

PLANNING APPLICATIONS COMMITTEE

10th February 2022

Item No:

UPRN

APPLICATION NO.

DATE VALID

21/P3163

27/08/2021

Address/Site:

St George's House East, St George's Road, Wimbledon, SW19 4DR

(Ward)

Hillside

Proposal:

Demolition of existing building and re-development of site to provide a mixed-use, 12 storey building, with additional basement level, of 27,668sqm gross internal floorspace (1,777sqm of retail and 25,891sqm of office (Use Class E)), and additional plant accommodation at roof level.

Drawing Nos:

SGHE-AUK-ZZ-B1-DR-A-07099(P4), SGHE-AUK-ZZ-00-DR-A-07100(P3), SGHE-AUK-ZZ-01-DR-A-07101(P3), SGHE-AUK-ZZ-02-DR-A-07102(P2), SGHE-AUK-ZZ-03-DR-A-07103(P2), SGHE-AUK-ZZ-04-DR-A-07104(P2), SGHE-AUK-ZZ-05-DR-A-07105(P2), SGHE-AUK-ZZ-06-DR-A-07106(P2), SGHE-AUK-ZZ-07-DR-A-07107(P2), SGHE-AUK-ZZ-08-DR-A-07108(P2), SGHE-AUK-ZZ-09-DR-A-07109(P2), SGHE-AUK-ZZ-10-DR-A-07110(P2), SGHE-AUK-ZZ-11-DR-A-07111(P2), SGHE-AUK-ZZ-12-DR-A-07112(P2), SGHE-AUK-ZZ-00-DR-A-07114(P2), SGHE-AUK-ZZ-ZZ-DR-A-07130(P3), SGHE-AUK-ZZ-ZZ-DR-A-07134(P2), SGHE-AUK-ZZ-ZZ-DR-A-07140(P2), SGHE-AUK-ZZ-ZZ-DR-A-07141(P2), SGHE-AUK-ZZ-ZZ-DR-A-07142(P2), SGHE-AUK-ZZ-ZZ-DR-A-07143(P2), SGHE-AUK-ZZ-ZZ-DR-A-07146(P2), SGHE-AUK-ZZ-ZZ-DR-A-07156(P2) & SGHE-AUK-ZZ-01-DR-A-07157(P2)

Contact Officer:

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RECOMMENDATION

GRANT Planning Permission Subject to any direction from the Mayor of London, completion of a S106 Agreement, and conditions

CHECKLIST INFORMATION

- Heads of agreement: S278 for public realm improvements, Short stay cycle parking financial contribution, Financial contribution for new trees, carbon offset contribution
- Is a screening opinion required: Yes
- 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: 423
- External consultations: Greater London Authority, Transport for London, Metropolitan Police (Designing out crime)

1. INTRODUCTION

- 1.1 The application has been brought before the Planning Applications Committee due to the nature and number of objections received following public consultation.

2. SITE AND SURROUNDINGS

- 2.1 The application site features a 5 storey (plus basement) building which contains circa 9,400sqm GIA of commercial floorspace with office use on the upper levels and ground floor retail use. The site is located in Wimbledon Town Centre, opposite Wimbledon Station, at the junction of St George's Road and Wimbledon Hill Road. The site is also bound by Wimbledon Bridge House to the southeast and office development at St George's House (West) to the southwest – the latter forming part of the original 1980's development which included the subject site.
- 2.2 The application site is not subject to any statutory heritage asset designations although the site sits between The Merton (Wimbledon Hill Road) Conservation Area, which is located to the northwest of the application site, and The Merton (The Broadway) Conservation Area, which is located to the southeast of the application site. The immediate area comprises an eclectic mix of building styles and sizes, which are predominantly in commercial uses. Building heights range from 2 to 8 storeys. Examples of 2 storey buildings include the art deco terrace properties, and retail element of Wimbledon Bridge House on Wimbledon Bridge to the southeast of the site, with St George's West which bounds the site's southwest boundary being an example of an 8 storey building.
- 2.3 A line of 5 Norway Maple trees are located adjacent to the site on Wimbledon Hill Road. Short stay cycle spaces are located along Wimbledon Hill Road and St George's Road. Public benches are also located along Wimbledon Hill Road.
- 2.4 Vehicular and servicing access is located off St George's Road, providing access to 45 on-site parking spaces within the existing basement and a rear service yard. The access is shared with the adjoining offices at St George's House West and a public car park located under the neighbouring building. A

public footpath, which includes a raised planter comprising 4 x Turkish Hazel trees, is located to the eastern side of the site, connecting Wimbledon Bridge towards the south alongside the railway.

- 2.5 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 W1).

3. CURRENT PROPOSAL

- 3.1 Demolition of existing building and re-development of the site to provide a mixed-use, 11 storey (plus upper ground floor level) building, with additional basement level, of 27,668sqm gross internal floorspace, comprising 1,777sqm of retail and 25,891sqm of office floorspace, and additional plant accommodation at roof level. This would provide an uplift of 18,268sqm of floor space compared to the existing building.
- 3.2 The proposed building would have a maximum height of between 49.38m - 50.48m above ground to roof top parapet and 53.8m - 54.9m to the top of the set-back plant area. The façade would comprise three main materials; glass, metal, and GRC. The inner layer of the façade is a glazed curtain walling system with back painted glass spandrels at floor and ceiling level. The outer layer of the façade is formed by metal & GRC vertical solar shading 'fins' and horizontal cornices that frame the glazing. The building comprises outdoor terraces located at levels 6, 7 and 10.
- 3.3 The application proposes widening the existing 'east walk' public footpath so that it is between 4.1m and 5.5m throughout, and creating a new pedestrian connection to St George's Road behind the new building. The footway along Wimbledon Hill Road will also be widened by a further 1m. The footway along St George's Road will also be widened.
- 3.4 Vehicle access is from St George's Road via the service road on the south west of the site (as per existing), with a ramp down to basement level. At basement level there is a single disabled parking bay with electric charging point. This parking bay is within the service yard, and from here users have access to the lifts in the core to access the floors above. The existing car park egress from St George's House West (to the south) is retained and vehicles will continue to exit the car park via the service road within the site boundary.
- 3.5 Servicing & refuse access is also from St George's Road via the service road on the south west of the site. All servicing and refuse collection is within the site boundary away from the public highway. This is provided at basement level in a dedicated service yard, the service yard is covered and secured by a roller shutter door. The service yard accommodates service vehicles and unloading bays to service both the office and retail uses. Refuse collection can be either from within the service yard, or from the service access ramp. A dedicated & secure refuse storage area is provided at this level for office and retail uses.

The building's neighbour, St George's House West will also use the refuse store and service yard.

- 3.6 A cycle parking hub is to be provided on the ground floor of the building with access from street level and short stay parking provided on street. Further cycle storage would be located at basement level. In total 311 long stay cycle spaces (302 for office use and 9 for retail use), and 57 short stay cycle spaces would be provided (43 for retail use and 14 for office use). Shower and changing facilities will be provided at upper ground floor level.
- 3.7 The applicant has submitted a proposed landscape strategy. St George's Road and Wimbledon Bridge frontages will be paved in Yorkstone, with tactile paving at pedestrian crossings in matching stone with ground out blisters. East Walk will be paved in smaller Yorkstone paving units. The pedestrian connection adjacent to the lower Service Road will be paved in pcc setts. To facilitate development it is proposed to remove and replace 2 of the 5 Norway Maple trees on Wimbledon Hill Road (Nos. T8 & T9 on submitted Arboricultural Implications Assessment). It is also proposed to plant several new trees along St George's Road, a new tree to mark the corner of the building and the 'east walk' public footpath.

4. PLANNING HISTORY

The following planning history is relevant:

- 4.1 MER778/81 - Development to form banking premises with multi-storey offices above, at 1 - 15 St. Georges Road, SW19. Granted - 14/09/1981
- 4.2 MER876/83 - Change of use of first floor from approved shopping floorspace to office purposes including use of part of ground floor for ancillary storage and plant rooms. Granted - 16/12/1983
- 4.3 09/P0023 - Erection of covered entrance fronting St Georges Road, formation of new entrance fronting passage between Wimbledon Bridge House and St Georges east offices & installation of new lift to serve secondary entrance. Replacement & repositioning of machinery at roof level with removal of existing screening & replacement with PPC louvre around new layout. Installation of a 700mm parapet around roof & lower roof perimeter, installation of 2 x ground-floor ventilation louvres plus associated landscaping. Granted - 02/03/2009
- 4.4 In March 2020 Pre-Application advice was sought for demolition of existing building and redevelopment of site for erection of new office building and ground floor retail. (LBM Ref: 20/P0976)
- 4.5 21/P2783 - Screening opinion request for redevelopment of St George's House East, Wimbledon. EIA not required - 16/08/2021

5. POLICY CONTEXT

- 5.1 The following policies from 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), 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 (2021) are:
GG5 (Growing a good economy), GG6 (Increasing efficiency and resilience), SD6 (Town centres and High Streets), SD8 (Town Centre Network), D2 (Infrastructure requirements for sustainable densities), D3 (Optimising site capacity through the design-led approach), D4 (Delivering Good Design), D5 (Inclusive design), D8 (Public Realm), D9 (Tall Buildings), D11 (Safety, security and resilience to emergency), D12 (Fire safety), E1 (Offices), E2 (Providing suitable business space), E3 (Affordable Workspace), E9 (Retail, markets and hot food takeaways), HC1 (Heritage conservation and growth), G5 (Urban greening), SI 1 (Improving air quality), SI 2 (Minimising greenhouse gas emissions), SI 3 (Energy infrastructure), SI 4 (Managing heat risk), SI 5 (Water infrastructure), Policy SI 7 (Reducing waste and supporting the circular economy), SI 13 (Sustainable drainage), T4 (Assessing and mitigating transport impacts), T5 (Cycling), T6 (Car parking), T6.2 (Office parking), T6.3 (Retail parking), T6.5 (Non-residential disabled persons parking), T7 (Deliveries, servicing and construction)
- 5.4 National Planning Policy Framework 2021 (NPPF)
- 5.5 National Planning Practice Guidance 2014 (NPPG)
- 5.6 Future Wimbledon Supplementary Planning Document (November 2020)
- 5.7 Merton's Tall Buildings Background Paper 2010
- 5.8 Emerging Planning Policy
Merton's Draft Local Plan 2021 (not adopted, draft stage 3 only)

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, 24 letters of objection and 70 letters of support were received. The 24 letters of objection, which include objections from The Wimbledon Society, Wimbledon E Hillside Residents' Association (WEHRA), and Friends of Wimbledon Town Centre, are on the following grounds:

- Lack of demand for office space
- Loss of daylight and sunlight and overshadowing
- Disruption and noise during building works
- Impact on trees
- Poor design / excessive height, scale and out of proportion and character with surrounding buildings, and nearby conservation areas/ would make Wimbledon more like Croydon
- Impact of basement on flooding
- Not sustainable and wasteful to demolish a recently built building/at odds with climate emergency
- The building would have to be demolished if Crossrail 2 were to be built
- Adverse impact on traffic, public transport, and pedestrian footfall
- Would set precedent for other high rise proposals
- Impact on air quality
- Lack of open space surrounding building
- Adverse impact on views

6.2 Wimbledon Society

The proposed building is excessive in terms of its height, and is out of scale with its surroundings. There is also a lack of demand for offices, whilst demolition of relatively new building is not sustainable and does not comply with climate change policies. Have also raised concerns regarding the red line boundary of the site not being accurate.

6.3 Wimbledon E Hillside Residents' Association (WEHRA)

Have objected on the grounds of the excessive height of the proposed building which is out of scale with surroundings and conservation area which the site abuts. The building also lacks open space, whilst there has been a reduction in demand for offices. The demolition of a relatively new building is not sustainable and does not comply with climate change policies. Have also raised concerns regarding the red line boundary of the site not being accurate, and flood risk due to the excavation in the basement.

6.4 Friends of Wimbledon Town Centre

The demolition of St George's House after little more than 30 years is wasteful, unnecessary and environmentally damaging. The proposed building would also be oppressively large and too bulky for its position in Wimbledon, and wholly at odds with the character of the place. The attempts to make the bulk of the building visually acceptable fail to achieve that and the top, middle and ground floor appear disconnected. The proposed overhang would also feel oppressive for pedestrians. There are also concerns regarding lack of assessment of

potential wind tunnel effect and longer range views, and reduction in affordable office space.

6.5 The 70 letters of support, which includes a letter of support from Love Wimbledon, are on the following grounds:

- Would boost investment in the town centre and provide Grade A office space and would attract new retail
- Public realm improvements
- Job creation
- Proposed building would be more sustainable, well designed, and replace a dated 1980s building

6.6 Love Wimbledon

This is a significant and large development for Wimbledon Town Centre, which will be an imposing building, so it is important that it has a strong design, advanced environmental credentials and exceptional street level engagement. Supports the pavement widening along the 'east walk' path, removing anti-social behaviour areas, and joining up with St George's Road, which provides circulation around the building. Also supports the fact that the building will be all electric, and requests that ecology, renewable energy measures and water harvesting are maximised throughout. Also supports the additional employment opportunities that the building would provide but requests that part of the proposed office and retail space is affordable for start-ups and small and independent businesses.

6.7 Greater London Authority (GLA)

6.8 The application is referable under Category 1C(c) of the Town and Country Planning (Mayor of London) Order 2008, given it is a development which comprises or includes the erection of a building i.e. it is an existing building which is more than 30m in height and is outside the City of London. The GLA Stage 1 referral report states that the key strategic policies relevant to this application are: – Land use principles, urban design, Heritage, transport, and sustainable development and natural environment.

6.9 The report concludes as follows:

- **Land Use Principles** – The uses proposed by this office-led mixed-use redevelopment, including an uplift in high quality office floorspace and improved retail floorspace within the Wimbledon Town Centre and Opportunity Area are strongly supported. The Council should consider securing floorspace for small to medium sized companies and restricting the proposed ground floor commercial floorspace to active retail town centre uses.
- **Urban design** – The proposed scale and massing, layout, architecture and public realm improvements are broadly supported although could be further refined. The fire statement should be revised and final inclusive page 22 access details confirmed. Key details relating to architecture, fire safety, inclusive access and digital connectivity should be secured.

- **Heritage** – The proposal would result in less than substantial harm to the setting of the Wimbledon Hill Road and Wimbledon Broadway Conservation Areas, in addition to Locally Listed and other non-designated heritage assets. At this stage, it is considered that the public benefits in terms of a substantial uplift in high-quality employment floorspace and public realm improvements would outweigh the identified harm.
- **Transport** - Further detail on the trip generation methodology should be provided and the assessment should have a modal split between the Underground and Tram. A contribution of £375k (£75k pa x 5 years) towards bus services should be secured through S106. Cycle parking should be amended to comply with London Plan standards and access to long-stay spaces should be confirmed. Detailed design and construction method statements for all ground floor and below ground floor level structures, foundations and basements to consider any impacts on the delivery of Crossrail 2 should be secured by condition.
- **Sustainable development** - Further information on energy strategy, whole life carbon and circular economy is required.
- **Green infrastructure and natural environment** - Further information on urban greening, trees, biodiversity, sustainable drainage, flood risk and air quality is required.

6.10 The covering letter and report states that whilst the proposal is supported in principle the application does not yet comply with the London Plan for the reasons set out in paragraph 109. Possible remedies set out in this report could address these deficiencies.

6.11 Transport for London

6.12 **Healthy Streets** - The proposed development will improve the surrounding public realm by providing new planting and lighting in addition to space for outdoor seating along the Wimbledon Bridge frontage. The development will also see an increase in pedestrian and cycle trips to/from the site and the local area due to its car-free nature. The existing short stay cycle parking along St Georges Road and Wimbledon Bridge will be re-provided and added to meet requirements of the LP. These proposals will support Healthy Streets indicators in terms of improving the public realm, reducing car dominance and promoting sustainable and active travel.

6.13 **Trip Generation and Public Transport Impact** - It is understood that the existing and proposed office trip generation has been calculated using a similar methodology to a nearby office development at 1-4 Francis Grove that was approved in December 2020 (ref. 19/P3814). It is noted that the net trip generation of the proposed development would result in 130 inbound and 130 outbound bus trips in the AM and PM peak hours respectively. Given the pressure this will add to the bus network, it is requested that a contribution of £375k (£75k per year for 5 years) is secured through the S106 agreement. This is to improve the bus services in order to ensure that the additional capacity can be accommodated.

- 6.14 **Car Parking and Access** - The proposed development will be car-free excluding one enlarged Blue Badge (BB) space in the basement, which complies with the LP Policy T6. TfL supports the proposal for the BB space to have electric vehicle charging capability. It is understood that the existing vehicular access to St George's Road will be retained to serve the building. This access will also be used for servicing and delivery vehicles to access the basement.
- 6.15 **Cycle Parking** - There are 311 long-stay and 57 short-stay spaces cycle parking spaces proposed, which is not in line with Policy T5 of the LP. Based on the floorspace proposed in the Planning Statement, a minimum of 357 long-stay and 60 short stay cycle parking spaces should be provided. The long-stay spaces will be in a cycle parking hub on the ground floor and short-stay spaces will be on street along St George's Road and Wimbledon Bridge. At least 5% of the cycle parking spaces should be for larger and adapted cycles in line Chapter 8 of the London Cycling Design Standards (LCDS). Detailed layout plans demonstrating that all cycle parking have been designed and laid out in line with the LCDS should be secured by condition.
- 6.16 **Construction** - It is understood from the outline Construction Logistics Plan (CLP) that works are expected to take approximately 32 months to complete. It is understood that loading and unloading will be undertaken from St George's Road adjacent to the site, where a crane will be used to transport materials over the footway and into the site. The CLP should be secured by condition and be produced having regard to TfL's best practice guidance.
- 6.17 **Delivery and Servicing** - Deliveries and servicing to the new building will be undertaken from the designated bays located in the basement servicing area. This will be accessed from St Georges Road which is supported. A booking system will be used to schedule deliveries outside of peak highway hours to avoid contributing to congestion on the surrounding network and delay for vehicles using the servicing yard. This is supported. TfL supports the proposal for operators to be registered on the Freight Operator Recognition Scheme (FORS). The Delivery and Servicing Plan (DSP) should be secured by condition and be produced having regard to TfL's best practice guidance.
- 6.18 **Travel Plan** - A Framework Travel Plan (TP) has been submitted with the application and the targets and measures proposed to promote sustainable and active travel are acceptable. The final TP should be secured, enforced, monitored and reviewed by the applicant as part of the s106 in line with LP Policy T4.
- 6.19 **Crossrail 2** - Wimbledon is key to the future delivery of Crossrail being the operational buffer between the tunnelled central section to the north and the onward connection to the existing Network Rail network to the South. The design for Wimbledon Station was re-visited following the response to the TfL Crossrail 2 route-wide consultation event held in 2015. Major changes to the station design have been proposed to reduce the impact on Wimbledon Town Centre and the Council's regeneration aspirations for Wimbledon which the London Borough of Merton are supportive of.

- 6.20 TfL held pre-application discussions with the applicant to ensure that the building, as proposed, can accommodate the current Crossrail 2 design. It is nevertheless important there is an approval process for the basement and foundation design to ensure that the construction of Crossrail 2 is not prejudiced by this development and that the development itself is not adversely affected (to an unacceptable degree) by the construction of Crossrail 2. If the Council are minded to grant planning permission the Mayor recommends appropriate conditions are attached to the decision notice as this site is, in his view, critical for the future delivery of Crossrail 2.
- 6.21 Design and Review Panel – (meeting date – July 2020)
- 6.22 Whilst the Panel felt that the building was trying to express itself as a quality addition to Wimbledon, in coming to its proposed design the development had failed to take sufficient regard of a number of factors. This included the wider town context, its role and opportunity in being a gateway building to the town centre and assessing and understanding the future roles of retailing, office working and how town centres would work in the future. Whilst there clearly was some evidence that these issues had been touched upon, far more was necessary in order to arrive at a building that worked well for its location and for the town centre.
- 6.23 Firstly, the Panel were sceptical that a 1980s office building could not be retained and repurposed for the 2020s. A far stronger argument was needed here, weighing up options for retention versus demolition. Overall, the Panel were concerned about the actual height primarily in relation to its effects on overshadowing. This had implications for the station forecourt and for the green terraces proposed on and around the building. Much of these would be in shade and may not be successful spaces as a result. The chosen height was also not well justified in relation to the emerging masterplan and the surrounding existing and likely future massing.
- 6.24 Whilst the applicant talked a lot about greening, the Panel felt that insufficient regard had been given to the detail, character and design of the spaces around the building – to the extent that in some cases any change was difficult to discern. It appeared that a larger building was being proposed, yet there was no complementary increase in the amount of public realm being proposed. The Panel were very concerned that the applicant did not have a landscape architect as part of the team, and this was evident in the proposals. The Panel liked the general ideas of the greening extending up the building but this needed further work to ensure it worked well.
- 6.25 In terms of materials, there was a reasonable amount of contextual analysis, but this was translated crudely into a design that was simply described as 'beige'. The precedent materials in the analysis did not seem to relate to the materials that were being proposed. There was also little explanation or contextual relevance given for the 'fin-based' design of the building. The Panel were concerned that this would not work well on a north facing elevation and that the issues of sun and shade needed to be more intelligently influencing

the building design. The design was not considered to have a 'Wimbledon' relevance as it currently stood. The fins were felt to be making the massing feel heavy. The façade seemed to be not well composed, but rather just fins wrapped around a building – it needed to be composed into coherent and meaningful architecture which responded well to each environmental aspect.

- 6.26 Whilst the form of the building did reference curved corners, which are evident in Wimbledon, the Panel felt that the facades were perhaps trying to do too much in terms of the faceted details and that in some respects it was restricting the building from responding better to its context. The Panel were united in their view that whatever the design, the new building must employ the highest quality materials in this prominent location.
- 6.27 The spaces around the building had opportunity for significant improvement that was not being taken. The front did not attempt to widen the footway and still had an overhang on the north-facing elevation. The side alley had not been sufficiently improved and still had the feel of an alley. Sight lines needed to be improved into the alley and the level changes needed to be better resolved by replacing the functional steps with something more gentle and elegant. The café was in an undercroft. The rear was still a 'car park ramp' and the access for the cycle parking was confused, inconvenient and not well overlooked. The St. George's Road had the opportunity for a cycle lane.
- 6.28 In terms of the uses, the Panel felt that the building needed more presence as a gateway building and that it needed to be more flexible in its future adaptability. Again, this was suggested by the applicant but not convincingly portrayed. One element of adaptability was considered to be an understanding – or at least an analysis of – the future of town centres post-coronavirus. Thus further work was needed on understanding what the actual retail needs of this part of the town centre would be, which should inform the design and layout.
- 6.29 As a gateway building, it should also consider making the office entrance more prominent and sited at the front. The future adaptability of the office uses needed further work to demonstrate its workability and how it had influenced the building design and dimensions. For example, was it feasible to convert all or part of it to residential use?
- 6.30 The Panel felt that the proposal needed to show the appearance of the nearby buildings to demonstrate how the proposal sat within its context. Street elevations and sections would also help in this respect. The Panel felt that this should be done to inform the design and that currently, it would probably demonstrate that the building did not sit comfortably within its context.
- 6.31 The Panel talked a lot about how the building related to the station square/forecourt and its role in defining this space. How the building related to it, defined it and how it contributed to the whole space coming together as a complete entity needed to be explored better. This would help how the building should look. There also needed to be visualisations of this space, notably how the building would look when exiting the station. The applicant

was also encouraged to look at how the station square could extend across the road, as suggested by their analysis.

- 6.32 For the varied reasons above, the Panel felt that the proposal was not doing justice to the importance of the location, nor taking full advantage of it. A lot of further work was needed to better understand the site and its context and the Panel were clear that, it was only because the proposals were at an early stage that it gave an amber rather than a red verdict.

VERDICT: AMBER

- 6.33 Design and Review Panel – (meeting date – February 2021)

- 6.34 The Panel noted that many changes had been made to the proposals and were all generally improvements and the design had developed well. They were unanimous in the view that the building was well-designed, sculptural and generally impressive. Many issues raised at the first review had been addressed. Discussion on whether the building fitted appropriately with its context concluded that the approach was appropriate for the prominent location. Although elements of red brick or terracotta could be added to the design to enhance this, this was not considered critical, though further work was needed to strengthen references to the local context and adding human scale. A stone/high quality concrete finish was considered appropriate for such an important building and in accordance with the Wimbledon Masterplan.
- 6.35 What the Panel felt was more important was the need for a clear understanding from the applicant of the fact that their site was probably the most prominent in the town centre, being directly opposite the railway station entrance and adjoining public space. This, the Panel felt, the applicant had clearly not yet 'signed up to' and accepted. The implications of this, were evidenced firstly in the need for the design and architecture to be more than good – it was essential that it was exceptional. This meant that the architecture still needed to 'step up a gear' (particularly important for the 'front' of the building) and that the number of other issues (detailed below) also needed to be satisfactorily addressed and resolved.
- 6.36 Secondly this was evident in the applicant's clear refusal to see its building in its immediate context and accept that it formed part of a wider townscape – with specific reference to the station square. This was clearly stated by the applicant in the review. The Panel felt that the applicant must address this by analysing the street immediately in front of the building and developing townscape and public realm ideas for how the building could be better linked to the square and station entrance in order to make the whole feel like one space, reduce the impact of traffic and make the whole feel like one enlarged space to create a high quality gateway to the town.
- 6.37 Linked to this were a range of environmental factors that the Panel felt had not been addressed sufficiently or successfully and let the building down. Firstly was that the form and scale of the building put the station square in significant shadow for much of the day during most of the year and would therefore undermine the quality of this space. Whilst the Panel acknowledged it was appropriate to increase the floorspace in line with the Wimbledon Masterplan, they felt that the applicant needed to investigate if there were ways in which the form of the building could be re-modelled to reduce the impact of overshadowing of the station square.
- 6.38 The Panel felt that the sustainability strategy was weak and not sufficiently developed. There was particular concern regarding the high proportion of glazing on all elevations (notably floor to ceiling), and a lack of natural ventilation, which was deemed important post-covid. It was noted that glazing below 800mm would not contribute to daylighting calculations and could be solid. Heat loss could be significant. The building had four sides yet the glazing didn't change to reflect the different environmental conditions. Some natural

ventilation was considered necessary and the White Collar Factory was cited as a good example. This was also considered a good example regarding the ground floor context, sense of place and level of activity. A mixed mode strategy was advocated. There was also concern that only 35% of carbon reduction targets would be met on-site.

- 6.39 There had been improvements to the public realm around the site and this was welcomed. However this needed further development, particularly in light of the covid-19 pandemic. It was considered important that the footway at the front of the building was sufficiently wide to accommodate likely pedestrian flows whilst allowing outdoor seating (and external operation of retail units should there be further lockdown requirements). A 'pedestrian comfort level' was recommended to establish and test this.
- 6.40 To the rear, the panel welcomed the cycle hub and new pedestrian route. However it was considered that as surveillance would be lower in this area it was important to ensure the area felt safe. It was therefore suggested that the entrance to the hub was on the corner and clearly visible, with an 'air-lock' set of doors. It was also felt that the footpath was narrow and the service ramp would make the area visually hostile. It was therefore recommended that the footpath be widened and the layout attempt to introduce some softening vegetation. Increased provision was also needed for visitor cycle parking, yet the proposal appeared to remove the existing provision on St. George's Road.
- 6.41 To the east side, whilst the Panel acknowledged there was an improvement, they felt that the kinked elevation was inconsistent with the overall design, lacking in rationale and would impede clear views along the alley and make it more difficult to reduce anti-social behaviour in an area that was currently problematic in this regard. The Panel felt that the kink was not necessary and that the route should be clear and unambiguous.
- 6.42 The Panel felt that, whilst the overhanging canopy had benefits, the shelter it afforded may continue to attract antisocial behaviour and that there needed to be a clear assessment and strategy for this. The ground floor character of the building was important and needed to be legible, particularly as shop-fronts were to be highly glazed. The design needed to address this in its details. However, to aid this it was considered that locating retail entrances on the corners would be beneficial. It was also important to understand that different retail users had different activity levels and character – this needed more work to ensure the activity and public realm worked well.
- 6.43 Building management was also considered important in terms of both visual appearance and environmental importance, particularly as it was speculative without any pre-let tenants. It was noted that the ability of tenants to make changes to their floors needed to be managed. For example, different lighting and screening would make the building appear different from the outside and could undermine the architectural quality of the building. The ability to add cellular offices around the edges of the floorplate could affect light penetration and the heating, ventilation and general environmental performance of the

building. This needed to be planned together with the sustainability strategy for the whole building.

- 6.44 The Panel queried how the servicing would work and the need for a service management plan. It was noted that the basement access was shared by the exit from a public car park, yet the proposal involved merging the two basement levels to accommodate higher service vehicles. Sectional plans and elevations needed to be provided to demonstrate this could work successfully. It was important in assessing the impact of the building on its surroundings and how it worked generally to provide a full set of sectional plans and street and building elevations and this was generally lacking. Although some over ambitious plans for landscaping and greening had been modified, further work was still needed here – e.g. trees shown above a basement.
- 6.45 Overall the Panel felt there had been significant improvements. Whilst there was enthusiasm for the proposals, the Panel stopped short of giving a Green verdict due to the number of unresolved issues. Whilst they felt that many of these could be easily resolved, the issue regarding the relationship to the station square, the overshadowing of it, and the underdeveloped sustainability strategy were more key problems that needed to be satisfactorily resolved.

VERDICT: AMBER

- 6.46 Council's Urban Design Officer (Comments received during pre-application)
- 6.47 The changes in the massing have resulted in less height - matching the SPD which is welcome. The larger upper floors, extending more across the site provides a better composition. It looks more like one building, rather than a smaller building sitting atop another one, which is a welcome change. The retention of the roof terraces and roof plant being set back towards the rear of the site is also welcome.
- 6.48 The ground floor 'notch' has been softened with the angled building line and moving the core into the building. This helps mitigate blind corners in the pedestrian alleyway and is an improvement for security and sight lines compared to earlier iterations. There are however some reservations. The SPD public realm section highlights a desire to create new laneways off the Broadway. This lane also functions as a cycle route from Railside Path. The scheme doesn't widen the alley (if it does, its marginal) and the first floor overhang creates a tunnel effect. This visually takes space and light away from what should be a new Laneway. Ideally we would like to see a straight line of sight and consistent width through the laneway.
- 6.49 Satisfied with the general materials and curved corners that fit with SPD; but would like more rationale for the 'barcoding' approach. With regards to materiality, would request further information on how the proposed GRC would weather and stay clean. However, overall, the design is an improvement on earlier versions and is headed in the right direction.

6.50 Council's Transport Planner

- 6.51 There is very high demand for cycle parking in the vicinity of this development due to the location in close proximity to the station and the town centre. The existing on-street cycle stands on the highway adjacent to the site are very used and are often at capacity in peak periods, with overspill parking observed on other street furniture such as the railings on the steps near to the entrance of East Walk.
- 6.52 It is therefore, particularly important that this development protects existing cycle parking provision and realises the opportunity to improve cycle parking provision in the area. The proposed cycle hub will provide a high quality facility to support cycling for office staff and is welcomed. The proposed access point to the ground floor cycle store is acceptable as shown on the submitted ground floor plan and proposed south-west elevation (labelled 6). However, the application does not provide adequate detail of the type and internal layout of the cycle parking proposed. Full details of the cycle storage should be submitted, prior to the commencement development.
- 6.53 The development proposes to provide 66 cycle parking spaces on the pavement as required to meet the London plan standards for short and long stay provision for the retail floor space and short stay provision for the office. It appears that the proposed re- provision of the existing cycle parking spaces on the public realm has been incorporated within the proposed provision in order to meet the required London Plan standards. This is not considered acceptable given the extremely high demand for cycle parking in this location and the requirement to utilise available highway space to meet existing demand for public cycle parking provision and to potentially accommodate future schemes such as cycle hire. The developer should therefore be required if possible to accommodate all of the London plan cycle parking requirements within the building, including the short stay spaces. It appears that the proposed cycle storage areas in the building could be of sufficient size to accommodate the full London Plan requirement, depending on the layout and type of cycle storage used (e.g. some provision of high density 2 tier racks). The proposed ground floor cycle hub could be laid out to enable an initial section of the ground floor storage area to be made available for public use (to accommodate at least the required 66 spaces, although more public provision would be welcomed), with separate areas beyond and in the basement accessible for office staff use only. The provision in this key location of much needed high quality secured, covered cycle parking that is available for use to the wider public, would provide significant added value to this development. Details would be required setting out management of arrangements for access to the public cycle store area and this may need to be secured and monitored through the travel plan and/ or via the S106 agreement.
- 6.54 Given the busy location of this site, it is particularly important that robust arrangements are agreed for the construction phase of the development that maintain and prioritise the convenient and safe movement of pedestrians and cyclists. It is noted that the application proposes that the existing cycle stands on the highway around the site be removed during the construction phase.

Given the high demand for cycle parking in the area, it would be preferable if these could be retained, but if it is unavoidable in order to prioritise pedestrian routes, then the developer should be required to provide alternative temporary cycle parking in an appropriate location to be agreed with the Council.

6.55 There are no objections regarding vehicular access, vehicle parking or servicing.

6.56 There are no objections to the proposal subject to the following:

- Disabled parking to include EVCP maintained.
- Cycle parking: Full details of the cycle storage should be submitted, prior to the commencement development.
- Submission of Delivery and Servicing Plan having regard to TfL's best practice guidance.
- Financial contribution of £2,000 (two thousand pounds) is sought to meet the costs of monitoring the travel plan over five years, secured via the Section106 process.
- Contribution of £375k (£75k per year for 5 years) is secured through the S106 agreement to the TfL bus network.
- Restricting future occupiers of the office and retail units from obtaining an on-street parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.

6.57 Council's Highway Officer

6.58 No objections subject to appropriate conditions and S38 and S278 Legal Agreements.

6.59 Council's Climate Change Officer

6.60 No objections subject to appropriate conditions and carbon offset financial contribution to the secured by S106 Legal Agreement.

6.61 Environmental Health (Pollution)

No objections subject to appropriate conditions regarding contaminated land.

6.62 Environmental Health (Noise and Nuisance)

No objections subject to appropriate conditions requiring post construction noise survey and submission and approval of Demolition and Construction Method Statement.

6.63 Environmental Health (Air Quality)

No objections subject to appropriate conditions requiring submission and approval of Construction Management Plan/ Dust Management Plan.

6.64 Council's Structural Engineer

- 6.65 The submitted Basement Impact Assessment and supplementary information demonstrates that the proposed development can be built safely without adversely affecting the surrounding natural and built environment. Given the close proximity of the excavation works/temporary works in relation to the highway and the depth of excavation, has requested further information which should be secured by appropriate conditions.
- 6.66 Metropolitan Police (Designing Out Crime Officer)
- 6.67 No objections subject to conditions requiring the development to incorporate security measures to minimise the risk of crime and to meet the specific security needs in accordance with Secured by Design
- 6.68 Council's Flood Risk Officer
No objection, subject to conditions.
- 6.69 Thames water
No comments have been received.
- 6.70 Council's Street Trees Officer
No comments have been received.

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 London Plan (2021) 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, and plan for sufficient employment and industrial space in the right locations to support economic development and

regeneration. Policy SD6 also recognises that town centres should be the focus for commercial development beyond the Central Activities Zone (CAZ), and important contributors to the local as well as London-wide economy. Policy E1 seeks 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.

- 7.4 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 submitted an economic impact assessment, which states that during construction the development would annually expect to create 190 net additional FTE employment opportunities for Greater London residents, inclusive of 45 jobs taken by people living within Merton. A total annual productivity contribution of circa. £23.4 million in GVA to the Greater London's economy, of which £18.4 million will be locally concentrated in Merton will also be generated during construction. The operational phase of the Proposed Development will also contribute to economic productivity with an additional £150.4 million GVA generated annually across the wider Greater London area, including £117.5 million concentrated within the local Merton economy. It would also be expected to generate a total of 1,225 net additional FTE positions per annum across the wider impact area, inclusive of 310 jobs in the local area. This total is inclusive of 420 jobs indirectly generated or induced across Greater London.
- 7.6 London Plan Policy E3 supports provision of affordable workspace at rents maintained below the market rate for that space. The application submission has been amended, with an area for Affordable Workspace (AWS) of 11,400sq ft. provided at first floor level. This will be made available at a 10% discount to open market value for a period of 10 years. The space is seen as being complementary to the main office offer and creates incubator/flexible space for SMEs. These businesses will also benefit from the most immediate access to the office space. The size of the overall office offer would allow these SMEs to grow and expand within the building without having to relocate.
- 7.7 St George's House East 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 and retail development. It is considered that the proposal would comply with local, regional and national planning policies by providing a significant uplift in Grade A office floorspace in a building with well-designed large flexible floorplates, commensurate with Wimbledon's status as a major centre. The proposal would also re-provide ground floor retail units of high quality and modern shop fronts in line with town centre policies. There is therefore policy support for the proposal in principle.

7.8 Design, Impact on Streetscene and Wider Conservation Area

7.9 Height, Bulk, Massing and Impact on Wider Setting

Policy D9 (Tall Buildings) of the London Plan states that tall buildings are generally those that are substantially taller than their surroundings and cause a significant change to the skyline. Policy D9 states that Boroughs should determine if there are locations where tall buildings may be an appropriate form of development, subject to meeting the other requirements of the Plan, and that any such locations and appropriate tall building heights should be identified on maps in Development Plans.

7.10 Policy D9 of the London Plan states that special attention should be paid to long-range and mid-range views – including the design of the top of the building and the form and proportions of the building. The building should make a positive contribution to the local townscape in terms of legibility, proportions and materiality and the existing and emerging skyline and not adversely affect local or strategic views.

7.11 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.

7.12 The Future Wimbledon Supplementary Planning Document (November 2020) gives guidance regarding the maximum building heights that would be acceptable on specific sites in Wimbledon Town Centre in terms of both floor count and measured height. The SPD advises that a building stepping up twice from six storeys (max. 24m), 8 storeys (max. 32m) to 12 storeys (max. 48m) would be possible on this site. The proposed building would range between 7 (approx. 33m) and 11 storeys (49.38m - 50.48m above ground to roof top parapet and 53.8m - 54.9m to the top of the set-back plant area). It is considered that although the shoulder of the building, and the top of the building would exceed SPD guidance height, it is considered acceptable in this instance as it is not excessive. For example, the top of the building would not exceed the SPD Guidance in terms of floor count, with the height of the roof (not including plant) only exceeding the maximum height by 2.48m. It should also be noted that the plant floor is also set well back on all sides which means it would have little impact from shorter range views. It is important to note that the SPD simply provides guidance on height so there is a degree of flexibility in this respect, with other factors such as the quality of the proposed design, viability, contribution to the public realm, and surrounding context also playing important roles. It is considered that the proposed building is a very high quality design, would enhance the public realm, and would result in a significant uplift to the vitality and viability of the town centre.

7.13 The proposed building would be highly prominent from a number of key short, medium and longer views from within the town centre including the main train

station square, and important heritage assets such as the Merton (Wimbledon Hill Road) and Merton (The Broadway) Conservation Areas, and the Grade II listed Wimbledon Town Hall. In terms of long-range views, the GLA consider that the proposal would not result in any adverse impact on any protected strategic or local views. The surrounding Wimbledon Town Centre skyline is projected for considerable change, with potential building heights between 10-12 storeys identified within the Future Wimbledon SPD on surrounding sites. As such, the GLA does not raise any strategic concerns with long-range view impacts.

7.14 The applicant has also provided a number of short and mid-range verified views including looking down from Wimbledon Hill Road, from within the Merton (Wimbledon Hill Road) Conservation Area, and looking up from The Broadway, from within the Merton (The Broadway) Conservation Area, and the Grade II Listed Wimbledon Town Hall. It is considered that these views demonstrate that the building is not excessive in terms of its height and size and responds well to the surrounding townscape. The proposed building is separated into two distinct elements with the top part of the building set well back from both the Wimbledon Hill Road and St George's Road frontages, reducing its bulk and massing when viewed from the street. It is also considered that the building is acceptable in terms of its proportions and would not appear top heavy.

7.15 Design

It is considered that the proposed building would be a very high quality design. The proposed building would have a defined top, middle and base, and its design approach is supported by the GLA. The curved edges and building line assists with the integration of the building into the street scene, and the base of the building is considered to present a strong relationship with the adjoining streets and walkway, providing active frontages with full height glazing and defined entrances. Merton's Design and Review Panel were also unanimous in the view that the building is well-designed, sculptural and generally impressive.

7.16 Wimbledon is characterised by an eclectic mix of architectural languages and material uses. Within this range there is a predominance towards three groups; stone cladding, red brick/terracotta tiles & London stock brick. Within these three groups of materials in Wimbledon, the main material palette of the public buildings or those identified as being of the 'highest level' by the Future Wimbledon Masterplan use a combination of Portland stone or limestone with metal detailing, for example the Town hall, railway station and former church on Queen's Road. To reflect the building's important role on arrival to Wimbledon, as a landmark building signposting the station, the proposed materials will complement the tones, textures and detailing of those buildings with a civic duty. The proposals are for glass reinforced concrete (GRC) to be used as the main material in addition to the glazing is considered acceptable as this material choice reflects the tone and texture of key buildings in its context. Although the GLA made some suggestions regarding the main elevation design to further improve the composition of the building, the Council's Urban Design Team consider the current proposal acceptable. Nevertheless, conditions regarding submission and approval of proposed

materials and 1:20 scale section drawings of the façade including vertical fins/spandrels and windows will be attached.

7.17 Retail signage is often poor quality and lacks uniformity and as such has a detrimental impact on shopping frontages. A condition will therefore be attached requiring the submission and approval of a design code for the proposed retail signage. It should be noted that the signage in other developments such as the adjacent site on Wimbledon Bridge, and Wellington House at No. 60 – 68 Wimbledon Hill Road are also subject to design codes, which have been successful.

7.18 Heritage

Paragraph 192 of the NPPF states that, in determining proposals affecting heritage assets, account should be taken of: the desirability of sustaining and enhancing their significance; the positive contribution that they can make to sustainable communities and the desirability that new development should make a positive contribution to local character and distinctiveness. London Plan Policy HC1 requires that development affecting heritage assets should conserve their significance by being sympathetic to their form, scale, materials and architectural detail and that the cumulative impacts from incremental change from development on heritage assets and their setting should be actively managed and that development proposals should avoid harm. Policy DM D4 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that all development proposals associated with the borough's heritage assets or their setting will be expected to demonstrate, within a Heritage Statement, how the proposal conserves and where appropriate enhances the significance of the asset in terms of its individual architectural or historic interest and its setting. There are no designated or non-designated heritage assets within the site boundary, therefore no heritage assets will be directly affected through development on the site. However, there are several heritage assets within the vicinity of the site.

7.19 The application site is located between the Merton (Wimbledon Hill Road) and Merton (Wimbledon Broadway) Conservation Areas, which are located approximately 75–100 m to the north-west and east. A number of Locally Listed and non-designated heritage buildings within the vicinity of the subject site are also sited within, or just outside the periphery of the two Conservation Areas. The Grade II listed former Wimbledon Town Hall is located approximately 120 m to the east of the application site within the Broadway Conservation Area. Locally listed buildings can be found at Nos. 28, 31 – 33, 35 (Wimbledon Library) and 37 – 47 (The Bank Buildings) Wimbledon Hill Road.

7.20 The proposed building would be more prominent when viewed from both Conservation Areas and also from within the settings of the Grade II Listed former Wimbledon Town Hall and a number of Locally Listed and other non-designated heritage assets. It is however considered that the proposal is designed to reduce its impact on these views, with the top part of the building set well back from the building's Wimbledon Hill Road frontage. It is considered that the building is of a high quality design and the applicant has submitted a heritage statement and verified views, demonstrating how the building

integrates well with the surrounding townscape and preserves the setting of these heritage assets. Please note that GLA officers have assessed the impact that the building would have on these nearby Heritage Assets and consider the proposal there would be some harm on these heritage assets but consider it to be at the lower end of the “less than substantial harm” scale, however they conclude that the benefits would outweigh the harm in this instance:

“Although the resulting harm to the two Conservation Areas and Locally Listed and non-designated heritage buildings would be contrary to London Plan Policy HC1, this harm is viewed by Officers as less than substantial and likely to be unavoidable in this instance in order to deliver increased high-quality office floorspace in a key strategic location as identified within the Future Wimbledon Masterplan. The public benefits arising from this development include the provision of new commercial uses with a substantial uplift in high-quality, employment floorspace on a site with excellent accessibility along with improvements to the public realm. At this stage, GLA officers consider that these public benefits could outweigh the less than substantial harm to the heritage assets identified above. The proposal therefore meets the test set out in the NPPF.”

7.21 Public Realm

The existing ‘east walk’ public path is between approx. 1.9m and 2.2m wide, and comprises a blind corner, with no straight line of site from one end to another, which means it is a security risk and subject to anti-social behaviour. The application proposes widening the existing ‘east walk’ public footpath so that it is between approx. 4.1m adjacent to the planter, and approx. 5.5m for the remainder. This is considered to be acceptable and it helps mitigate blind corners in the pedestrian alleyway and is an improvement for security and sight lines. Also part of the proposed ground floor elevation fronting the path comprises ground to floor glazing, increasing the amount of natural surveillance of the path reducing security risk further. It should be noted that the path has been widened by a further 1m, following concerns raised by Urban Design Officers at pre-application stage, regarding the lack of width of the path. The proposed new pedestrian connection to St George’s Road is also supported as it will improve permeability and circulation around the building.

7.22 The ground floor has been pushed back, including a further 1m on Wimbledon Hill Road. This is supported given this part of Wimbledon Hill Road is subject to considerable pedestrian footfall, and as such the proposal would create more space for pedestrian movement. Due to the fact that the ground floor has been pushed back, the building would feature deep soffits. The soffits however have a height of between 5.1m and 5.9m along the ‘East Walk’ path and a similar height around the remainder of the building. This is considered acceptable, and would avoid creating a tunnel effect along the ‘east walk’ path and given their depth would provide shelter for pedestrians in poor weather.

7.23 The proposed public realm improvements are also supported. The applicant has submitted a proposed landscape strategy showing that St George’s Road and Wimbledon Bridge frontages will be paved in Yorkstone, with tactile paving at pedestrian crossings in matching stone with ground out blisters. East Walk

will be paved in smaller Yorkstone paving units. The pedestrian connection adjacent to the lower Service Road will be paved in pcc setts. It is intended to limit the amount of new furniture in the street. Additional cycle stands will be the Sheffield model to match existing, whilst new seating will be a timber slatted type with a percentage having back and arm rests. New trees are also proposed along St George's Road, and a new tree to mark the corner of the building and the 'east walk' public footpath. Please note that the proposed public realm improvement are indicative at this stage and subject to approval by the Local Planning Authority. The proposed public realm works will however be secured via a S278 Legal Agreement, requiring them to be completed prior to first occupation of the building.

7.24 Daylight/sunlight and Overshadowing Impact

With regards to open amenity areas, sunlight is often seen as a beneficial attribute for the use and enjoyment of such areas. The BRE outline the method for assessing the available sunlight reaching the ground as the 'sun-on-ground indicator'. The BRE Guidelines suggest that the Spring Equinox (March 21) is a suitable date for the assessment. BRE Guidelines suggest that for a garden or amenity area to appear adequately sunlit throughout the year, no more than half (50%) of the area should be prevented by buildings from receiving 2 hours of sunlight on the 21st March or the area that can receive two hours of sun on 21 March should not be less than 0.8 times former value. The BRE guidelines advise that any alteration beyond these standards may be noticeable to occupants.

- 7.25 In this instance, the train station square/forecourt opposite is the only open amenity area that surrounds the development site. The applicant has submitted a report regarding the potential for daylight, sunlight overshadowing and solar glare impact, which demonstrates that this amenity space will exceed the BRE's suggested target value (50% of the calculation area achieving 2 hours of sunlight) with a retained sunlight level (of 2 hours) exceeding to 88.8% of the area. The effects of the scheme are therefore considered to be fully BRE compliant.

7.26 Residential Amenity

- 7.27 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.

- 7.28 It is considered that the proposed development would have an acceptable impact on neighbour amenity. The application site sits within Wimbledon's commercial district, and the application site is surrounded by other commercial properties. The application site is bounded by St George's House West and Wimbledon Bridge House, which are located southwest and southeast of the site, whilst buildings to the northwest and northeast are located on the opposite side of St George's Road and Wimbledon Hill Road. The closest residential

properties are located on Alexandra Road, Hartfield Crescent, and Worple Road, however, the proposal would only be partially visible in medium to long range views from some of these properties, and as such it is considered that it would have an acceptable impact.

7.29 Parking and Traffic

- 7.30 Policy T6 of the London Plan states that Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well connected by public transport. Car-free development has no general parking but disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.5 on Non-residential disabled persons parking. With regards to Office parking Policy T6.2 states that in well-connected parts of outer London, including town centres, in close proximity to stations and in Opportunity Areas, office developments are encouraged to be car-free. Adequate provision should also be made for efficient deliveries and servicing and emergency access. With regards to cycle parking, Policy T5 states that this should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards, and that development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.
- 7.31 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.
- 7.32 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 Wimbledon Hill Road. The proposal does not include any car parking for employees (net loss of 44 spaces), and this is considered acceptable given the sites highly accessible location. Policy T6.5 states that standards for non-residential disabled persons parking are based on a percentage of the total number of parking bays, however, all non-residential elements should still provide access to at least one on or off-street disabled persons parking bay. The application proposes a single accessible parking bay with electric charging point (EVCP) at basement level, which is also acceptable. This parking bay is within the service yard, and from here users have access to the lifts in the core to access the floors above. Given the site is within a Controlled Parking Zone (W1) and has a PTAL rating of 6b, it is considered that the proposal can be 'permit free' preventing future employees from obtaining parking permits. Policy CS.20 of the Core Planning Strategy states that the

Council will support permit free developments in areas within CPZ's benefiting from good access to public transport (PTAL 4-6).

- 7.33 The redevelopment would result in an uplift of 154 two-way bus trips in the AM and PM peak hours respectively. Given the pressure this will add to the bus network, Transport for London have requested that a contribution of £375k (£75k per year for 5 years) is secured through a S106 agreement. This is to improve bus services in order to ensure that the additional capacity can be accommodated.
- 7.34 Servicing and delivery vehicles will access the basement via the access road off St George's Road. The submitted Transport Assessment states that the proposed building is predicted to generate an additional 14 daily servicing trips. The GLA consider the proposed service vehicle trip generation to be too low given the size of the development, however given the car free nature of the development the proposed development is unlikely to generate as many daily vehicle trips (including servicing) as the existing use. The application includes swept path analysis, which shows that vehicles can safely access and exit the site in forward gear.
- 7.35 The proposed building would provide 27,668sqm (1,777sqm of retail and 25,891sqm of office) of floorspace, which means 357 long stay cycle spaces and 60 short stay cycle spaces should be provided to comply with London Plan Policy T.5. The application as originally submitted proposed 311 long stay cycle spaces (302 for office and 9 for retail), which will be located in a cycle hub at the rear of the building, and a total of 57 short stay cycle spaces to be located on the pavement. Please note that the 57 short stay cycle spaces were to include the existing short stay cycle provision on Wimbledon Hill Road and St George's Road, which means that there would be a net uplift of 21 cycle spaces.
- 7.36 It is considered that although there is a shortfall in cycle spaces, the number proposed is acceptable in this instance. The reason for the shortfall is due to the basement area being excluded from the calculation as it does not generate cycle trips, with this area comprising plant areas, refuse storage and a service yard (which takes servicing inside the site and away from the public highway). With regards to short stay spaces, the number of spaces has been increased since the application was first submitted to a total of 76 spaces, which means there is a net increase of 40 spaces. It is considered that although there is a shortfall of 17 spaces, the provision is also acceptable. This part of Wimbledon Hill Road and St George's Road is subject to extremely high footfall and it is considered that any further short stay cycle provision would result in an oversaturation of cycle spaces, which would seriously impede pedestrian movement along the pavements on both St George's Road and Wimbledon Hill Road. However, given there is a shortfall, the applicant will be required to provide a financial contribution of £5100 (17 x £300 per short stay cycle space) for short stay cycle provision in the local area. The cycle storage proposed is also secure, covered and other facilities such as showers and lockers are provided.

7.37 The Council's Transport and Highways officers have assessed the application and consider it acceptable subject to appropriate conditions.

7.38 Sustainability and Energy

7.39 The Sustainability Statement provided (dated 12 July 2021) indicates that the development is targeting a BREEAM rating of Excellent in line with Merton's minimum requirements. The proposed development will achieve a 35.2% improvement against Building Regulations 2013 using SAP 10 carbon factors which also meets Merton's minimum requirements. The proposed development will also achieve a 16.6% improvement through energy efficiency alone in line with the London Plan (minimum target of 15% improvement through energy efficiency alone for non-domestic development). District heating networks have been discounted due to the lack of an existing or planned district heating network in the vicinity of the site. The applicant has confirmed that provisions for connection to future District Heating Schemes will be provided. This will be secured via condition.

7.40 A carbon offset financial contribution of £480,414 is required, which unless agreed in writing should be paid upon commencement of the development. 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.

7.41 Basement Construction and Flood Risk

7.42 The submitted Basement Impact Assessment and the other supporting documents demonstrate that the proposed basement works can be undertaken safely without adversely affecting the surrounding built and natural environment. The Council's Structural Engineer has reviewed the submitted documents and has raised no objection, however given the close proximity of the excavation works/temporary works in relation to the highway and the depth of excavation, has requested further information which should be secured by appropriate conditions.

7.43 With regards to flood risk, in response to the GLA Stage 1 water comments the Applicant provided a response spreadsheet and an updated Flood Risk Assessment and Drainage Strategy. The updated FRA includes a more in-depth assessment of the risk of pluvial flooding (now concluding the risk to the site is medium rather than low) and provides adequate mitigation measures. The updated drainage strategy now includes green roofs and permeable paving on terraces, which is supported. The Council's Flood Risk Officer has raised no objection to the proposal and recommended suitable conditions.

7.45 Environmental Issues

7.46 Green Infrastructure and Urban Greening
Policy G5 of the London Plan states that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating

measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments. The UGF should be tailored to local circumstances. In the interim, the Mayor recommends a target score of 0.3 for predominately commercial development. The applicant has calculated the UGF of the proposed development as 0.33, which exceeds the target set by Policy G5. The GLA concludes that the proposed development presents a well-considered approach to integrating green infrastructure and urban greening across the site which is strongly supported and should be brought to fruition.

7.47 The Stage 1 GLA response requested that the applicant should provide area measurements which are overlaid on detailed landscaping plans to ensure appropriate calculation methodology. In addition, given its notable contribution to the UGF score, further information on the permeability of surface finishes should be provided. In response, the applicant has provided information on permeability including details of the paving proposed for the terraces, which uses an integrated frame system supported by pedestals that allows surface water to penetrate through to the blue roof system. The GLA have confirmed that the additional information submitted since the Stage 1 response is now acceptable.

7.48 Trees

Policy DM O2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that development will only be permitted if it will not damage or destroy any tree which has significant amenity value. However, development may be permitted when the benefits of the development outweighs the tree's amenity value. In granting permission for a proposal that leads to the loss of a tree, hedge or landscape feature of amenity value, policy DM O2 requires replacement planting or landscape enhancement of a similar or greater value to that which has been lost, will be secured through the use of conditions or planning obligations. Policy G 7 of the London Plan states that development proposals should ensure that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy. London Plan Policy G7 also sets out an ambition to increase tree canopy provision by 10% across London.

7.49 To facilitate the development, two of the Norway Maple trees on Wimbledon Hill Road will be removed (Tree Nos. T8 & T9 in the Arboricultural Implications Assessment). These trees have been given a 'B' category rating and are considered to offer significant amenity value. The Stage 1 GLA did not support the removal of these trees stating that further consideration should be given to retain these trees. However the applicant in response has stated that the trees need to be removed with the tree closest to the pedestrian crossing severely restricting visibility for driver and pedestrian due to its close proximity to the kerb. For this reason and the need to provide a safe pedestrian environment

during construction, it was felt the trees should be replaced, in a safer position and with root cells to allow paving around up to stem.

7.50 It is considered that the removal of the two maple trees is acceptable in this instance, as it is necessary to facilitate development and the proposed benefits of the development will outweigh the amenity value of the tree through the provision of new commercial uses with a substantial uplift in high-quality, employment floor space. It should be noted that it is proposed to replace these trees and also plant new trees along St George's Road, and a new tree to mark the corner of the building and the 'east walk' public footpath. This will be secured by legal agreement. The applicant has also confirmed that the four category C trees in the planter located on the 'East Walk' path will not be removed. The GLA has confirmed that the additional information submitted since the Stage 1 response has now addressed their concerns.

7.51 **Air Quality**

7.52 The applicant has submitted an Air Quality Assessment (AQA) report, which provides a qualitative assessment of the potential impacts on local air quality from construction activities. The AQA determines the baselines conditions for air quality and assesses the potential effects arising from the proposed development, and potential emissions from the development are assessed to determine compliance with the London Plan. Dispersion modelling was therefore undertaken using ADMS-Roads in order to predict pollutant concentrations from the road. Results show future occupants are not exposed to poor air quality that breaches the relevant AQOs.

7.53 However, an annual mean NO₂ concentration of 60 µg/m³ or above is often used to indicate a possible exceedance of the hourly mean NO₂ AQO. Three of the 18 diffusion tube sites of the Merton Council Network in the vicinity of the Application Site have recorded NO₂ concentrations in excess of 60 µg/m³ and furthermore one of these sites is the diffusion tube site 18 located 60 m away to the west of the Application Site on the same road. Diffusion tube site ID 18 has consistently exceeded 60 µg/m³ in the latest three years of monitoring. The Council's Air Quality Officer has assessed the application and considers that based on these results, a condition will be attached requiring the applicant to provide mitigation measures for the ground floor retail units where NO₂ hourly exceedances might occur.

7.54 An air quality neutral assessment has also been undertaken to consider both building and transport emissions. This shows that, in both cases, the total emissions for the proposed development lie below the emission benchmarks, and therefore no further mitigation is required.

7.55 The GLA have confirmed that the additional air quality information submitted following the Stage 1 response is acceptable and no further information is required. The development can be considered compliant with London Plan policies.

7.56 **Fire Safety**

7.57 The applicant has submitted a fire statement which sets out the overall approach to fire safety. This provides details of construction materials, means of warning and escape, fire safety features and means of access for fire service personnel. The GLA have assessed the fire statement and have requested prior to Stage 2 referral that the applicant must provide further information which addresses the requirements set out in Policies D5 and D12. This includes proposed plan drawings, demonstrating unobstructed location of fire appliances and external assembly point, schedule of plan titles and reference numbers and further confirmation that the author is a registered fire engineer with the Engineering Council and the Institute of Fire Engineers, including post-nominals. The GLA have also requested further information on proposed evacuation lifts and an accompanying management plan is. In response to GLA comments, the applicant has submitted an amended fire statement including additional fire service plan.

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). The funds will be spent on the Crossrail project, with the remainder spent on strategic infrastructure and neighbourhood projects.

10. CONCLUSION

10.1 St George's House East 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 commercial development. The proposal would provide an enlarged, modernised and highly sustainable commercial (office/retail) 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, would be of a high quality design which contributes to local distinctiveness. 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 including from nearby heritage assets. 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, and subject to any direction from the Mayor of London.

RECOMMENDATION

GRANT PLANNING PERMISSION Subject to any direction from the Mayor of London, the completion of a S106 agreement covering the following heads of terms:

- 1) S278 agreement to be entered into for public realm improvements
- 2) Financial contribution for replacement and planting of new street trees (Sum to be agreed)
- 3) Carbon Offset Financial Contribution (£480,414)
- 4) Financial contribution of £375k (£75k pa x 5 years) towards bus services
- 5) Financial contribution for cycle parking in the local vicinity (£5100)
- 6) Permit free
- 7) Paying the Council's costs for monitoring the travel plan over five years (£2000)
- 8) 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. B.4 (Details of Surface Treatment)
5. 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.

6. C.7 (Refuse and Recycling (Implementation))
7. D.11 (Construction Times)

8. H.6 (Cycle Parking – Details to be Submitted)
9. H.8 (Travel Plan)
10. H.12 (Delivery and Servicing Plan to be Submitted)
11. H.13 (Demolition and Construction Logistics Plan to be Submitted)
12. The disabled parking space shown on the approved plans SGHE-AUK-ZZ-B1-DR-A-07099 shall be provided and demarcated as disabled parking spaces before first occupation of the development and shall be retained for disabled 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 T.6 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T3 of Merton's Sites and Policies Plan 2014.

13. The development hereby approved shall not be occupied until the electric charging point for the disabled car parking space has been installed. The charging point shall be permanently retained thereafter for the use of occupiers.

Reason: To encourage the use of environmentally friendly electric vehicles

14. Prior to the commencement of development, a Mechanical Ventilation Heat Recovery (MVHR) system report for the ground floor retail units in order to mitigate air pollution shall be submitted to and approved in writing by the Council. The report shall include the following information:
 - a) Details and locations of the air intake locations of the mechanical ventilation system, or
 - b) Details of filtration system to remove airborne pollutants. The filtration system shall have a minimum efficiency of 75% in the removal of Nitrogen Oxides/Dioxides, and Particulate Matter (PM2.5, PM10) in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890.

Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

Reason: To manage and prevent further deterioration of existing low quality air across London in accordance with London Plan policy

15. Prior to the commencement of development, including demolition, a detailed Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the Local Planning Authority. The DCEMP shall include:
 - a) An Air quality management plan that identifies the steps and procedures that will be implemented to minimise the creation and impact of dust and other air emissions resulting from the site preparation, demolition, and groundwork and

construction phases of the development. To include continuous dust monitoring.

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

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

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

16. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To manage and prevent further deterioration of existing low quality air across London in accordance with London Plan Policies SI1(B)(1c) and SI1(B)(2d).

17. F.1 (Landscaping/Planting Scheme)

18. Notwithstanding the information provided with the application none of the development hereby permitted shall be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling and any other temporary or permanent installations and for ground investigations, have been submitted to and approved in writing by the Local Planning Authority which:

- (i) Accommodate the proposed location of the Crossrail 2 structures including temporary works,
- (ii) Accommodate ground movement arising from the construction thereof,
- (iii) Mitigate the effects of noise and vibration arising from the operation of Crossrail 2 within its tunnels and other structures.

19. The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs 1(i), 1 (ii) and 1 (iii) of this condition shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied. No alteration to these

aspects of the development shall take place without the approval of the Local Planning Authority in consultation with Crossrail 2.

20. The building shall not be occupied until details of public realm improvement works have been submitted and approved by the Local Planning Authority. The works shall be carried out prior to first occupation of the approved building and shall be permanently retained thereafter.

Reason: To achieve a high quality public realm in accordance with the following Development Plan policies for Merton: policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.

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

Reason: In order to achieve the principles and objectives of Secured by Design to improve community safety and crime prevention in accordance with Policy: Chapters 01B & 01C Merton New Local Plan, Policy D11 London Plan, Section 17 Crime and Disorder Act 1988 and National Planning Policy Framework (NPPF).

22. Prior to occupation a Secured by Design final certificate or its equivalent from the South West Designing Out Crime office shall be submitted to and approved by the Local Planning Authority.

Reason: In order to achieve the principles and objectives of Secured by Design to provide a safer environment for future residents and visitors to the site and reduce the fear of crime in accordance with Policy: Chapters 01B & 01C Merton New Local Plan, Policy D11 London Plan, Section 17 Crime and Disorder Act 1988 and National Planning Policy Framework (NPPF).

23. No development shall occur until a preliminary risk-assessment, then an investigation is undertaken to consider the potential for contaminated-land, and then if necessary, a detailed remediation scheme described to make the site suitable for, intended use by removing unacceptable risks to sensitive receptors, is submitted to and approved by the Local Planning Authority prior to commencement of works.

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

24. Prior to first occupation, the remediation shall be completed and a verification report, produced on completion of the remediation, shall be submitted to the approval of the LPA.

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

25. The recommendations as specified in the Hoare Lea Acoustics, Noise Assessment Report, Revision 4, dated 14th July 2021 shall be implemented as a minimum standard. A post construction noise survey shall be conducted and remedial measures implemented should be submitted criteria fail to be achieved, first being agreed by the LPA.

Reason: To protect the health of future users of the site in accordance with policy DM EP2 of Merton's sites and policies plan 2014.

26. Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby approved shall be used or occupied until a Post-Construction Review Certificate issued by the Building Research Establishment or other equivalent assessors confirming that the non-residential development has achieved a BREEAM rating of not less than the standards equivalent to 'Excellent', and evidence demonstrating that the development has achieved CO2 reductions in accordance with those outlined in the approved Energy Statement 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 SI2 of the London Plan 2021 and policy CS15 of Merton's Core Planning Strategy 2011.

27. No development shall commence until the applicant submits to, and has secured written approval from, the Local Planning Authority on details of the proposed heating system and 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 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 (2021) policy SI2.

28. Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the building(s) being occupied (or handed over to a new owner, if applicable), the legal owner(s) of the development should submit the post-construction Whole Life-Cycle Carbon (WLC) Assessment to the GLA at: ZeroCarbonPlanning@london.gov.uk. The owner should use the post construction tab of the GLA's WLC assessment template and this should be completed accurately and in its entirety, in line with the criteria set out in the GLA's WLC Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage (RIBA Stage 2/3), including the WLC carbon emission figures for all life-cycle

modules based on the actual materials, products and systems used. The assessment should be submitted along with any supporting evidence as per the guidance and should be received three months post as-built design completion, unless otherwise agreed.

Reason: To ensure whole life-cycle carbon is calculated and reduced and to demonstrate compliance with Policy SI 2 of the London Plan.

29. In order to demonstrate compliance with the 'be seen' post-construction monitoring requirement of Policy SI 2 of the London Plan, the legal Owner shall at all times and all in all respects comply with the energy monitoring requirements set out in points a, b and c below. In the case of non-compliance the legal Owner shall upon written notice from the Local Planning Authority immediately take all steps reasonably required to remedy non-compliance.

a. Within four weeks of planning permission being issued by the Local Planning Authority, the Owner is required to submit to the GLA accurate and verified estimates of the 'be seen' energy performance indicators, as outlined in Chapter 3 'Planning stage' of the GLA 'Be seen' energy monitoring guidance document, for the consented development. This should be submitted to the GLA's monitoring portal in accordance with the 'Be seen' energy monitoring guidance.

b. Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the building(s) being occupied (or handed over to a new legal owner, if applicable), the legal Owner is required to provide updated accurate and verified estimates of the 'be seen' energy performance indicators for each reportable unit of the development, as per the methodology outlined in Chapter 4 'As-built stage' of the GLA 'Be seen' energy monitoring guidance. All data and supporting evidence should be uploaded to the GLA's monitoring portal. The owner should also confirm that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in Chapter 5 'In-use stage' of the GLA 'Be seen' energy monitoring guidance document.

c. Upon completion of the first year of occupation following the end of the defects liability period (DLP) and for the following four years, the legal Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each reportable unit of the development as per the methodology outlined in Chapter 5 'In-use stage' of the GLA 'Be seen' energy monitoring guidance document. All data and supporting evidence should be uploaded to the GLA's monitoring portal. This condition will be satisfied after the legal Owner has reported on all relevant indicators included in Chapter 5 'In-use stage' of the GLA 'Be Seen' energy monitoring guidance document for at least five years. .

Reason: In order to ensure that actual operational energy performance is minimised and demonstrate compliance with the 'be seen' post-construction monitoring requirement of Policy SI 2 of the London Plan.

30. 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), floor level 1 and above of 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.

31. No works shall commence on site until a design code for the advertisement signage on the retail frontage has been submitted to and approved by the Local Planning Authority. Any subsequent advertisement consent applications shall also strictly adhere to the approved code.

Reason: To ensure a satisfactory appearance of the development and to comply with policy DM D5 of the Adopted Sites and Policies Plan and Policies Maps (July 2014).

32. Affordable Workspace Provision

33. Submission of Basement Construction Statement comprising the following:

- a) Ground Movement Analysis (Vertical and Horizontal) including any heave or settlement analysis, and Damage Category Assessment with detailed calculations.
- b) Site Specific Ground Investigation Report with borehole logs and an interpretative report with recommendations for the foundation type and design
- c) Approval in Principle in accordance with CG 300 (DMRB) signed off by LBM Highways.
- d) Detailed Demolition Method Statement submitted by the Contractor responsible for the demolition of the existing property.
- e) Detailed Construction Method Statement produced by the respective Contractors responsible for the sheet piling, excavation and construction of the permanent retaining wall. This shall be reviewed and agreed by the Structural Engineer designing the basement.
- f) Design calculations of the temporary works supporting the highway and adjoining properties to facilitate excavation.
- g) Detail design calculations of the permanent retaining wall retaining the highway has to be submitted. The calculations shall be carried out in accordance with Eurocodes. We recommend assuming full hydrostatic

pressure to ground level and using a highway surcharge of 20 KN/m² for the design of the retaining wall supporting the highway.

h) Temporary retaining wall drawings such as pile plan, section and construction sequence.

i) Permanent retaining wall drawings including plan, section and construction sequence.

j) Movement monitoring report produced by specialist surveyors appointed to install monitoring gauges to detect any movement of the highway/neighbouring properties from start to completion of the project works. The report should include the proposed locations of the horizontal and vertical movement monitoring, frequency of monitoring, trigger levels, and the actions required for different trigger alarms.

34. Prior to the commencement of development, a detailed final scheme for the provision of surface and foul water drainage shall be submitted to and approved in writing by the local planning authority. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) to include a hydrobrake limited to a greenfield rate of no more than 4.10l/s in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards. The final scheme will include a blue roof and below ground attenuation tank as a minimum, with options to increase the amount of above ground SuDS such as raingardens, green roofs, bio-retention planters all to be assessed.

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.

35. Prior to the commencement of development, the applicant shall submit a detailed proposal on how drainage and groundwater will be managed and mitigated during (dewatering) and post construction (permanent phase), for example through the implementation of passive drainage measures around the basement structure.

Reason: To ensure flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

INFORMATIVES:

1. 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 outputs and bespoke model outputs;
AND

- A copy of the Building Regulations Output Document from the approved software and the bespoke modelling outputs based on the agreed bespoke modelling methodology. The output documents must be based on the 'as built' stage of analysis and must account for any changes to the specification during construction.

AND, where the developer has used SAP 10 conversion factors:

- The completed Carbon Emissions Reporting Spreadsheet based on the 'As Built' BRUKL outputs.

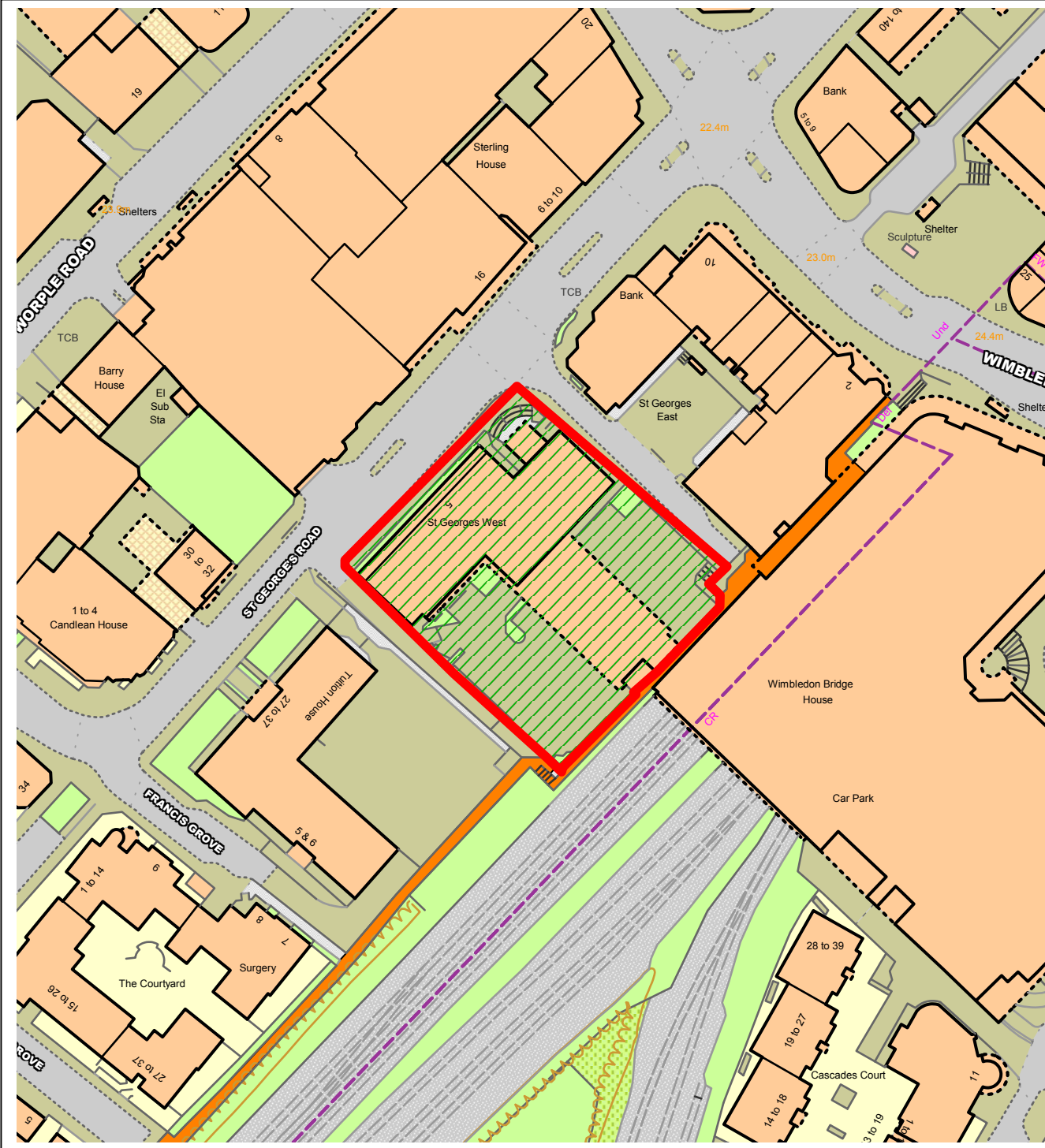
AND, where applicable:

- MCS certificates and photos of all installed renewable technologies.

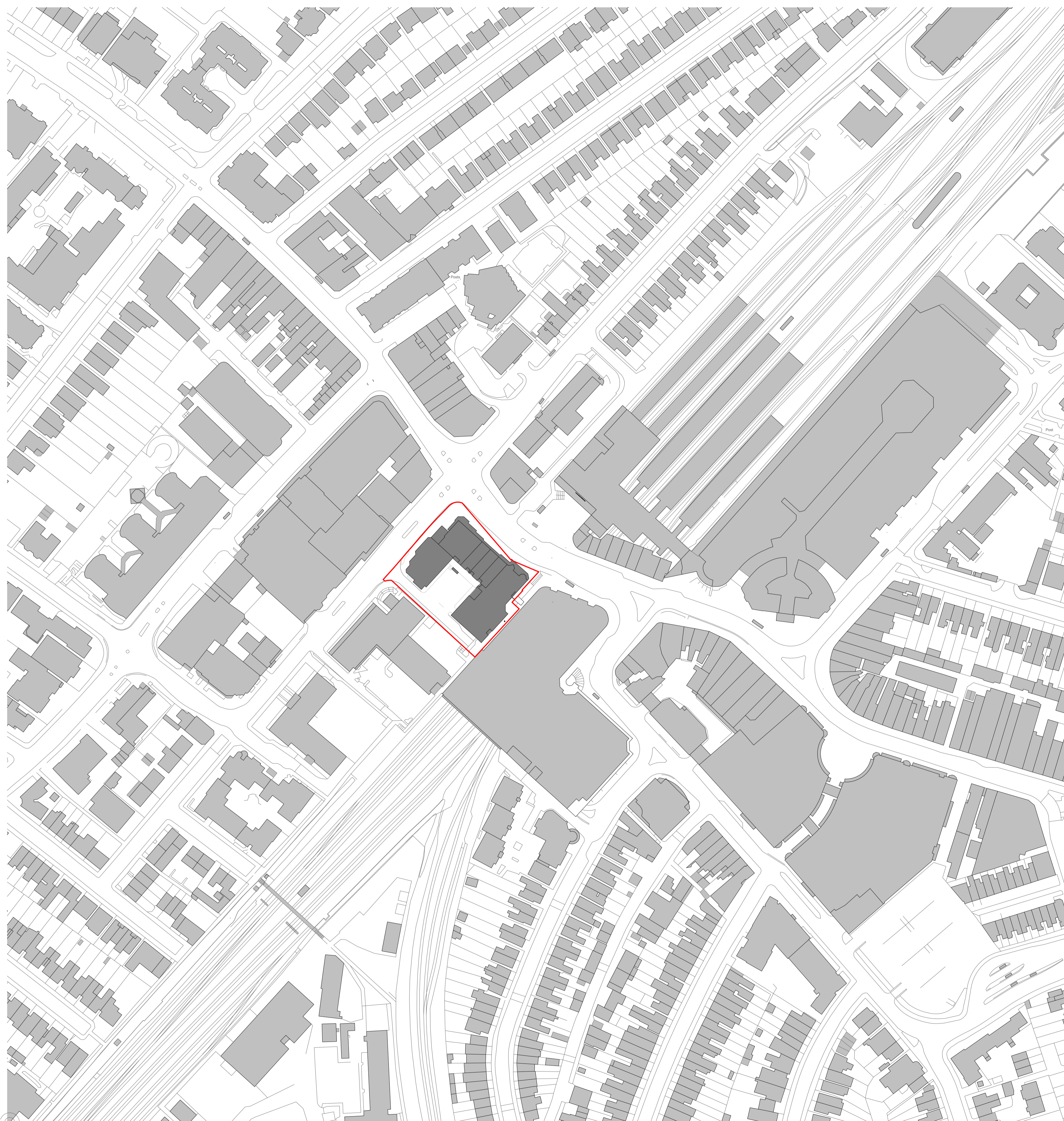
A BREEAM post-construction certificate demonstrating that the development has achieved a BREEAM rating of not less than the standards equivalent to 'Excellent'

2. INF8 (Construction of Access)
3. INF9 (Works on the Public Highway)
4. INF12 (Works affecting the public highway)
5. INFORMATIVE: Applicants should refer to the Crossrail 2 Information for Developers available at crossrail2.co.uk. Crossrail 2 will provide guidance in relation to the proposed location of the Crossrail 2 structures and tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the use of the tunnels. Applicants are encouraged to contact the Crossrail 2 Safeguarding Engineer in the course of preparing detailed design and method statements.
6. No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777). No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.

NORTHGATE SE GIS Print Template



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Notes

PLANNING APPLICATION BOUNDARY

OS Licence Number - 100022432

P1	02/07/2021	Planning issue	RS
P2	30/07/2021	Planning issue	RS
P3	05/08/2021	Planning issue	RS
Rev	Date	By	Authorised

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Client
M&G REAL ESTATE

Project
ST GEORGES HOUSE EAST

Title
SITE LOCATION PLAN

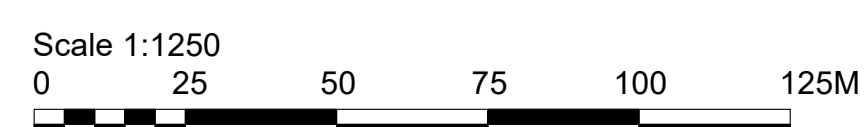
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02/07/21	WF	RS	LS

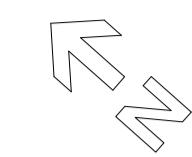
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Purpose of Issue
FOR APPROVAL

Drawing Number	Revision
SGHE-AUK-ZZ-DR-A-07130	P3
AUK Project Number	
21919	

07130 - SITE LOCATION PLAN
 1 : 1250





Notes

- PLANNING APPLICATION BOUNDARY

P1	02/07/2021	Planning issue	RS
P2	30/07/2021	Planning issue	RS
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Rev	Date	By	Authorised

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Client
M&G REAL ESTATE

Project
ST GEORGES HOUSE EAST

Title
EXISTING SITE PLAN

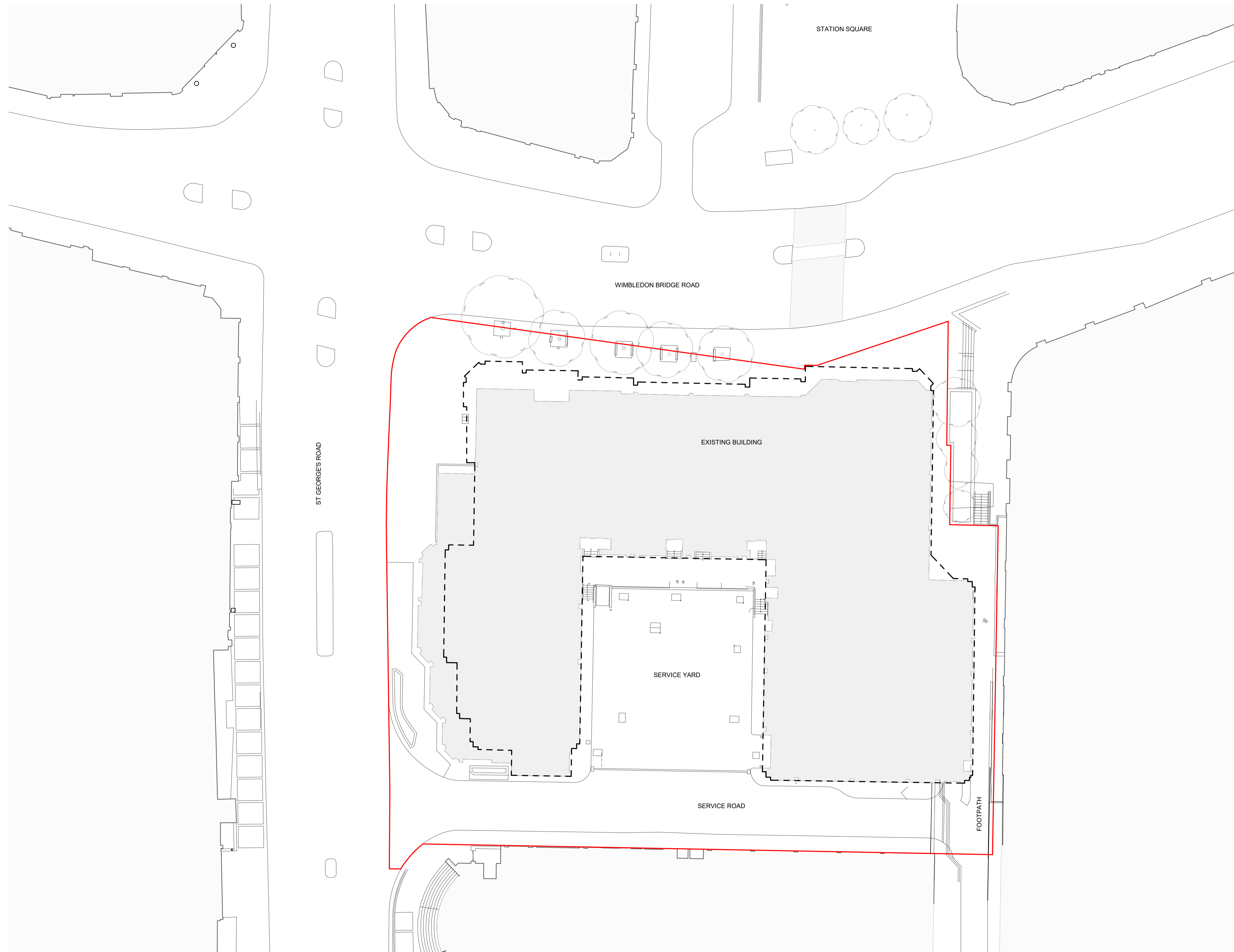
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02/07/21	WF	RS	LS

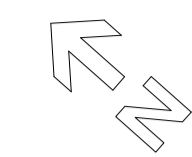
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Purpose of Issue
FOR APPROVAL

Drawing Number
SGHE-AUK-ZZ-DR-A-07133 Revision
P3

AUK Project Number
21919





- Notes
- PLANNING APPLICATION BOUNDARY
 - PROPOSED BLDG LINE ABOVE

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P2	30/07/2021	Planning Issue	RS
P3	05/08/2021	Planning Issue	RS
Rev	Date	By	Authorised

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Client
M&G REAL ESTATE

Project
ST GEORGES HOUSE EAST

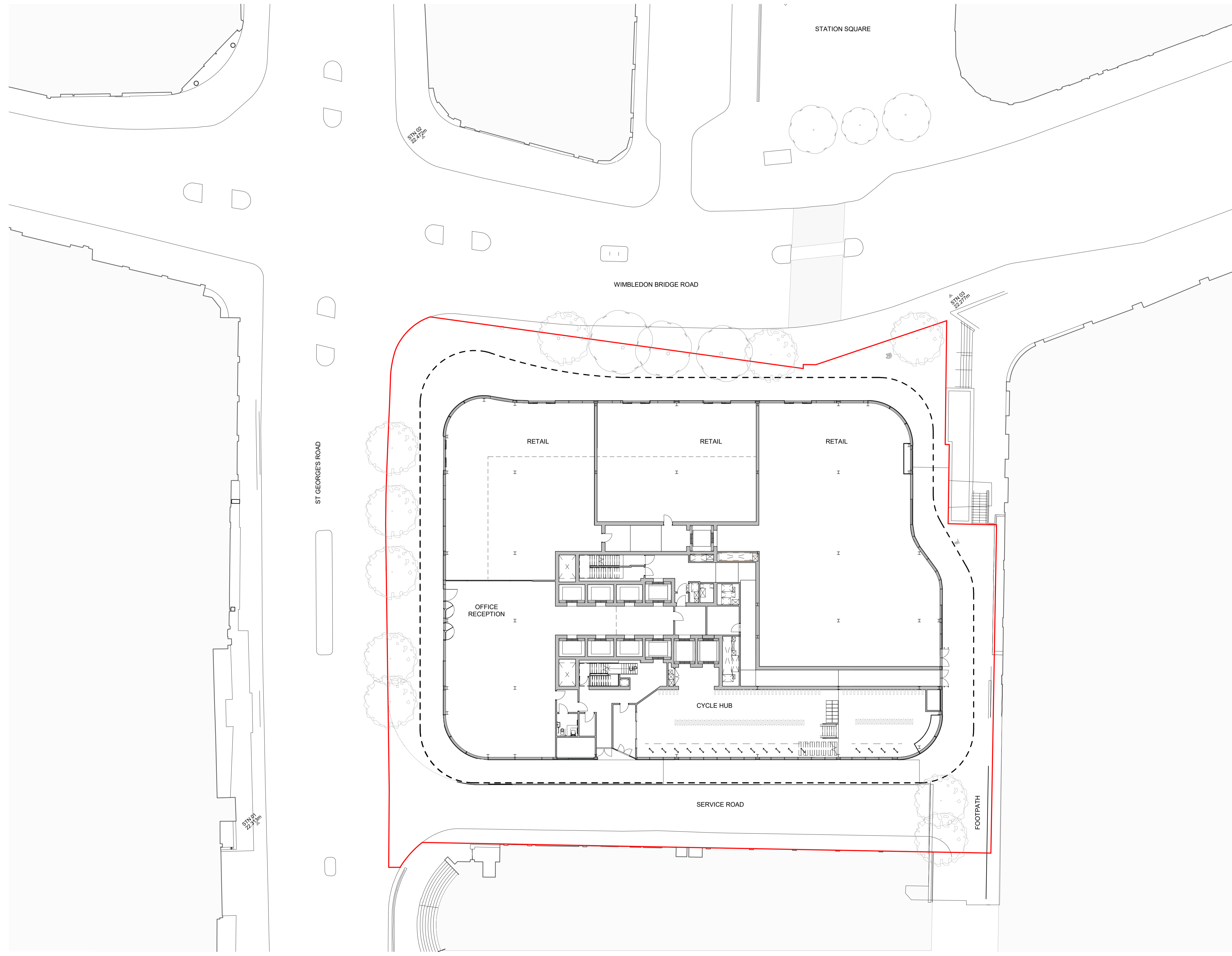
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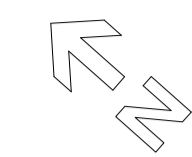
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02/07/21	WF	RS	LS

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Purpose of Issue
FOR APPROVAL

Drawing Number	Revision
SGHE-AUK-ZZ-DR-A-07134	P3
AUK Project Number	
21919	



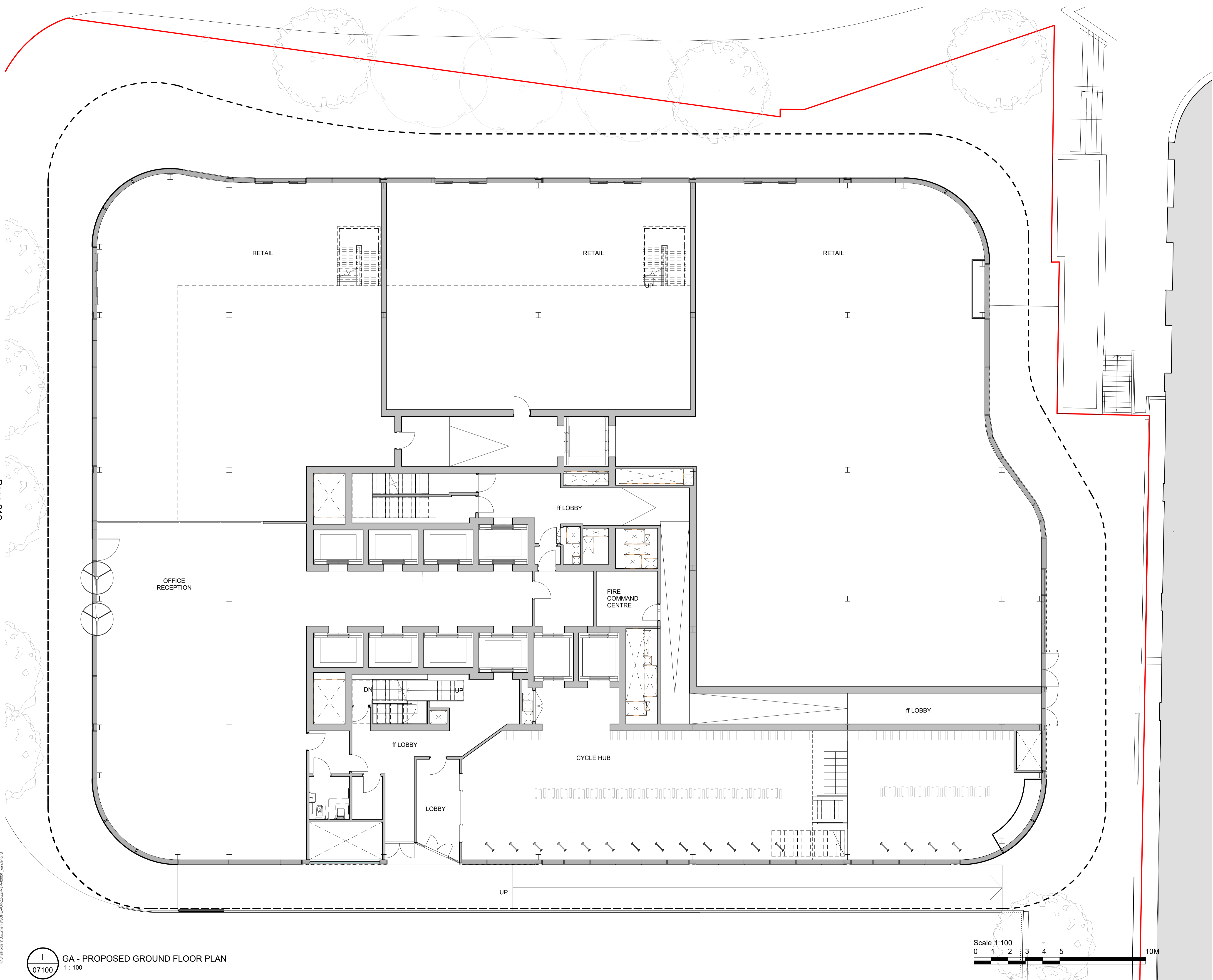


Notes

— PLANNING APPLICATION BOUNDARY

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Client
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Project
ST GEORGES HOUSE EAST

Title
GA - PROPOSED GF PLAN

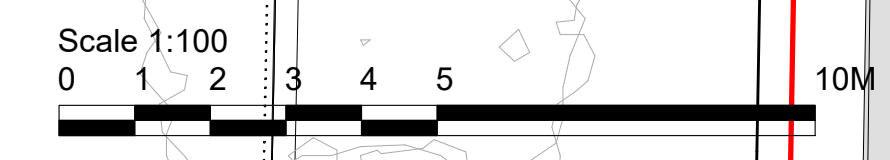
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02/07/21	WF	RS	LS

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Purpose of Issue
FOR APPROVAL

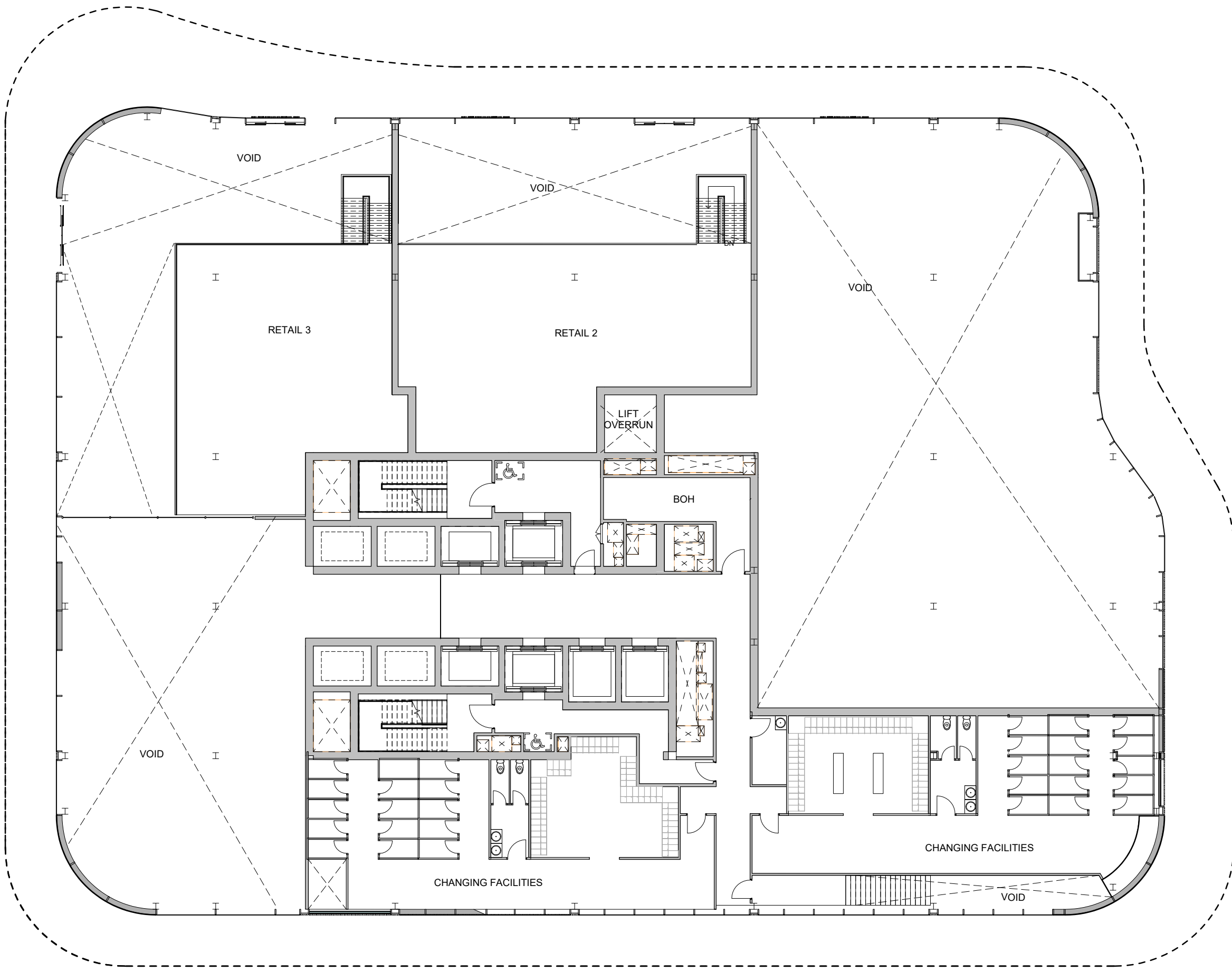
Drawing Number	Revision
SGHE-AUK-ZZ-00-DR-A-07100	P3
AUK Project Number	
21919	

GA - PROPOSED GROUND FLOOR PLAN
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Notes



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Project
ST GEORGES HOUSE EAST

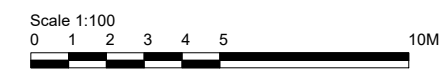
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Date	Drawn	Checked	Authorised
02/07/21	WF	RS	LS

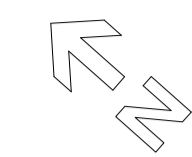
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Purpose of Issue
FOR APPROVAL

Drawing Number	Revision
SGHE-AUK-ZZ-00-DR-A-07114	P2
AUK Project Number	
21919	

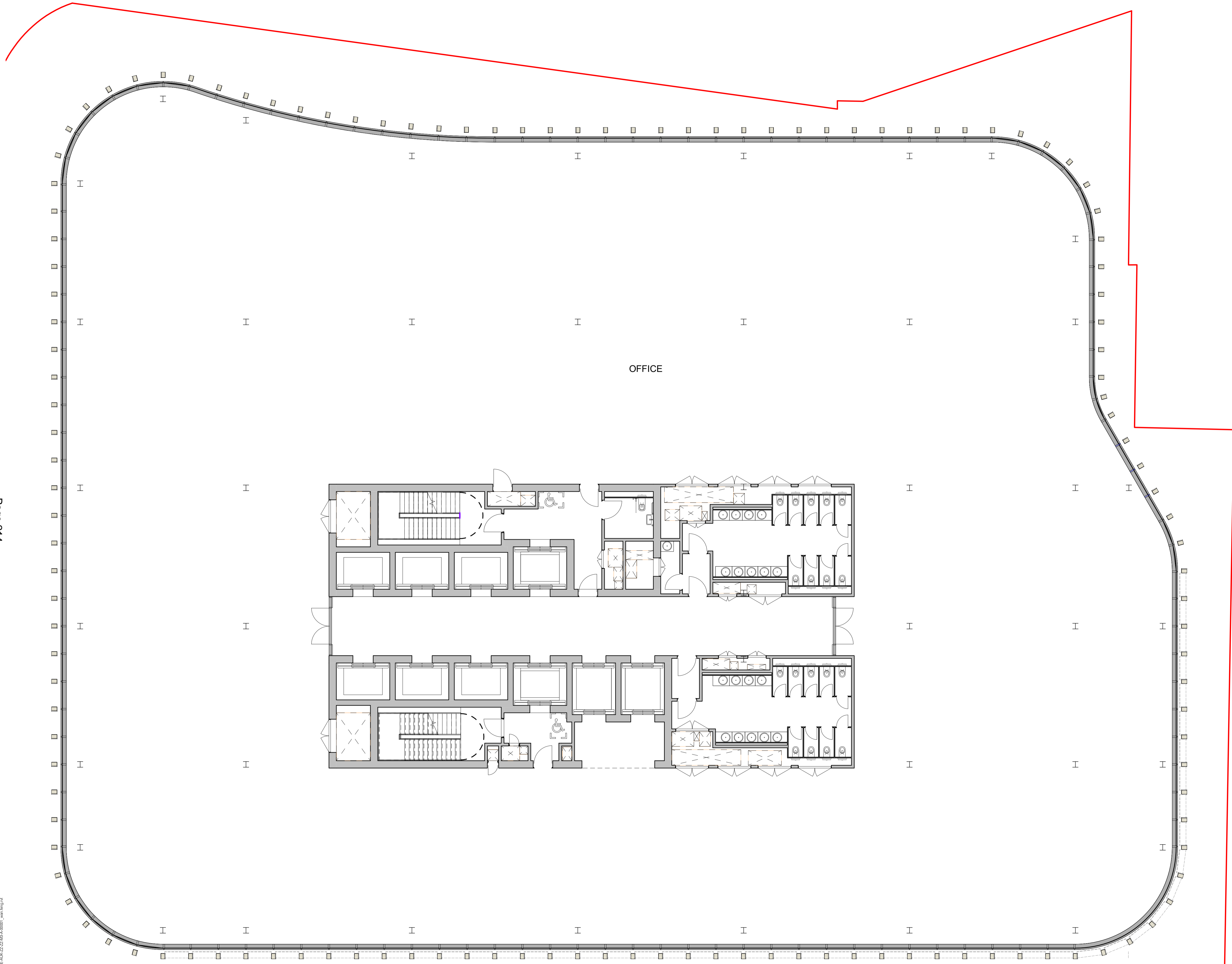


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Notes

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Client
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Project
ST GEORGES HOUSE EAST

Title
GA - PROPOSED 1ST FLOOR PLAN

Date	Drawn	Checked	Authorised
02/07/21	WF	RS	LS

Scale
1 : 100@A1

Purpose of Issue
FOR APPROVAL

Drawing Number
SGHE-AUK-ZZ-01-DR-A-07101

Revision
P3

AUK Project Number
21919

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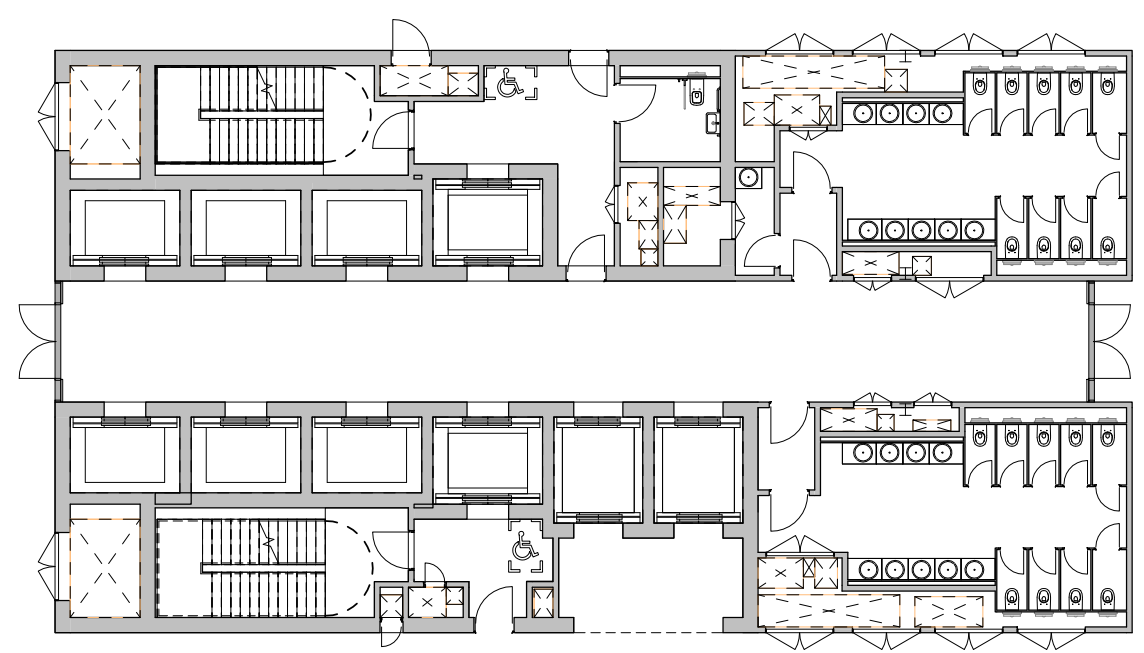
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Notes

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OFFICE



P1	02/07/2021	Planning Issue	RS
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Project
ST GEORGES HOUSE EAST

Title
GA - PROPOSED 2ND FLOOR PLAN

Date	Drawn	Checked	Authorised
02/07/21	WF	RS	LS

Scale
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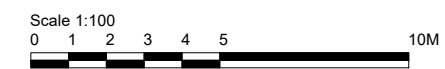
Purpose of Issue
FOR APPROVAL

Drawing Number
SGHE-AUK-ZZ-02-DR-A-07102

Revision
P2

AUK Project Number
21919

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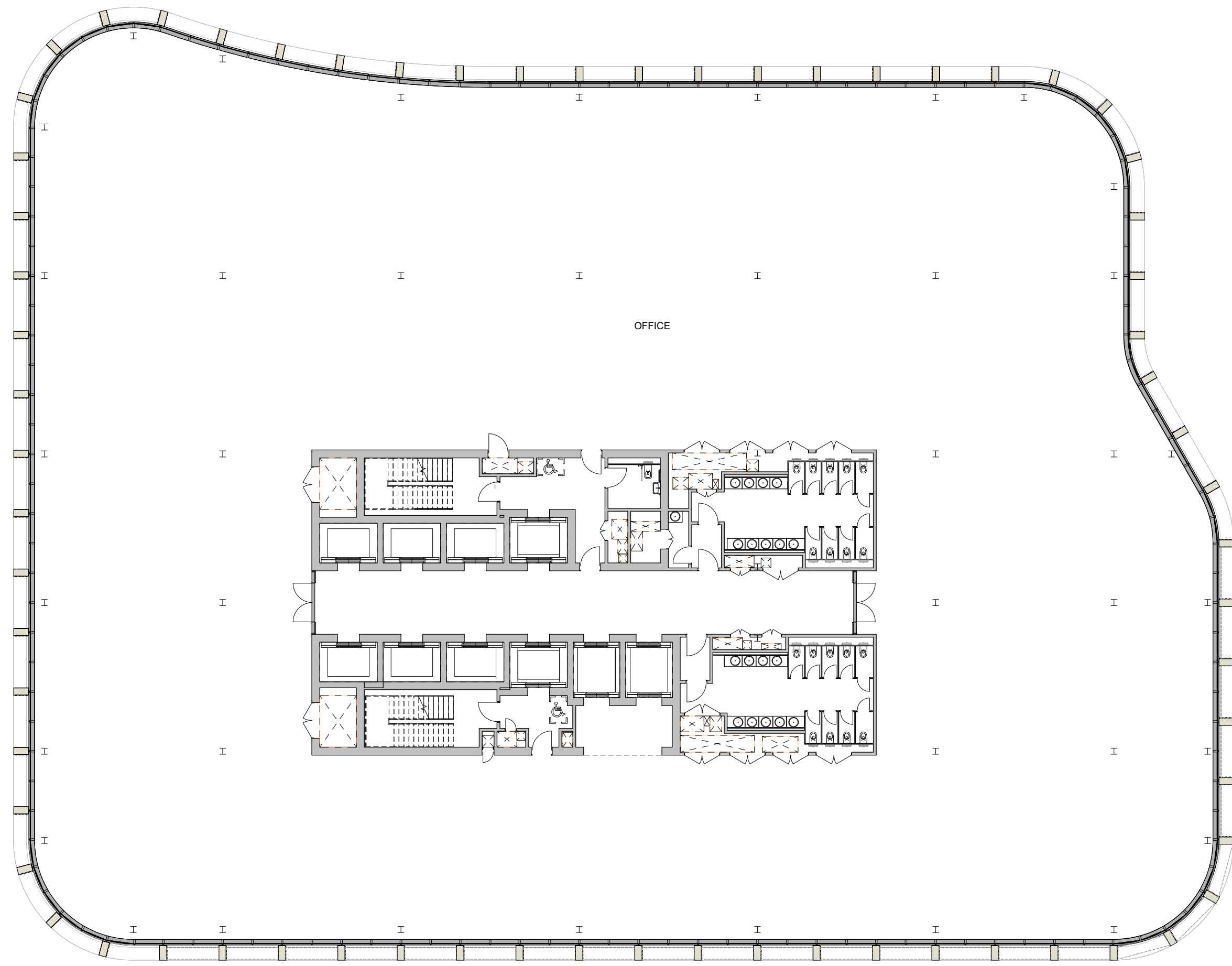


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Notes

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Project
ST GEORGES HOUSE EAST

Title
GA - PROPOSED 4TH FLOOR PLAN

Date	Drawn	Checked	Authorised
02/07/21	WF	RS	LS

Scale
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Purpose of Issue
FOR APPROVAL

Drawing Number	Revision
SGHE-AUK-ZZ-04-DR-A-07104	P2
AUK Project Number	
21919	

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