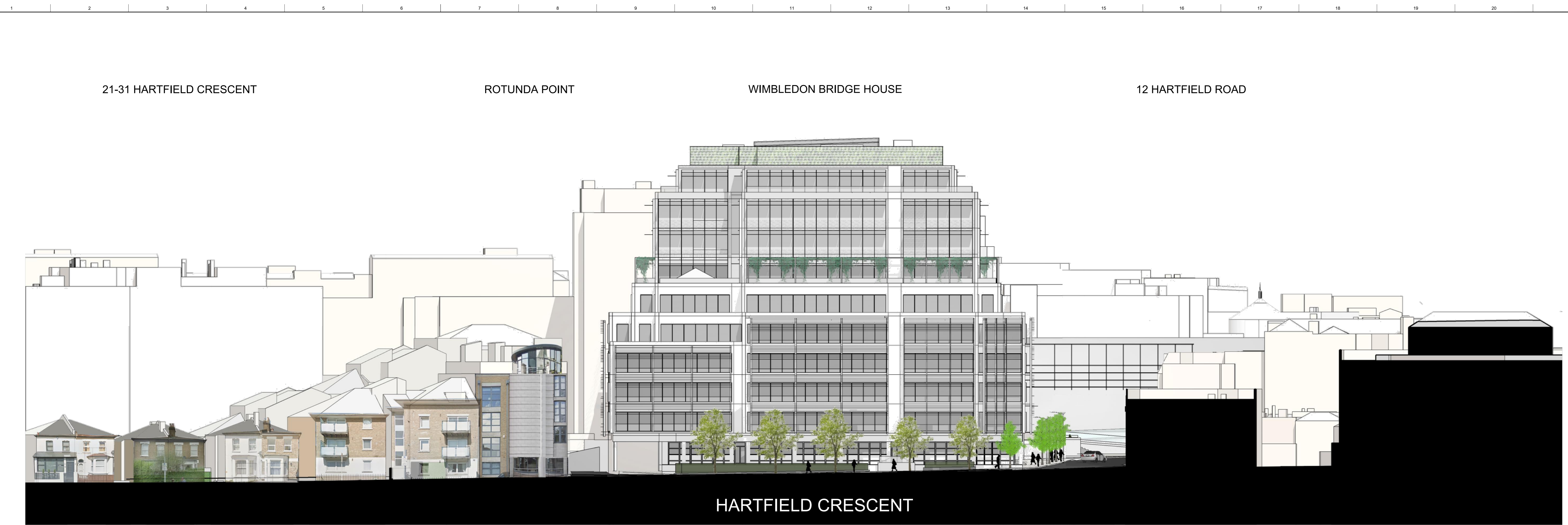
Project
**WIMBLETON BRIDGE HOUSE,
 1 HARTFIELD ROAD,
 LONDON, SW19 3RU**

Drawing Title
**PROPOSED
 EAST
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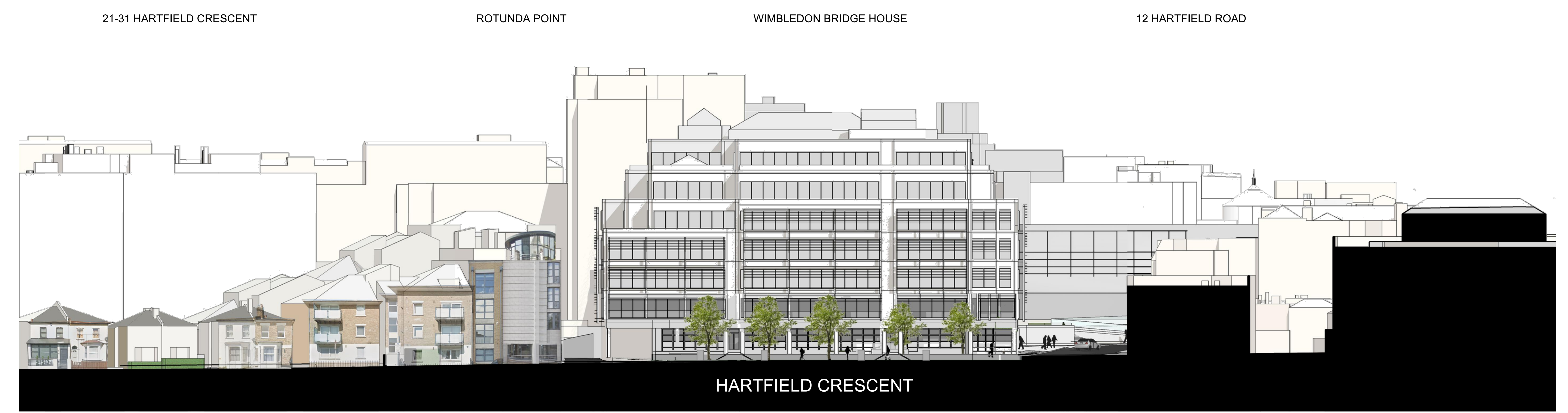
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HARTFIELD CRESCENT

1 PROPOSED HARTFIELD CRESCENT ELEVATION
1/20



HARTFIELD CRESCENT

2 EXISTING HARTFIELD CRESCENT ELEVATION
1/20

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Key plan

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Project
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Drawing Title
**HARTFIELD ROAD
 EAST FACING
 CONTEXTUAL ELEVATION**

| Drawn | Date | Scale @ A0 | Alt. Ref. |
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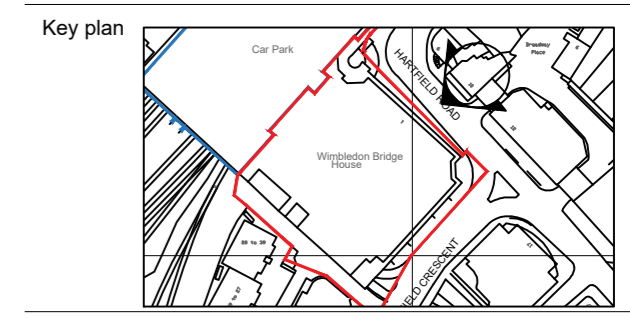


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Project
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Drawing Title
**PROPOSED
 NORTH
 ELEVATION**

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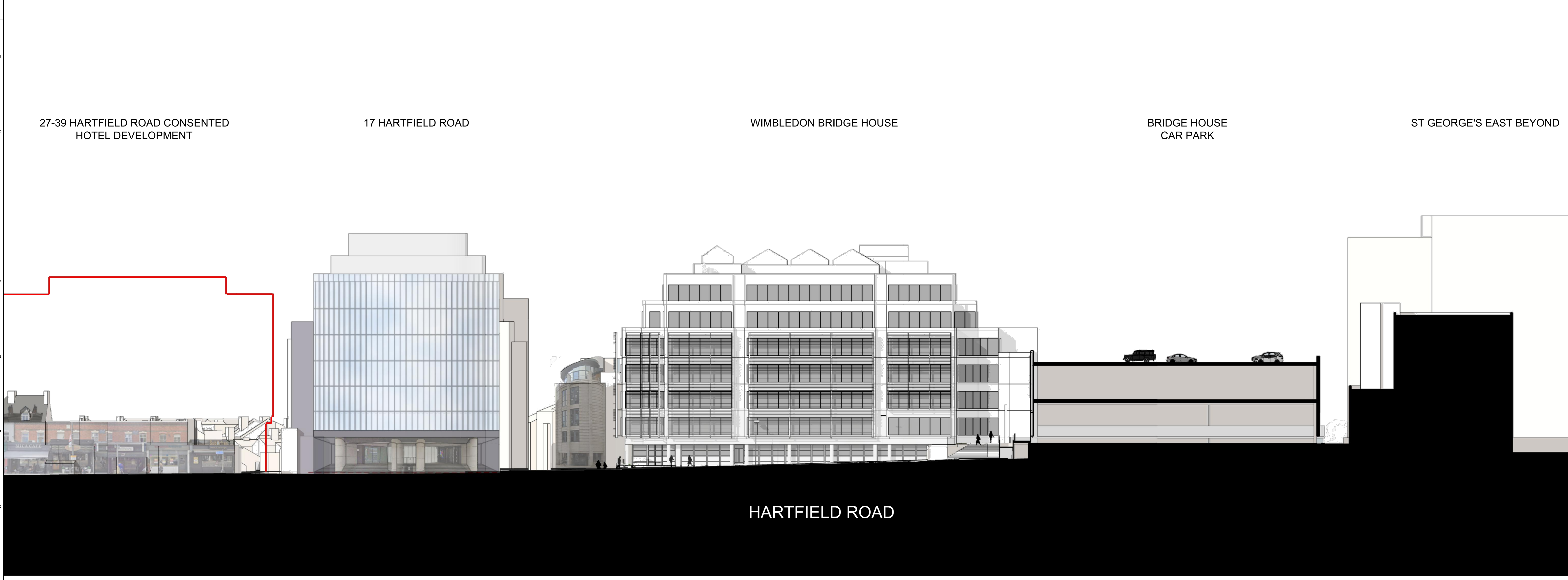
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HARTFIELD ROAD

Page 19

1 PROPOSED HARTFIELD CRESCENT ELEVATION
1/200



HARTFIELD ROAD

2 EXISTING HARTFIELD CRESCENT ELEVATION
1/200

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 Structural Engineer

WSP
 Services Engineer

Hoare Lee
 Consultant

Key plan

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RED LINE DENOTES
 CONSENTED BUT
 NOT YET
 CONSTRUCTED
 SCHEMES

| No. | Date | Comment | Drawn/CHK'd |
|-----|------|---------|-------------|
| | | | |

Issue Status

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Project
**WIMBLEDON BRIDGE HOUSE,
 1 HARTFIELD ROAD,
 LONDON, SW19 3RU**

Drawing Title
**HARTFIELD ROAD
 NORTH FACING
 CONTEXTUAL ELEVATION**

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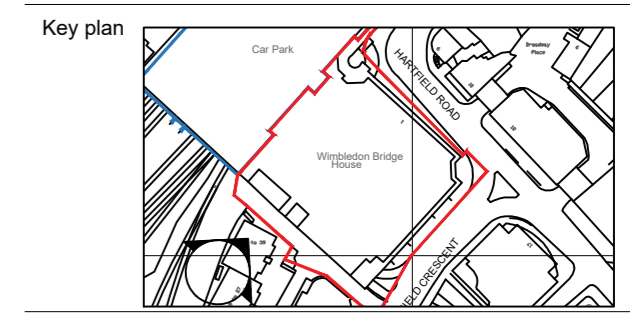
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| I1 | 31.07.20 | FIRST ISSUE | MC | GJ |

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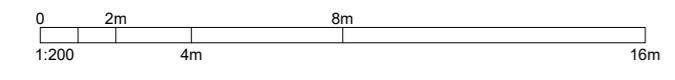
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 SOUTH
 ELEVATION**

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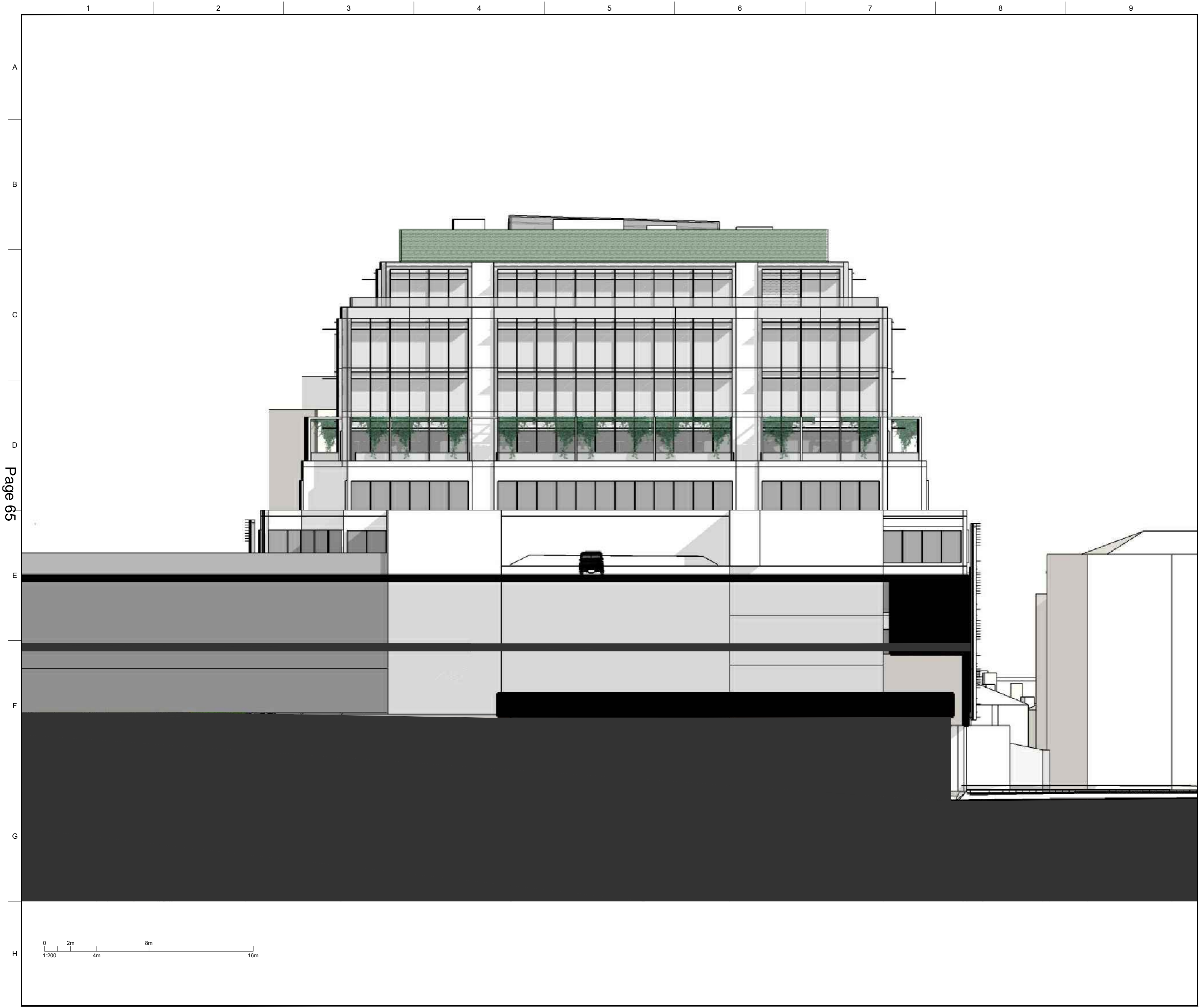
RAILWAY LINE

HARTFIELD
 CRESCENT



Page 63

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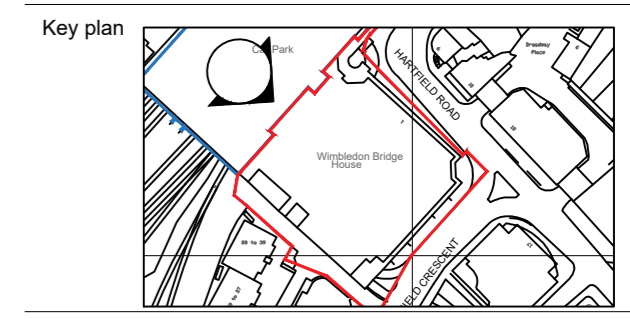


Page 65

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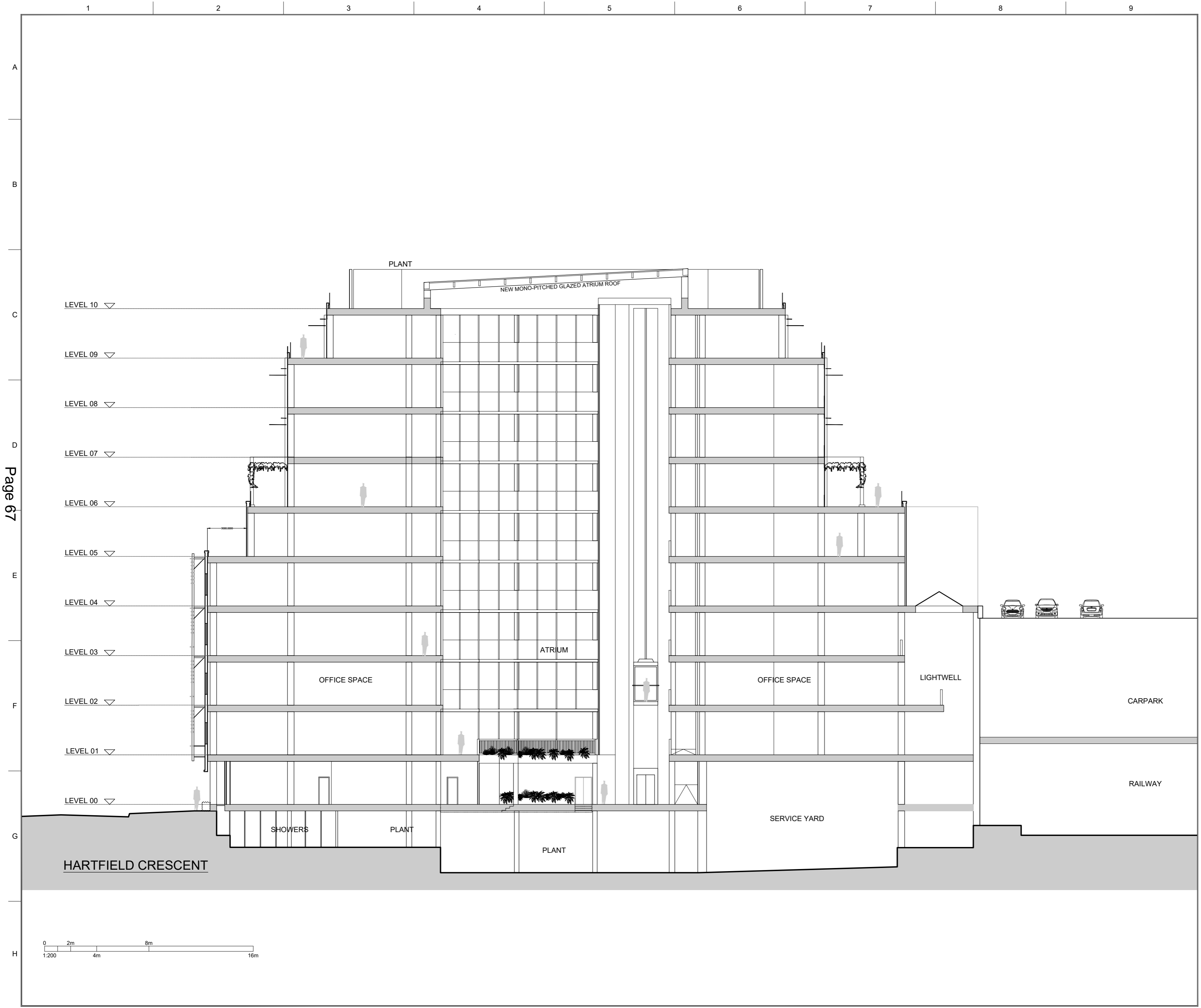
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 1 HARTFIELD ROAD,
 LONDON, SW19 3RU**

Drawing Title
**PROPOSED
 WEST
 ELEVATION**

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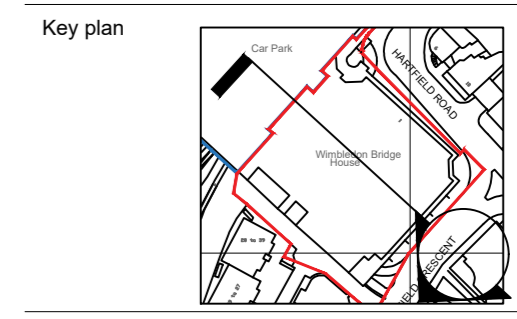


Page 67

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Issue Status

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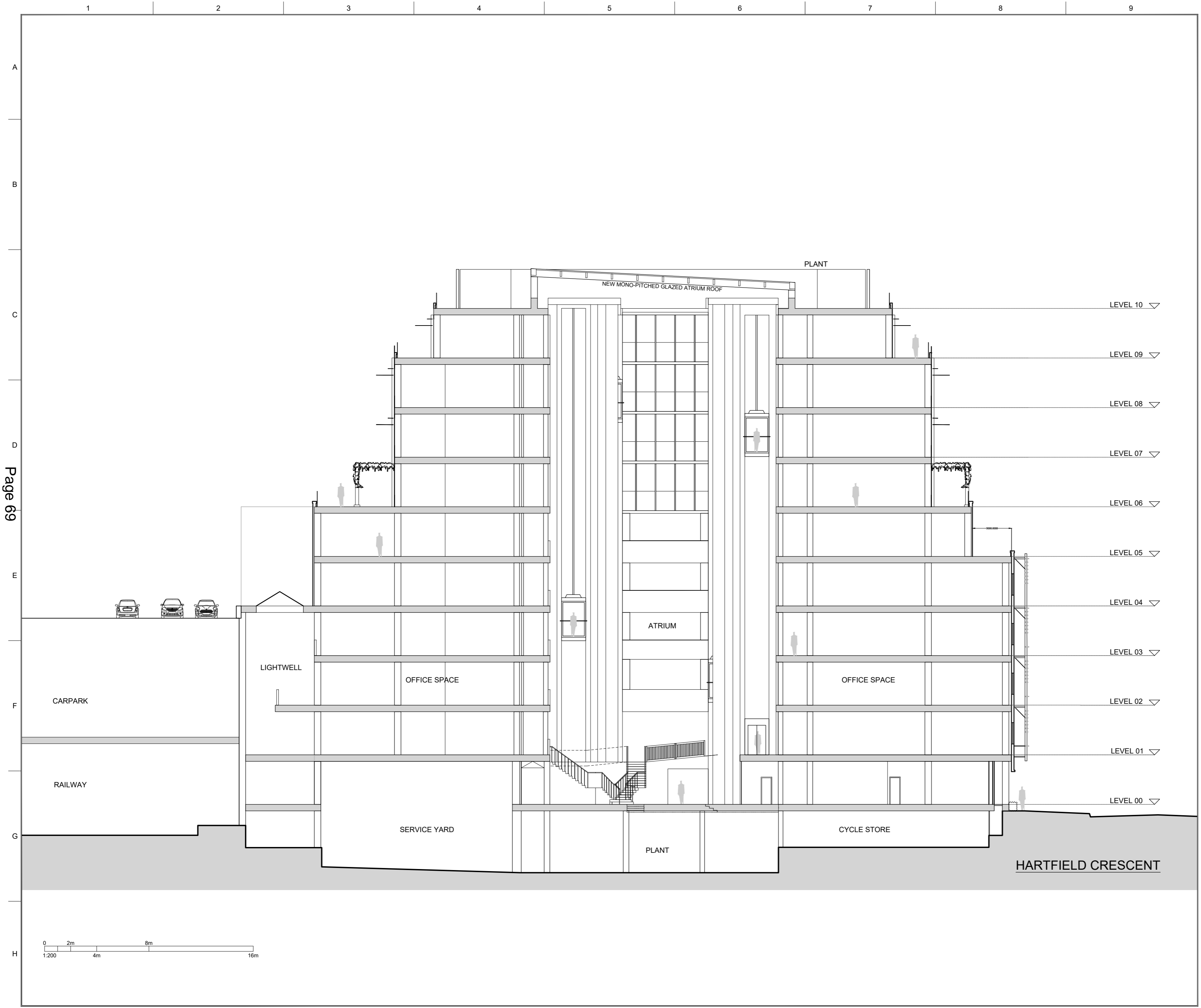
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Project
**WIMBLEDON BRIDGE HOUSE,
1 HARTFIELD ROAD,
LONDON, SW19 3RU**

Drawing Title
**PROPOSED
NORTH
SECTION**

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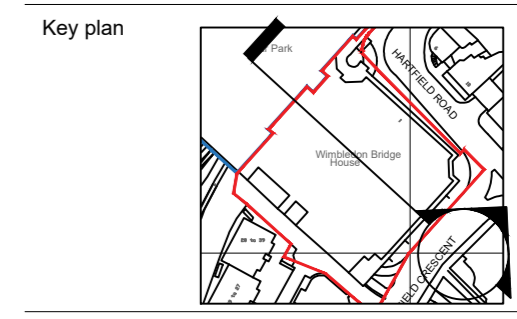
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Revisions

Issue Status

INFORMATON

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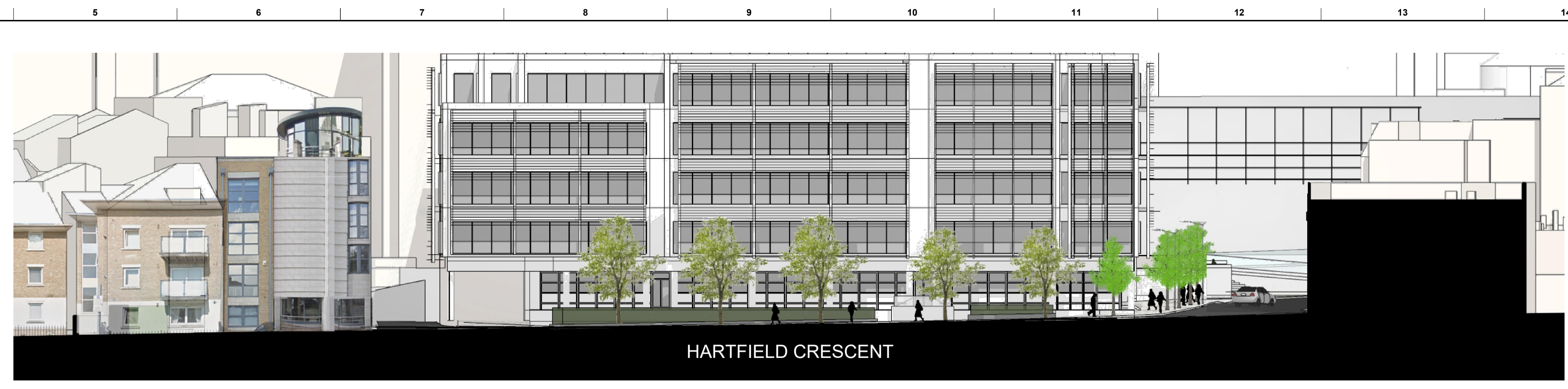
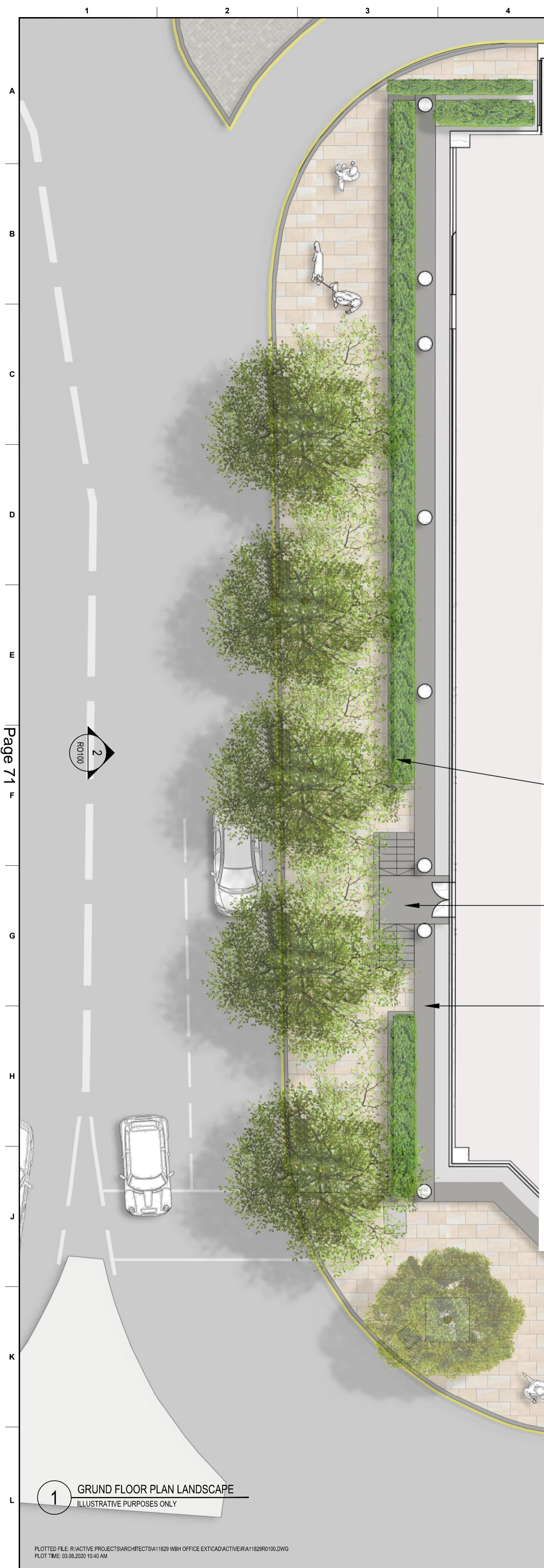
Project
WIMBLEDON BRIDGE HOUSE,
1 HARTFIELD ROAD,
LONDON, SW19 3RU

Drawing Title
PROPOSED
SOUTH
SECTION

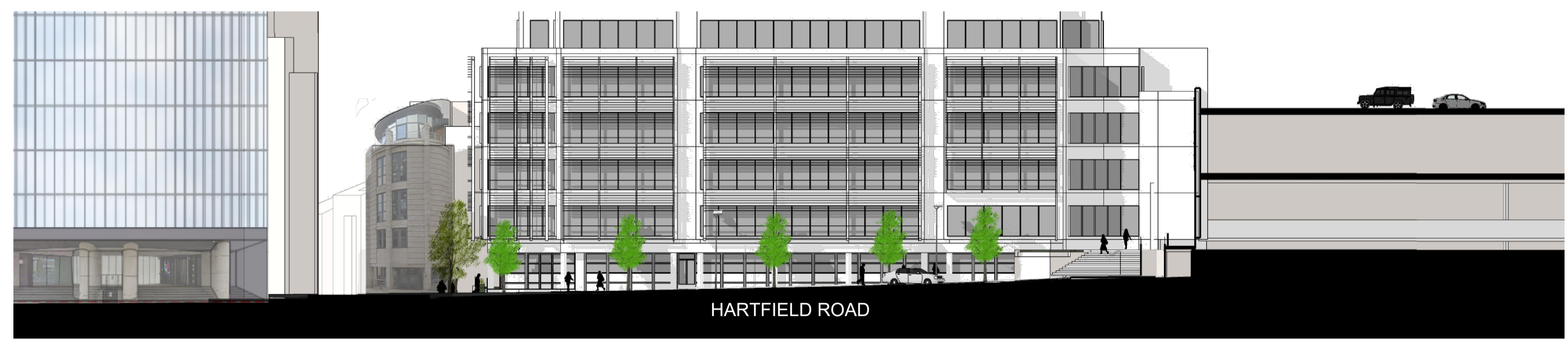
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2 EAST ELEVATION
1:250



3 NORTH ELEVATION
1:250



Basalt cladding and paving



New hedges Taxus Baccata



New paving - Yorkstone with granite kerbs

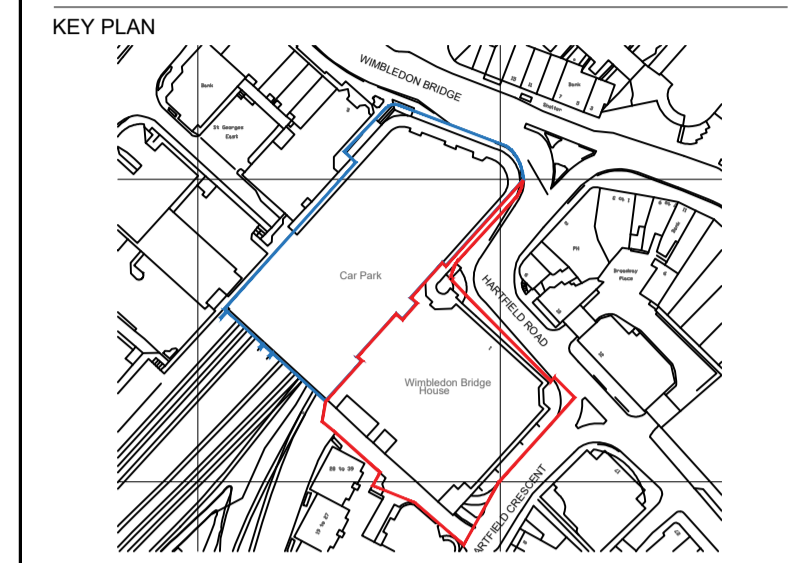


Tree grillage with inset Yorkstone and KBI Flexi-pave colour 'LondonGrey'



New trees - Grinko Bilboa

CLIENT
Britel Fund Trustees Limited
 STRUCTURAL ENGINEER
WSP
 SERVICES ENGINEER
HOARE LEE
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| No. | Date | Comment | Issue Status |
|-----|----------|-------------|--------------|
| 11 | 31.07.20 | FIRST ISSUE | MC GJ |

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Project
WIMBLEDON BRIDGE HOUSE,
1 HARTFIELD ROAD,
LONDON, SW19 3RU

Drawing Title
PROPOSED
GROUND FLOOR
LANDSCAPE

| Drawn | Date | Scale @ A1 | Alt. Ref. |
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| MC | 20.07.2020 | AS SHOWN | File |

| tp bennett Project No. | Drawing Number | Rev |
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PLANNING APPLICATIONS COMMITTEE January 2021

| | APPLICATION NO. | DATE VALID |
|-------------------------|---|-------------------|
| | 20/P3757 | 16.11.2020 |
| Address/Site | 7 Rural Way, Streatham, SW16 6PF | |
| (Ward) | Graveney | |
| Proposal: | DEMOLITION OF EXISTING BUILDING AND ERECTION OF 3 x 3 BED TERRACED HOUSES. ASSOCIATED LANDSCAPING AND CREATION OF AMENITY AREAS, PARKING AND CYCLE STORAGE | |
| Drawing Nos: | 1477-01; 1477-04; 1477-05; 1477-06; 1477-07; 1477-08; 1477-08; 1477-09 Rev A; 1477-10 Rev A; 1477-11; 1477-12; 1477-13; Flood Risk Assessment (FRA) 17/10/2019/ 103219-F02. | |
| Contact Officer: | Jourdan Alexander (020 8545 3122) | |

RECOMMENDATION

Grant planning permission subject to the completion of a S106 and relevant conditions. The S106 would secure:

- 1). Parking permit free for two of the three proposed houses.
- 2). Payment of the Council's cost to modify Traffic Management Order to allow for highway works to include yellow line marking between the proposed vehicle crossovers and to implement those changes.
- 3). A requirement that in the event that the development proposed under 20/P3757 is implemented that permission 19/P1298 is not implemented.

CHECKLIST INFORMATION.

- Heads of agreement: No
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Design Review Panel consulted: No,
- Number of neighbours consulted: 14
- Press notice – No
- Site notice – Yes
- External consultations: Environment Agency
- Conservation area – No
- Listed building – No
- Tree protection orders - No
- Archaeological Priority Zone – No

- Flood risk zone – Yes, Zones 1, 2 and 3
- Controlled Parking Zone – Yes, Zone GC1
- PTAL 2

1 INTRODUCTION AND BACKGROUND

- 1.1 The application has been brought before the Committee because the scheme under consideration is an identical proposal to that of an earlier planning application ref: 19/P3893, which was refused by the Planning Applications Committee in February 2020. However, the assessment about the planning merits of the proposal now needs to be undertaken in light of a recent planning appeal decision at 7 & 9 Rural Way ref: 19/P1298. This scheme was granted planning permission by the Planning Inspectorate, and shares close similarities between this scheme now before Committee.
- 1.2 This decision by the Planning Inspectorate is a material consideration for this application because it established the principle of demolition the existing building on the site and erecting 3 x 3 bedroom terraced houses. This decision must therefore be given considerable weight.
- 1.3 The differences between this scheme and the 3 dwellings forming part of the scheme approved on appeal (LBM ref: 19/P1298) are:-
- Current scheme –
- Building width 15.8m
 - Building height 8.8m
 - Building length 11.3-11.45m,
- Gap between proposed building and neighbouring boundaries:
0.9m to 5 Rural Way and 1.6m to 9 Rural Way
- Approved scheme 19/P1298
- Building width 13.3m
 - Building height 8.8m
 - Building length 11.3m,
- Gap between proposed building and neighbouring boundaries:
- 0.9m to 5 Rural Way, gap between both approved buildings 1.56m.
- 1.4 Each of the two schemes have broadly similar living arrangements with open plan kitchen/dining/living at ground floor, 2 bedrooms and a bathroom at first floor, and a bedroom with en-suite at loft level.
- 1.5 The two buildings share a similar design, with the main difference being that the current scheme has a small protrusion of the front central section of the building (approx. 15cm), which has allowed the applicant to create a gable design feature at the centre of the building.
- 1.6 It is important to note that the current application comprises a little more than half the site on which the appeal has been allowed. The appealed scheme comprises two short terraces. Were the application the subject of the appeal

to be implemented in terms of the eastern terrace then the layout including garden space, landscaping and parking along with the separation between the two terraces for the application the subject of this application could not be achieved.

- 1.7 The applicant has agreed to enter into a legal agreement that prevents the approved scheme ref:19/P1298 being implemented should this scheme be approved by committee and subsequently implemented. The developer would therefore have to make a decision concerning what scheme they decide to build-out, they cannot build-out both.

2 SITE AND SURROUNDINGS

- 2.1 The application site comprises a single storey detached bungalow which is located on the south-western side of Rural Way. The site is regular in shape and is 443sq.m. To the rear, the property has a private garden and is enclosed by 1.8m high close board fencing.
- 2.2 Rural Way is characterised by mixed architecture, both in terms of scale and design. The street comprises a mixture of terraced, semi-detached and detached properties, ranging from single storey, two storey and three storey dwellings, on a variety of plot sizes. The two neighbours on either side boundaries of the site are single storey buildings.
- 2.3 The site is not located within a conservation are. The site is located partially within Flood Zone 2 and 3 (to the front of the property). The remaining parts of site are Flood Zone 1. The site is located within a controlled parking zone.

3 CURRENT PROPOSAL

- 3.1 This application seeks planning permission for the demolition of the existing building and the redevelopment of the site to provide a terrace row of three dwellings, each with three bedrooms. The proposed terrace building would be two-storey with a loft, and tapered at each level. The first floor would be recessed approximately 1.5m from the rear ground floor level and the top third floor of accommodation is within the roofspace where the terrace is designed with the roof hipped at each end.
- 3.2 This proposed building would have a ridge height of 8.8m and an eaves height of 5m. A 1.45m gap would be retained between the flank wall of 9 and the terrace and 1.65m between the flank of 5 and the opposite end of the terrace. Facing materials are shown to be facing brick up to cill level with white render to the walls, with brick header courses above windows and clay tiles to the roofs. Surfacing materials are stated to be "permeable".
- 3.3 The front of the building would employ a similar design approach to that used on the recently completed two storey properties at No. 8 and No 10 Rural Way, which are situated on the opposite side of the street. The rear of the building would exhibit a single storey rear projection of 2.0 metres in depth. A

pitched roof dormer window to each dwelling would also feature at upper level, and at first floor rear level Juliet openings would be formed.

- 3.4 In terms of the building's footprint within the site, the front elevation would be slightly recessed within the site than that of the current building to allow sufficient space for parking at front. Whilst the building's rear elevation would protrude slightly deeper within the site, which is predominantly due to the building's ground floor extension. The rear ground floor level of the building would sit approximately 2.4m back from the rear elevation of No 5, and approximately level with the other boundary neighbour at No.11 Rural Way.
- 3.5 The frontage of the site would be laid out as individual driveways for each property, incorporating soft landscaped strips, which would also accommodate bin storage enclosures. Cars would be required to reverse in or out of the driveways.
- 3.6 Each dwelling would have a rear garden measuring 50m², with parking spaces for two bicycles.

4. RELEVANT PLANNING HISTORY

- 4.1 19/P1298 (7&9 Rural Way) - DEMOLITION OF EXISTING TWO DWELLINGS. ERECTION OF 6 x THREE BEDROOM TERRACED HOUSES SPLIT INTO TWO SEPERATE BUILDINGS. SORROUNDING SITE TO BE LANDSCAPED AND CREATION OF AMENITY AREAS, PARKING AND CYCLE STORAGE. Refused by officers and approved by the Planning Inspectorate on Appeal (2 September 2020).

Reasons for refusal.

The proposed development, due to its size, siting and design would:

a) fail to respect the rhythm, scale, spacing and massing of surrounding buildings, giving rise to an overly dominant and cramped appearance in the context of the Rural Way streetscene, resulting in material harm to the character of the area and;

b) fail to provide sufficient outdoor amenity space, which would fail to provide a satisfactory standard of accommodation;

The proposals would be contrary to policies CS14 of the Core Planning Strategy 2011 and policy DMD2 of the Merton Sites and Policies Plan 2014.

And;

In the absence of a completed S106 undertaking to ensure that the future occupiers of the development are prevented from being able to obtain parking permits for the Controlled Parking Zone, the proposal would result in an increased demand for on street parking which would lead to increased kerbside parking, resulting in a detrimental impact on highway and pedestrian safety. The proposals would be contrary to policy 6.13 of the London Plan 2016, Policy DM T3 of the Sites and Policies Plan 2014 and Policy CS20 of the Core Planning Strategy 2011.

Key findings made by the Planning Inspector

In relation to character and appearance the Inspector makes the following findings:

- There is projection and recession of bays and gables within the overall building line elsewhere in the street, so the slight recession of the proposal would not make it look out of place.
- There is no consistent rhythm along the street as a whole, although pairs and short terraces each have their own rhythm.
- The dwellings proposed would each be a little over 4m wide (plot 1 would be larger, at about 5m wide) so neither their width, nor their rhythm, would make them out of place within the street as a whole.
- There is no consistent general pattern (of building type).
- Variations in the depth of buildings and in the pitch of their roofs mean that ridge heights vary along the street.
- Roofs in the street comprise a mix of gable, hip and gambrel forms.
- Gaps between buildings would be comparable to a number of other properties in the street and so, would not make this proposal notably crowded or cramped.

The Inspector concludes-

'The proposal would suit well the character and appearance of Rural Way. It would comply with those parts of the Council's Core Strategy policy 14 and Sites and Policies Plan policy DMD2 which require proposals to respect, reinforce and enhance local character and to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and street patterns.'

In relation to living conditions the inspector makes the following conclusion:

'An adequate quantity of amenity space would be provided sufficient to ensure adequate living conditions for potential future residents.'

- 4.2 19/P3893 - DEMOLITION OF EXISTING BUILDING AND ERECTION OF 3 x 3 BED TERRACED HOUSES. ASSOCIATED LANDSCAPING AND CREATION OF AMENITY AREAS, PARKING AND CYCLE STORAGE. February 2020 Refused by Planning Applications Committee.

Reason for refusal:

'Notwithstanding metropolitan planning objective of optimising housing potential, as set out in policy 3.4 of the London Plan, the proposals by reason of their massing and bulk, would result in an overdevelopment of the site that would appear cramped, and would fail to relate positively and appropriately to the Rural Way streetscene to the detriment of the visual amenities of the area. The proposals would be contrary to policies 3.5, 7.4 and 7.6 of the London Plan (2015), policy CS.14 of the Merton Core Planning Strategy (2011), and policy DM.D2 of the Merton Sites and Policies Plan (2014).'

5. CONSULTATION

5.1 The application was advertised by means of a site notice and letters to 14 neighbouring occupiers. Seven letters of objection were received towards the application, as summarised:

- Overlooking and loss of visual privacy to the surrounding residential properties including gardens from the development.
 - Over densification and not in keeping with the rest of the road
 - Loss of established trees, which would reduce biodiversity and reduce existing levels of screening between properties.
 - The development would restrict light to neighbouring properties
 - Scale of buildings is out of character with the appearance of surrounding development.
 - The buildings and associated hardstanding would impact the existing drainage system of the site.
 - The developments commitment to renewable energy options is inadequate
 - The size of the dwellings would be substandard for a family to live
 - Development would increase noise
 - The development would cause parking congestion
-
- Either 3 houses with 2 stories or 2 houses at 3 storeys should be considered
 - The plot space is not suitable for three dwellings
 - The buildings will have an adverse and overbearing visual impact on neighbouring rear gardens

5.2 The Environment Agency:

No objections subject to conditions relating to contaminated land, sustainable drainage, piling and to ensure the mitigation measures set out in the submitted Floor Risk Assessment are implemented.

5.3 LBM Flood Risk Officer:

No objections subject to a condition relating to surface and foul water drainage.

5.3 LBM Environmental Health:

No objections subject to the following condition:

- 1) 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 works

Reason: To protect the amenities of those in the local vicinity during the development.

5.4 LBM Highways:

No objections were received towards the application from highway's officers subject to suitable conditions pertaining to construction.

5.4 LBM Transport Planning

No objection. A suitable level of car parking and cycle parking is provided. Loss of 2 on-street parking bays is not objectionable from a parking management point a view. The Traffic Management Order will need to be modified to allow for the highway works to include yellow line marking between the proposed vehicle crossovers, and the additional units made parking permit free.

6. POLICY CONTEXT

6.1 NPPF (2019). Key sections:

- 5. Delivering a sufficient supply of homes
- 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

6.2 Relevant policies in the London Plan 2016 are:

- 2.6 Outer London: Vision and strategy
- 2.8 Outer London: Transport
- 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
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management

- 5.13 Sustainable drainage
- 5.17 Waste capacity
- 6.9 Cycling
- 6.10 Walking
- 6.12 Road network capacity
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 7.2 An Inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 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 CIL

6.3 Relevant policies in the Core Strategy 2011 are:

- CS 8 Housing choice
- CS 9 Housing provision
- CS 11 Infrastructure
- CS 14 Design
- CS 15 Climate change
- CS 16 Flood risk management
- CS 17 Waste management
- CS 18 Transport
- CS 19 Public transport
- CS 20 Parking servicing and delivery

6.4 The relevant policies in the Sites and Policies Plan 2014 are:

- DM D1 Urban Design
- DM D2 Design considerations
- DM F1 Support for flood risk management
- DM F2 Sustainable urban drainage systems
- DM T2 Transport impacts of development
- DM T3 Car parking and servicing standards
- DM T4 Transport infrastructure

6.5 Supplementary planning considerations

- London Housing SPG – 2016
- DCLG - Technical Housing Standards: Nationally Described Space Standards - 2016

7. PLANNING CONSIDERATIONS

7.1 The key issues in the assessment of this planning application are:

- Principle of development.
- Design and impact upon the character and appearance of the area.

- Standard of accommodation.
- Impact upon neighbouring amenity.
- Transport, highway network, parking and sustainable travel.
- Refuse storage.
- Sustainable design and construction.
- Flood risk and drainage.

Principle of the development

- 7.2 Policy 3.3 of the London Plan 2016 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.
- 7.3 The proposal would result in the provision of 2 additional homes, which is generally supported by Core Strategy policies CS8 & CS9 which 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 In addition, a scheme involving the demolition the existing bungalow and constructing a terrace of three houses has already been granted permission by the planning inspectorate on the site, and therefore the principle of the development has been established as being acceptable.
- 7.5 Therefore, notwithstanding the need to carefully consider design, transport and other technical aspects of the proposal in more detail, officers consider that a more intensive residential development could be supported in principle.

Character and appearance

- 7.6 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.
- 7.7 Policy DM D2 seeks 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.
- 7.8 Rural Way is characterised by architecturally varied residential buildings in terms of their size and scale. The street exhibits a mixture of dwelling designs, ranging from detached single storey dwellings on large plots, to semi-detached and terrace dwellings of 2 to 3 stories in height.

- 7.9 In recent years a number of detached single storey dwellings, similar to that of the applicant building, have been demolished with much larger two storey buildings erected comprising multiple dwellings. Examples of this re-development include both No. 8 and No. 10 Woodstock Way (directly opposite the site). Planning permission was granted by Planning Committee in March 2018 at No 21 Woodstock Way for a similar form of development than that proposed here, comprising the erection of three x three bed terraced houses (ref:17/P3153). In this context the design, scale and density of the proposal is appropriate and replicates similar developments approved and built within the immediate area.
- 7.10 The footprint of the proposed terrace dwellings presents a consistent and sympathetic appearance of the development in the context of the existing street scene in Rural Way. The front setback of the dwellings are consistent with surrounding dwellings, and the presentation of the buildings as a row of two storey (with loft) terrace dwellings with hipped pitched roofs is consistent with other buildings along this street. The central dwelling, within the terrace row of three dwellings, would be articulated slightly forward of the dwellings at either side and have a pitched part roof above. This design would help to break up the visual massing of the building, and responds to the designs used on many buildings along Rural Way.
- 7.11 It is acknowledged that the proposed dwellings will represent an increase in the bulk and appearance of development when compared with the existing single storey bungalow on the application site. However, it is considered that its scale and appearance would be consistent with the appearance of development in the surrounding area. Gaps would be retained between the proposed building and neighbouring residential properties so that the new dwellings and neighbouring buildings are visually separate. It would also ensure that permeability of views to the rear of the site is largely retained.
- 7.12 The proposed materials show that the buildings are to be finished with brick along the bottom of the buildings with white render above. The roof is to be clay tiles and openings in white pvc. These materials are suitable for the residential character of the area, although a condition has been recommended to secure the precise appearance of these materials before development commences.
- 7.13 By reason of the appearance, materials and scale of the proposed dwellings, the development is considered to contribute positively to the residential character at Rural Way. The proposal is therefore consistent with London Plan Policies 7.4 and 7.6, Core Strategy CS14 and SPP Policies DM D2. These conclusions are consistent with the findings made by the Planning Inspectorate during the appeal for scheme ref:19/P1298.

Standard of accommodation

- 7.14 London Plan Policy 3.5 states that all new housing developments should be of the highest quality internally, externally and in relation to their context. In order to ensure that such development provide an adequate level of internal amenity, Table 3.3 of the London Plan sets out the minimum floor areas which

should be provided for new housing. The DCLG publication: "Technical housing standards - nationally described space standard" (2016) provides further guidance, which has been adopted by the Mayor for London.

7.15 Sites and Policies Plan Policy DM D2 seeks to ensure good quality residential accommodation with adequate levels of privacy, daylight and sunlight for existing and future residents, the provision of adequate amenity space and the avoidance of noise, vibration or other forms of pollution.

7.16 The scheme proposes the following unit sizes:

| House | Type | GIA (sqm) | London requirement GIA (sqm) | Plan for | External amenity space (sqm) |
|-------|-------|-----------|------------------------------|----------|------------------------------|
| 1 | 3b/6p | 117 | 108 | | 56 |
| 2 | 3b/6p | 130 | 108 | | 50 |
| 3 | 3b/6p | 117 | 108 | | 50 |

7.17 All the dwellings would exceed minimum Gross Internal Floor Areas (GIA) required by the London Plan. The proposed dwellings offer dual outlook and are considered to contribute to a high standard of living due to having both an efficient and logical internal layout. All habitable rooms would be serviced by windows. Each dwelling would comprise three bedrooms, each of the bedrooms are of good size for their intended occupancy.

7.18 In terms of external amenity space, Policy DM D2 requires an area of 50sqm, set out as a single useable regular shaped amenity space, per house. All three homes would meet external space requirements and are appropriately configured for family use.

7.19 Overall the proposal is considered to provide a high standard of accommodation for future occupiers, satisfying Policy 3.5 & Table 3.3 of the London Plan 2016, the Nationally Described Space Standards (2016), Policy DMD2 of Merton's Adopted Sites and Policies Plan 2014.

Neighbour amenity

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

7.21 The proposed building would feature a ground floor projection with a depth of 2.0m with sloped roof to 2.5m in height. This extension would project beyond the rear building line of the neighbouring property, No.5 Rural Way, by approximately 2.4m. The building is tapered inwards between ground and upper level. Given that the protrusion of the building is relatively minor it would

not result in the loss of outlook, daylight / sunlight or create a sense of enclosure that would be considered harmful to occupiers at No 5 Rural Way.

- 7.22 With respect to No. 11 Rural Way, the proposed dwelling's ground floor extension would sit approximately level with the rearward wall of the existing rear extension at No 11. Given the relationship of the building with No 11 Rural Way the proposed development would not result in the loss of outlook, daylight / sunlight or create a sense of enclosure that would be considered harmful to occupiers the neighbouring occupier.
- 7.23 There are no side facing windows to No.5 or No.11, which would be affected by the proposed development.
- 7.24 The proposed development would introduce rear facing Juliet openings at first floor and at roof level (dormer windows), whereby there are currently no rear facing windows above ground floor level at the site. The separation distance from the proposed windows to the rear facing windows of properties to the rear, along Rustic Avenue, is approximately 22m. This separation distance would be sufficient to ensure that future occupiers to the dwellings would not gain close or penetrative views into neighbouring habitable rooms. As such, the proposal would not result in a materially harmful loss of privacy. This conclusion is further supported by the Council's guidelines for development which have historically indicated that a separation distance of over 20m is acceptable in terms of overlooking.
- 7.25 Whilst the provision of two-storey buildings, with a dormer window above, would result in new views towards neighbouring gardens, this is not considered unusual within a suburban setting. No objections towards this are raised.
- 7.26 It is noted that the proposed development would involve the removal of several trees from the site's rear garden, which do provide some screening benefits. However, these trees are not protected and could be removed at any time. It is not considered reasonable to insist on their retention, or an alternative form of screening to be erected.
- 7.27 The use of the site would remain as residential and there is no indication that the use of the proposed houses and gardens would result in materially harmful noise disturbance to neighbouring properties.
- 7.28 For the reasons set out above the proposal is considered to be acceptable in terms of residential amenity and would comply with Policy DM D2. It is noted that the Planning Inspectorate did not find any amenity issues caused by appeal scheme ref 19/P1298

Highway, traffic and parking considerations

- 7.29 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. Core Strategy Policy CS 18 promotes active means of transport.

- 7.30 The increase in traffic generated by the two additional homes would not have a material impact on the local highway network.
- 7.31 The application proposes a single off-street parking space for each dwelling and given the low PTAL rating of 2, car parking should be provided. The level of car parking proposed, one off-street car park per dwelling, is suitable for the development and location. Cars would be required to either reverse in or reverse out onto the highway, but given the low level of traffic along the street, this arrangement is not considered to result in material harm to highway safety.
- 7.32 Whilst the level of car parking proposed is acceptable, it will be necessary to ensure that highway safety is not adversely affected by way of displacement parking as a result of the increase in dwelling numbers. To address the impact upon parking in the area, it is recommended that permission be granted subject to permit free restrictions which would be set out in a unilateral undertaking. This undertaking would ensure that the future occupiers of two of the three proposed dwellings are not eligible to obtain a parking permit (this allows for the fact that the existing dwellings on site is eligible to obtain parking permits and therefore the restriction relates only to the increased number of dwellings on site).
- 7.33 Subject to the above, the proposal is considered to result in an acceptable impact on the surrounding parking and traffic management network, consistent with London Plan policies 6.3 and 6.12, CS policies CS18 and CS20 and SPP policy DM T2.
- 7.34 The London Plan requires one cycle parking space for 1 bed units and two spaces for all other dwellings. The cycle spaces to be provided within the rear gardens would meet policy requirements and no objection is raised. A condition has been recommended requiring that details are submitted of the proposed cycle enclosures to the Council before development commences to satisfy policy requirements that enclosures are secure and covered.
- 7.35 Servicing arrangements would be acceptable, with refuse collected from refuse storage to the frontage of the site.
- 7.36 The Council's Transport Planner has assessed the proposed arrangements and raises no objection in terms of the level of car and cycle parking. It is noted that the scheme would result in the loss of two on-street parking bays but this would not warrant a refusal of planning permission due to the level of available parking in the vicinity. The existing Traffic Management Order would need to be modified in order to secure the necessary highway markings, to remove the bays and provide yellow lines on the highway between the proposed vehicle crossovers, where there is not sufficient space to re-incorporate a parking bay.

Flooding and drainage considerations.

7.37 The northern corner of the site is within Flood Zones 2 and 3, meaning that there is a high probability of flooding. The application is accompanied by a Flood Risk Assessment which sets out that fluvial and groundwater flood risk is considered to be moderate. All other potential sources of flood risk are deemed to be low. The client's development aspirations would look to manage/mitigate any residual flood risk as part of the design. The FRA concludes that the proposed development:

- Is suitable in the location proposed and will be adequately flood resistant and resilient;
- Is unlikely to place additional persons at risk of flooding; and,
- Is unlikely to increase flood risk elsewhere through the loss of floodplain storage, impedance of flood flows or increase in surface water run-off.

7.38 The following measures would be incorporated:

- Setting of finished floor level to a suitable level, above modelled floor levels - the floor level would be set at 21.47m (above datum) where the minimum permissible height of the floor level must be at least 21.32m.
- Using construction materials with flood resilient properties.
- Incorporating non-return valves on any foul water outlet(s) from the development to ensure no back surge of diluted sewage.

7.39 The Environment Agency has commented on the proposals and raises no objection subject to conditions relating to sustainable drainage, piling and to ensure the mitigation measures set out in the submitted Flood Risk Assessment are implemented.

7.40 The proposal is considered to be acceptable in terms of measures to mitigate any impact from or contribute to flood risk. Planning conditions have been recommended to mitigate against any potential impact on flooding and associated risks.

7.41 In terms of drainage, the application indicates that it will reduce the extent of non-permeable surfaces on the site. However, this is not detailed in the submission. The Council's Flood Risk Engineer has considered the proposals and concludes that whilst the proposal is acceptable in terms of flood risk, a condition should be imposed, if the application were acceptable in all other respects, to secure the submission and implementation of a detailed scheme for the provision of surface and foul water drainage.

Landscaping and Biodiversity

7.42 Policy DMO2 seeks, amongst other things, to protect land of ecological value. The NPPF has a presumption in favour of sustainable development, seeking

positive improvements in the quality of the built, natural and historic environment including moving from a net loss of biodiversity to achieving net gains for nature.

- 7.43 The proposed development would result in the loss of a number of garden trees and scrub vegetation. These trees are considered to provide limited public amenity value and are not TPO protected, meaning they could lawfully be removed at any time.
- 7.44 The rear gardens of the existing dwelling has some biodiversity value. The removal of existing trees and vegetation would result in a minor reduction in biodiversity. In the interests of reducing the potential impact on birdlife, an informative has been recommended detailing that vegetation clearance should avoid the bird nesting and bat roosting season to prevent possible contravention of the Wildlife and Countryside Act 1981.
- 7.45 The applicant also proposes as part of their application to landscape the site. This is considered sufficient to compensate for any planting/ tree removal on site.

Sustainable design and construction

- 7.46 New buildings must comply with the Mayor's and Merton's objectives on carbon emissions, renewable energy, sustainable design and construction, green roofs, flood risk management and sustainable drainage. The most relevant London Plan policies are 5.1 (Climate Change Adaptation), 5.2 (Minimising Carbon Dioxide Emissions) and 5.3 (Sustainable Design and Construction) which seek to minimise energy usage and reduce carbon dioxide emissions.
- 7.47 Policy CS15 sets out minimum sustainability requirements for development proposals.
- 7.48 The application includes supporting information in relation to sustainable design and construction. To achieve this the applicant proposes to apply sustainable design through minimising water consumption, energy supply and lighting, heating and hot water, fabric heat loss, glazing and renewables. In order to ensure that the development incorporates the sustainable reductions outlined to comply with Council policy a condition has been recommended to secure necessary carbon savings and water usage reductions.

Community Infrastructure Levy

- 7.49 The proposed development would 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 proposal would provide two additional family homes within the borough, in line with planning policy. The scale, form, design, positioning and materials of the proposed two storey (with loft level) terrace dwellings are considered to respond well with the streetscape and the suburban character. The proposed homes would provide a high standard of accommodation, and the provisions for refuse storage and collection are appropriate.
- 8.2 The proposal shares close similarities between the scheme granted on by the planning Inspectorate on this site ref:19/P1298 in which the Inspectorate found the scheme to respect, reinforce and enhance local character and to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and street patterns. The living conditions for future occupants was also considered satisfactory. This decision by the Planning Inspectorate is a material consideration to this application and should be given significant weight.
- 8.3 Planning conditions and a S106 planning agreement have been recommended to ensure that the impacts of the development are adequately addressed.

Recommendation

Grant Planning Permission, subject to completion of a S.106 Agreement covering the following heads of terms: -

Heads of Terms:

1. Parking permit free for two of the three proposed houses.
2. Payment of the Council's cost to modify Traffic Management Order to allow for highway works to include yellow line marking between the proposed vehicle crossovers and to implement those changes.
3. A requirement that in the event that the development proposed under 20/P3757 is implemented that permission 19/P1298 is not implemented.
4. The developer agreeing to meet the Council's costs of preparing [including legal fees] the Section 106 Obligations [to be agreed].
5. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations [to be agreed].

And subject to the following conditions: -

1. The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 01; 1477-04; 1477-05; 1477-07; 1477-08; 1477-08; 1477-09 Rev A; 1477-10 Rev A; 1477-11; 1477-12; 1477-13, Flood Risk Assessment – prepared by Ashfield Solutions Group, dated 17/10/2019.

Reason: For the avoidance of doubt and in the interests of proper planning

3. 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 dwellinghouse other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties or to the character of the area and for this reason would wish to control any future Development plan policies for Merton: policy 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

4. No development shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

5. No development shall commence 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.

Reason: To ensure satisfactory facilities for cycle parking are provided and to comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2016, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Policies Plan 2014.

6. Demolition and Construction Method Statement
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:

- 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 dust and dirt during construction/demolition
- a scheme for recycling/disposing of waste resulting from demolition and construction works
- delivery, demolition and construction working hours.

Reason: To protect the amenities of those in the local vicinity during the development.

7. No development shall take place until full details of all walls, fences or railings within the site have been submitted to and approved in writing by the local planning authority, and these works shall be carried out in full before the occupation of the buildings hereby approved.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

8. No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been 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 reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

9. No part of the development hereby approved shall be occupied until evidence has been submitted to, and approved in writing by, the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 19% improvement on Part L regulations 2013, and internal 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.

10. The development hereby approved shall not be occupied until the refuse and recycling storage facilities shown on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with the following Development

Plan policies for Merton: policy 5.17 of the London Plan 2016, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

11. Any hardstanding installed shall be made of porous materials, or provision made to direct surface water run-off to a permeable or porous area or surface within the application site before the development hereby permitted is first occupied or brought into use.

Reason: To reduce surface water run-off and to reduce pressure on the surrounding drainage system in accordance with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2016, policy CS16 of Merton's Core Planning Strategy 2011 and policy DMF2 of Merton's Sites and Policies Plan 2014.

12. The vehicle parking area shown on the approved plans shall be provided before the occupation of the buildings hereby permitted and shall be retained for parking purposes for occupiers and users of the development and for no other purpose.

Reason: To ensure the provision of a satisfactory level of parking and comply with the following Development Plan policies for Merton: policy 6.13 of the London Plan 2016, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Policies Plan 2014.

13. 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.

14. Development in accordance with Flood Risk Assessment

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) 17/10/2019/103219-F02/ Ashfield Solutions Group Ltd and the following mitigation measures detailed within the FRA:

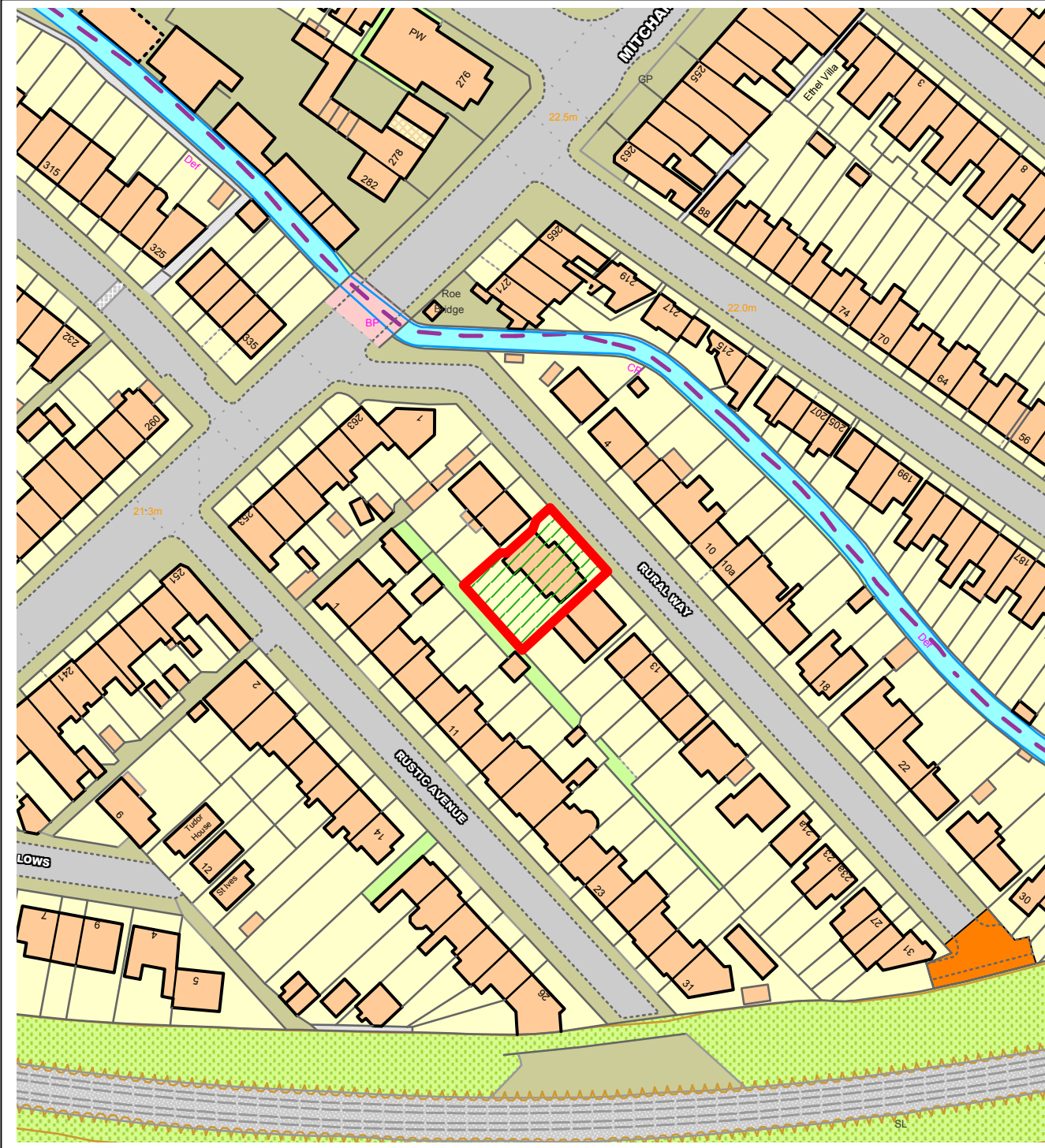
- Finished floor levels are set no lower than 21.47m above Ordnance Datum (AOD).

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

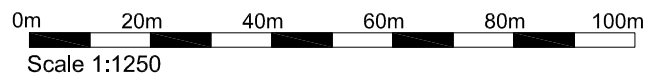
15. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.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

NORTHGATE SE GIS Print Template

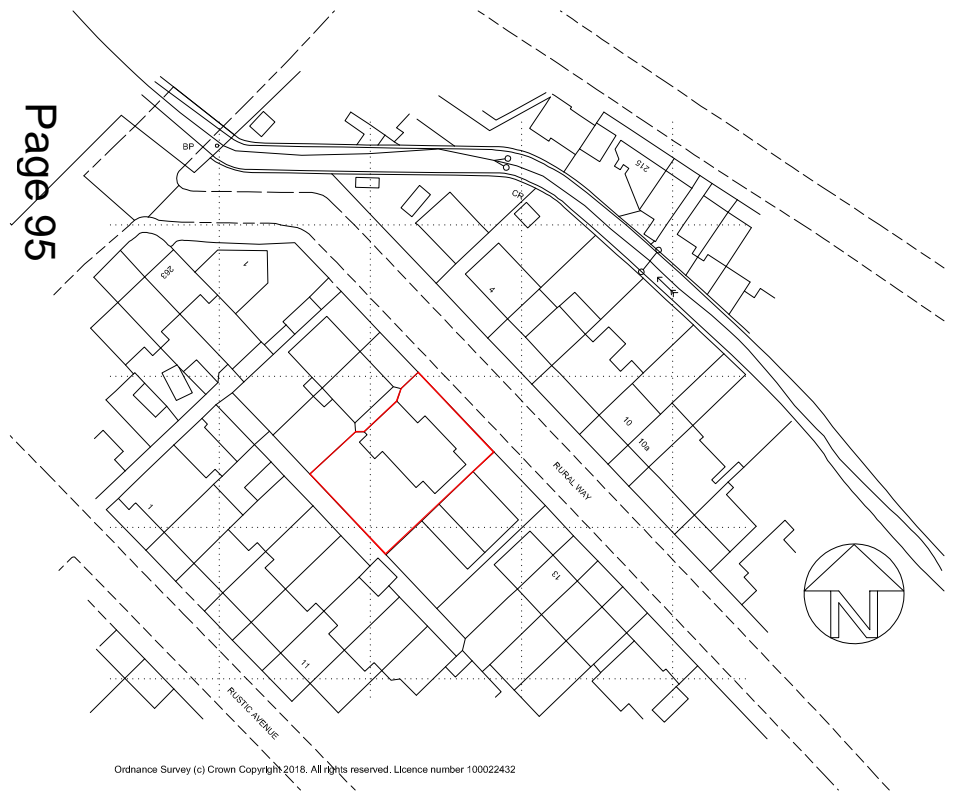


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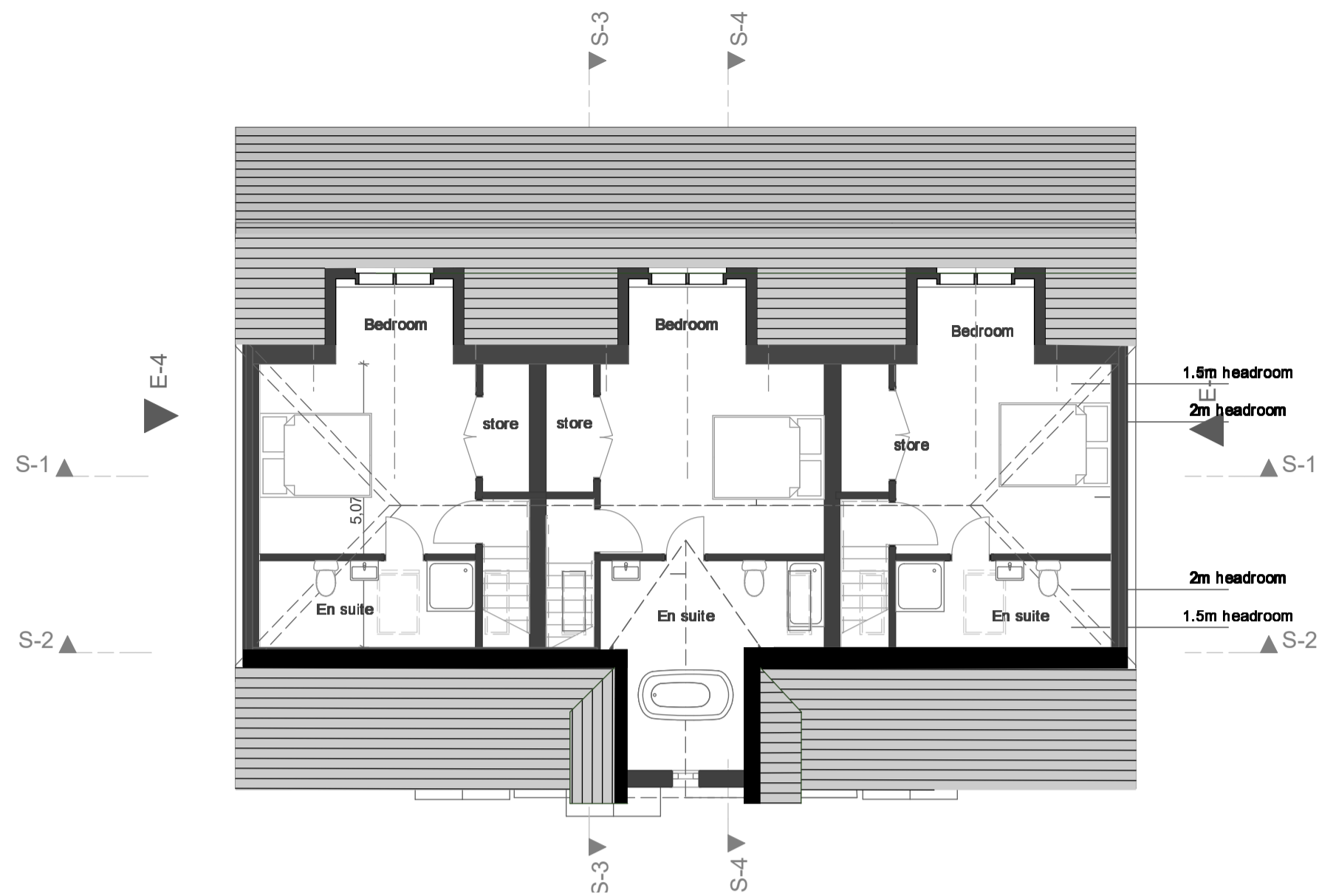
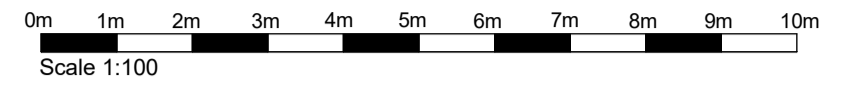
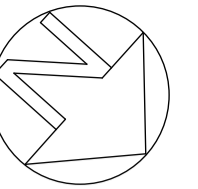
1 / Location Plan, 1:1250



2 / Existing block Plan, 1:500

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|--|--|----------------------|--|---|--|------------------------|--|-------------------------|--|
| Job Title: Residential development at 7 Rural way | | Revision Notes: - | | CLIENT : Prime homes SITE : 7 Rural way Streatham , London | | Scale: 1:100 @ A3 | | Date: 09/10/2019 | |
| Drawing Title: Existing block plan and Location Plan | | | | DS SQUARED architects | | Drawn By: KL | | Checked By: PB | |
| | | | | <small> ■ NORTH STUDIO MULTICON HOUSE 2 SPRING VILLA ROAD EDGWARE HA8 7EB ■ SOUTH STUDIO MATRIX STUDIOS 91 PETERBOROUGH ROAD LONDON SW6 3BU ■ design@dssquared.co.uk ■ www.dssquared.co.uk ■ 020 8732 5620 </small> | | PROJECT 1477 | | Drawing No 01 | |
| | | | | <small> This drawing must not be reproduced in whole or part without written consent. Do not scale this drawing. Written dimensions to be checked on site. Electronic issue to be confirmed by paper copy only. </small> | | | | Rev - | |

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04

Second floor plan (1)

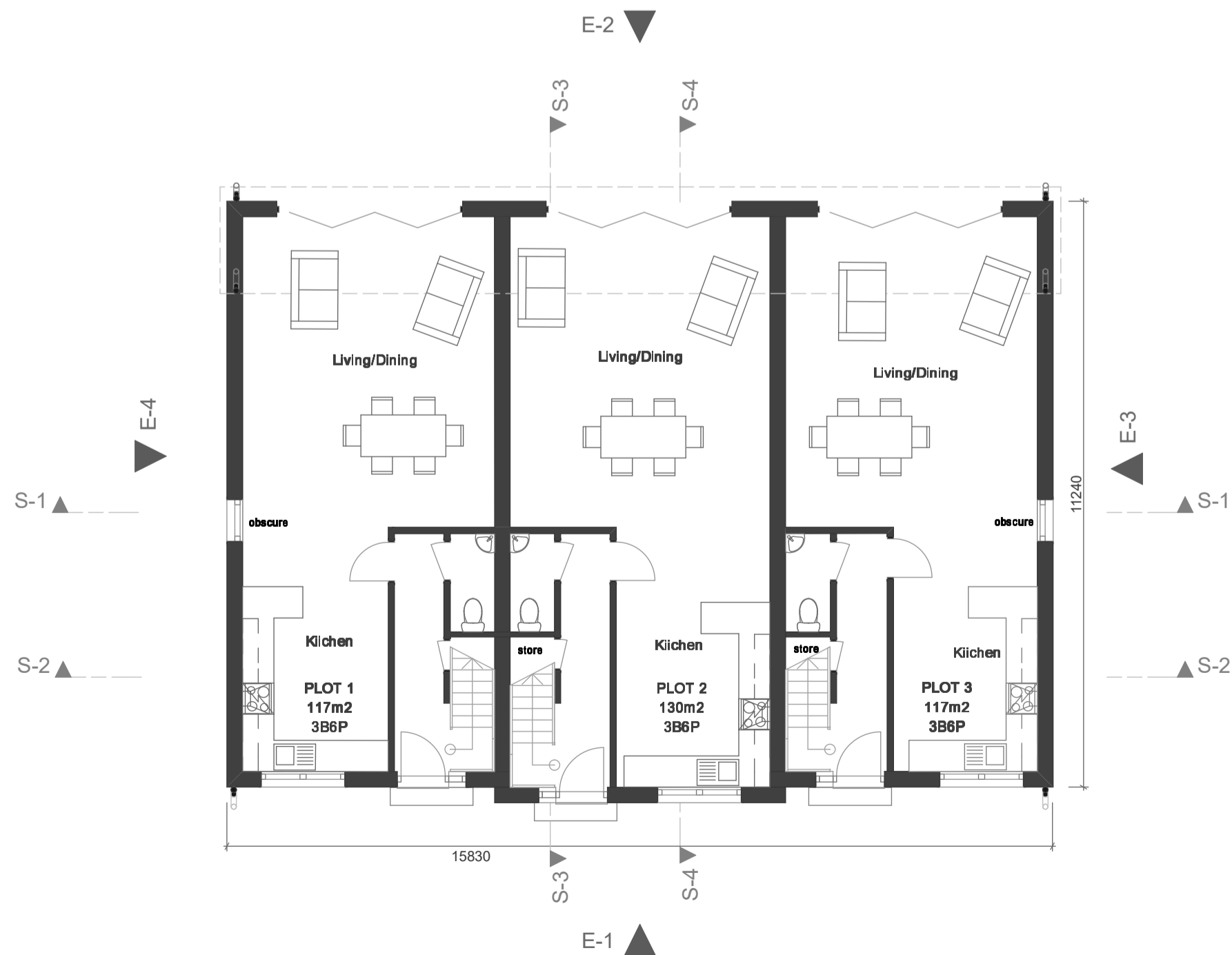
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04

First floor plan (1)

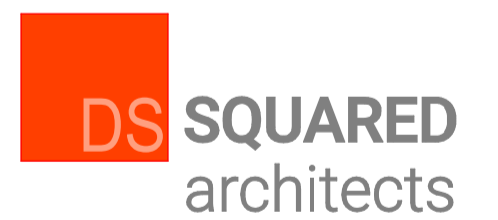
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04

Ground floor plan (1)

1:100



□ NORTH STUDIO | MULTICOON HOUSE | 2 SPRING VILLA ROAD | EDGWARE | HA8 7EB
 □ SOUTH STUDIO | MATRIX STUDIOLIS | 91 PETERBOROUGH ROAD | LONDON | SW6 3BU
 □ des@dsquared.co.uk □ www.dsquared.co.uk □ 020 8732 6020

**Residential Development at
7 Rural Way**

Address:
7 Rural way

Plans plots 1,2 and 3

Client's Name
Prime Group

Drawn by
Kathleen Logue Date
08/10/19

Checked by
Pawel Bednarczyk Date
08/10/19

Scale
1:100@A2

Layout ID
1477-04 Revision

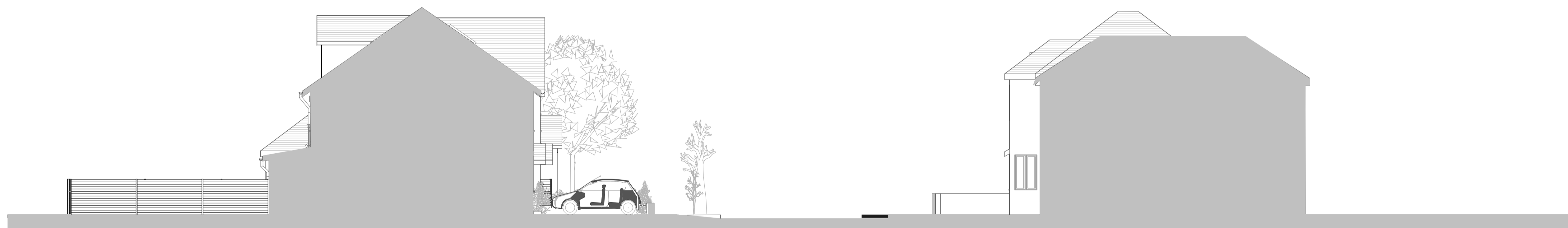
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FRONT ELEVATION STREET @1:100

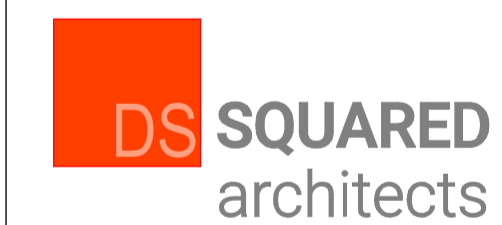
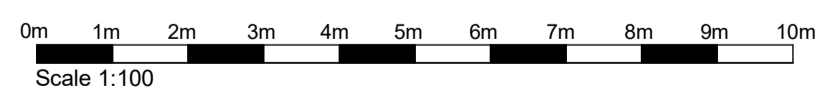


REAR ELEVATION @1:100



SIDE ELEVATION @1:100

SCALE BAR @1:100



10 SOUTH OF LONDON (M25) SOUTH OF LONDON (M25) SOUTH OF LONDON (M25)
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 10 SOUTH OF LONDON (M25) SOUTH OF LONDON (M25) SOUTH OF LONDON (M25)

Residential Development at
7 Rural Way

Address:
7 Rural way

Proposed street elevations in
context

Client's Name
Prime group

Drawn by
Kathleen Logue Date
08/10/19

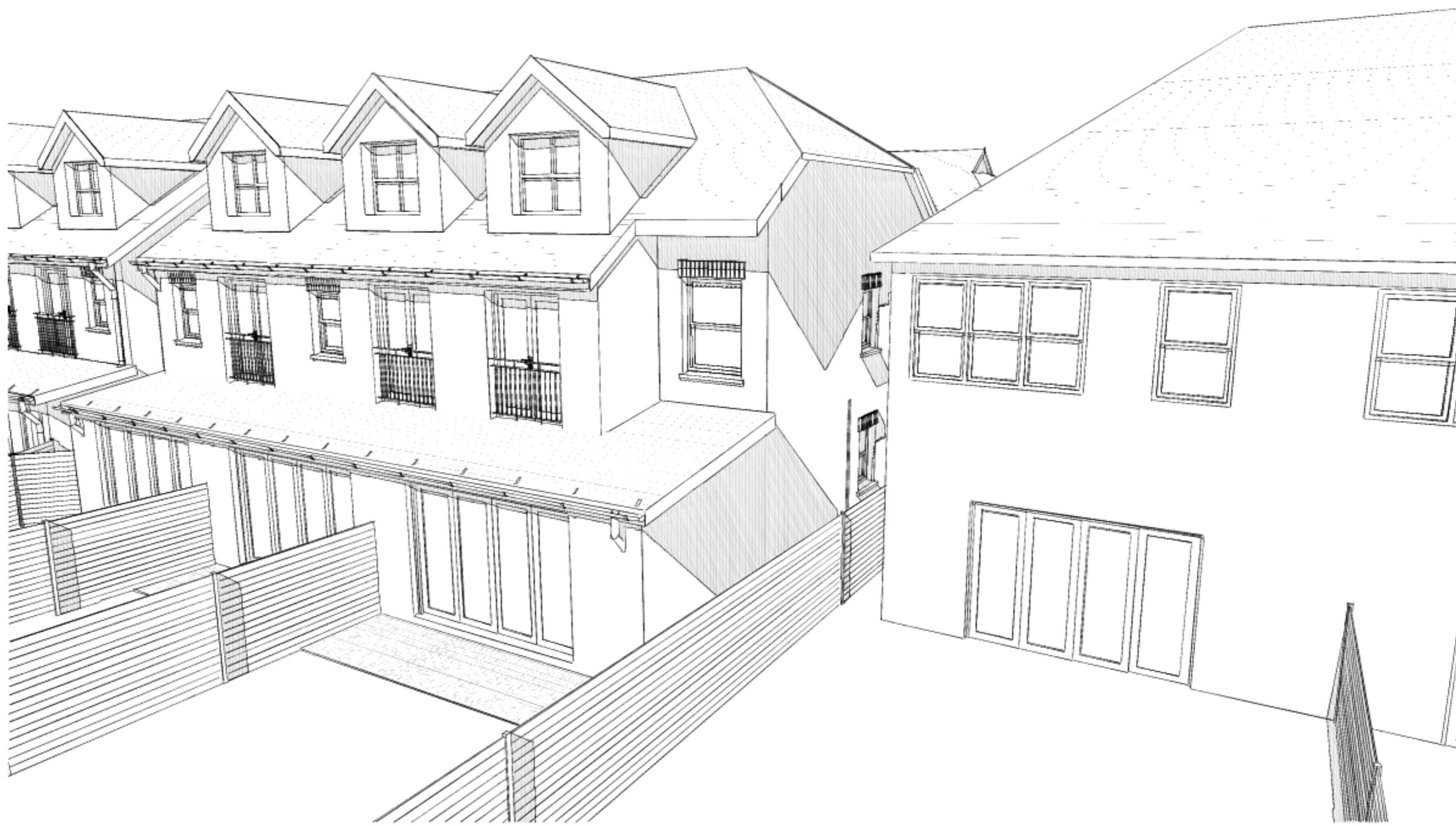
Checked by
Pawel Bednarczyk Date
08/10/19

Scale

Layout ID
1477-11 Revision

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Ideal Planning and Design Ltd.
Hyde Park House, 5 Manfred Road
East Putney, London, SW15 2RS
Tel - 020 8823 0750

**Residential Development at
7 and 9 Rural Way**

Address:
7 and 9 Rural way

**3D VIEWS demonstrating hip
and set back**

Client's Name
Prime group

Drawn by **Kathleen Logue** Date **25/06/19**

Checked by **Chris Gwilliam** Date **15/12/18**

Scale

Layout ID **1343-12 rev A** Revision

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Committee: Planning Applications

Date: 14th January 2021

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/P2163**

Appeal number: APP/T5720/W/19/3242324

Site: 219 Manor Road, Mitcham CR4 1JH

Development: DEMOLITION OF EXISTING REAR GARAGE AND STORES.
ERECTION OF REAR EXTENSION TO RETAIL UNIT AND
ERECTION OF 2 x TWO STOREY DWELLINGHOUSES.
ASSOCIATED AMENITY, PARKING AND REFUSE STORES.

Appeal Decision: DISMISSED

Date of Appeal Decision: 14th December 2020

[LINK TO DECISION](#)

Application Number: 19/P1338
Appeal number: APP/T5720/D/20/3249007
Site: 2A Oakwood Avenue, Mitcham CR4 3DP
Development: ERECTION OF REAR ROOF EXTENSION TO CREATE 1 x 2 BED FLAT
Appeal Decision: DISMISSED
Costs Decision: REFUSED
Date of Appeal Decision: 1st December 2020

[LINK TO DECISION](#)

[COSTS DECISION](#)

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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Committee: Planning Applications Committee

Date: 14th January 2021

Agenda item:

Wards: All

Subject: PLANNING ENFORCEMENT - SUMMARY OF CURRENT CASES

Lead officer: HEAD OF SUSTAINABLE COMMUNITIES

Lead member: CABINET MEMBER FOR REGENERATION, HOUSING AND
TRANSPORT COUNCILLOR MARTIN WHELTON

COUNCILLOR LINDA KIRBY, CHAIR, PLANNING APPLICATIONS COMMITTEE

Contact Officer Ray Littlefield: 0208 545 3911
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Recommendation:

That Members note the contents of the report.

1. Purpose of report and executive summary

This report details a summary of casework being dealt with by the Planning Enforcement Team and contains figures of the number of different types of cases being progressed, with brief summaries of all new enforcement notices and the progress of all enforcement appeals.

| | | | | | |
|---------------------------------------|------------|--------------------|---|------------|-------------|
| Current Enforcement Cases: | 478 | ¹ (470) | New Appeals: | (0) | (0) |
| New Complaints | 30 | (33) | Instructions to Legal | 0 | (1) |
| Cases Closed | 22 | | Existing Appeals | 2 | (2) |
| No Breach: | 16 | | <hr/> | | |
| Breach Ceased: | 6 | | TREE ISSUES | | |
| NFA ² (see below): | 0 | | Tree Applications Received | 45 | (73) |
| Total | 22 | | % Determined within time limits: | 43% | |
| New Enforcement Notices Issued | | | High Hedges Complaint | 0 | (0) |
| Breach of Condition Notice: | 0 | | New Tree Preservation Orders (TPO) | 0 | (1) |
| New Enforcement Notice issued | 0 | (0) | Tree Replacement Notice | 0 | |
| S.215: ³ | 1 | | Tree/High Hedge Appeal | 0 | (0) |
| Others (PCN, TSN) | 1 | (2) | | | |
| Total | 0 | (0) | | | |
| Prosecutions: (instructed) | 0 | (0) | | | |

Note (*figures are for the period from (2nd December 2020 to 5th January 2021)*). The figure for current enforcement cases was taken directly from M3 crystal report.

¹ Totals in brackets are previous month's figures

² confirmed breach but not expedient to take further action.

³ S215 Notice: Land Adversely Affecting Amenity of Neighbourhood.

2.0 New Enforcement Actions

193 London Road, CR4 2JD. This is concerning a s215 notice served on untidy land. A s215 notice was issued on 1st December 2020. This notice requires compliance at the end of February 2021 requiring the Land to be tidied up / cleared.

283 Galpins Road CR7 6EY. This is concerning a s215 notice served on untidy land. A s215 notice was issued on 23 December 2019. This notice required compliance at the end of February 2020 requiring the Land to be tidied up / cleared. Site visit arranged.

31 Edgehill Road, Mitcham, CR4 2HY. This is concerning a raised platform/garden that has been raised by approximately 90cm. An enforcement notice has been served to remove the raised platform and reduce the garden level by 90cm. The notice would have taken effect on 18/12/19, with a compliance date of 18/03/20, however an appeal has been submitted and is underway.

193 London Road CR4 2TJ. This is concerning untidy land to the side and rear of 193 London Road. An initial site visit was carried out, multiple letters have been sent to the property asking for compliance and for them to contact the Council to confirm a compliance schedule of works. Correspondence from the owner has been received. A further visit was made to confirm the site has not been tidied. The Land is actively being cleared.

155 Canterbury Road, Morden, SM4 6QG. This is concerning an outbuilding in the rear garden that has had a retrospective planning application refused. An enforcement notice has been served on the property for the outbuilding to be demolished, the notice would have taken effect on 9th December 2019 and the compliance period would have been two months. However it has now been appealed to the Planning Inspectorate. The appeal was dismissed by Decision letter dated 19th August 2020. The compliance date i.e. Demolish the unauthorised rear outbuilding is 19th December 2020. Site visit to be arranged.

208 Bishopsford Road, Morden, SM4 6DA. This is concerning the erection of a single storey rear extension onto an existing extension on the ground floor. A Planning Enforcement Notice has been issued requiring the demolition of the Extension. The Notice was issued on 4th October 2019, the Notice came into effect on 10th November 2019 with a compliance period of 3 months, unless an appeal was made before 10th November 2019. An appeal was submitted but rejected by the Planning Inspectorate as it was received by The Planning Inspectorate one day late. Compliance date was 10th February 2020. Further action is under consideration. A new planning application for a reduced structure is to be submitted.

The former laundry site, 1 Caxton Road, Wimbledon SW19 8SJ. Planning Permission was granted for 9 flats, with 609square metres of (Class B1) office units. 22 flats have been created. A Planning Enforcement Notice was issued on 11th October 2018 requiring either the demolition of the development or building to the approved scheme. The Notice took effect on 18th November 2018 with a compliance period of 12 calendar months. An appeal was made but subsequently withdrawn the following day. The owner decided to comply with the approved permission and is in the process of returning some the residential units back to their authorised office use. Bath and shower units have been removed; the office units are currently being advertised for let. The garage flat is no longer being used for residential and is in the process of being returned to a garage. Planning Application 19/P1527 for Discharge of Conditions has been submitted and is currently being considered. Revised scheme re-submitted and is currently under consideration.

Works are underway to expose the depth and boundary of the foundations in order to confirm an alternative landscaping scheme is feasible. A further scheme is under consideration. A finale inspection is to be undertaken as the requested works / Landscaping has now been carried out.

6 CARTMEL GARDENS, MORDEN SM4 6QN: (Notice 2) This is regarding a side extension not built in accordance with approved plans and being used as a self contained unit of accommodation. A planning Enforcement Notice was subsequently

issued on 24th September 2019 and took effect on 24th October 2019. The Notice requires the cessation of the use of side extension as separate self-contained unit, and the removal of all those fixtures and fittings that facilitate the unauthorised use of the extension including the permanent removal of the facilities in use for cooking facilities, kitchen unit, sink, worktop, appliances, and food preparation areas. This Notice has a compliance period of 3 calendar months. An appeal was submitted but subsequently withdrawn. A second Notice was subject of an appeal now determined.

Some Recent Enforcement Actions

7 Streatham Road, Mitcham, CR4 2AD

The Council served two enforcement notices on 6th June 2019, requiring the outbuilding to be demolished and to clear debris and all other related materials. The second enforcement notice is for an unauthorised front, side and rear (adjacent to Graham Road) dormer roof extensions. An appeal was lost for the dormers to be considered permitted development, the notice requires the owner to demolish the unauthorised front, side and rear roof dormer extensions (adjacent to Graham Road) and to clear debris and all other related materials. Both Notices came into effect on 8th July 2019 unless appeals were made before this date. No appeals were lodged.

The compliance date of the Enforcement Notice relating to the outbuilding to be demolished and to clear debris and all other related materials has now passed without compliance. The second enforcement notice was not complied with and now prosecution proceedings are being undertaken.

The plea hearing has now taken place at Lavender Hill Magistrates Court, where the defendant pleaded not guilty and the second hearing is due on the 14th January 2020.

A second hearing was held on 14th January 2020, and adjourned until 4th February 2020 in order for the defendant to seek further legal advice.

The defendant again appeared in court and pleaded not guilty, a trial date was set for 21st May 2020. Due to the Covid-19 pandemic this has been postponed. The case has been listed for a 'non-effective' hearing on Tuesday 14 July 2020, where a new trial date will be set.

This was postponed until another date yet to be given. The Council has now instructed external Counsel to prosecute in these matters.

The next 'non-effective' hearing date is 2nd October 2020. This date has been re-scheduled to 27th November 2020. This was again re-scheduled to 4th January 2021. Outcome not known at the time of compiling this report.

6 CARTMEL GARDENS, MORDEN SM4 6QN: (Notice 1) This is regarding a side extension not built in accordance with approved plans. A planning Enforcement Notice was subsequently issued on 24th September 2019 and would have taken effect on 24th October 2019. The notice requires the demolition of the rear extension. This Notice has a compliance period of 3 calendar months. An Appeal was electronically submitted. This Appeal has now been determined by Decision letter dated 23rd June 2020. The Appeal was dismissed and the Enforcement Notice upheld. The compliance period is 3 months from the date of the Decision letter. Direct action is now under consideration.

183A Streatham Road CR4 2AG. An Enforcement Notice was issued on 1st May 2019 relating to the erection of a rear balcony to the existing rear roof dormer of the property. The Notice requires demolishing the rear balcony to the existing rear roof dormer and restoring the property to that prior to the breach. The Notice would have taken effect on 4th June 2019, with a compliance period of 2 months. An Appeal to The Planning Inspectorate has been made. The appeal was determined by Decision letter dated 18th March 2020. The appeal was dismissed with a slight variation of the wording of the enforcement Notice. The Enforcement Notice had a 2 months compliance period. A further site inspection found that the Enforcement Notice has been complied with.

47 Edgehill Road CR4 2HY. This is concerning a rear extension not being built to the dimensions provided on the prior approval application. A Planning Enforcement Notice was subsequently issued requiring the demolition of the single storey rear extension. The Notice would have taken effect took effect on 16th September 2019, with a compliance period of 3 calendar months. An Appeal has started. This Appeal has now been determined by Decision letter dated 16th July 2020. The appeal was allowed and the Enforcement Notice quashed.

33 HASSOCKS ROAD, LONDON. SW16 5EU: This was regarding the unauthorised conversion from a single dwelling into 2 x self contained flats against a refusal planning permission. A planning Enforcement Notice was subsequently issued on 10th September 2019 and would have taken effect on 15th October 2019. This Notice has a compliance period of 3 calendar months, unless an appeal is made to the Planning Inspectorate before the Notice takes effect. An Appeal has been submitted, and has started. The appeal site visit was postponed, by The Planning Inspectorate. This Appeal has now been determined by Decision letter dated 17th July 2020. The Appeal was dismissed and the Enforcement Notice upheld. The Notice was varied and the time for compliance extended from 3 months to 6 months from the date of the Appeal Decision letter. However, minor costs were awarded to the appellant for extra work and or time that had been spent on the appeal that were not needed.

76 Shaldon Drive, Morden, SM4 4BH. An enforcement notice was served on 14th August 2019 relating to an outbuilding being used as a self-contained unit. The notice requires the removal of all kitchen facilities, fixtures, fittings, cooker, worktops, kitchen units. The notice takes effect on 16th September 2019, with a compliance period of 1 month. An Appeal has been electronically submitted, This Appeal has now started. The date of the Planning Inspectors site visit was 20th October 2020.

Existing enforcement appeals

2

Appeals determined

0

New Enforcement Appeals

0

3.4 Requested update from PAC

None

4. Consultation undertaken or proposed

None required for the purposes of this report

5 Timetable

N/A

6. Financial, resource and property implications

N/A

7. Legal and statutory implications

N/A

8. Human rights, equalities and community cohesion implications

N/A

9. Crime and disorder implications

N/A

10. Risk Management and Health and Safety implications.

N/A

11. Appendices – the following documents are to be published with this report and form part of the report Background Papers

N/A

12. Background Papers