

PLANNING APPLICATIONS COMMITTEE

CASE OFFICER REPORT

19 March 2026

APPLICATION NO.

25/P3173

DATE VALID

07/11/2025

Site Address:

70 Christchurch Road, Colliers Wood, SW19 2PB

Ward:

Colliers Wood

Proposal:

DEMOLITION OF THE EXISTING BUILDING AND ERECT A NEW BUILDING CONTAINING 2 COMMERCIAL UNITS ON THE GROUND FLOOR AND 9 X SELF CONTAINED APARTMENTS OVER THE GROUND TO FOURTH FLOORS

Contact Officer:

Lan Pham

RECOMMENDATION

Grant Planning Permission subject to conditions and S106 agreement.

CHECKLIST INFORMATION

Is a screening opinion required	No
Is an Environmental Statement required	No
Press notice	No
Site notice	Yes
Design Review Panel consulted	No
Number of neighbours consulted	26
Controlled Parking Zone	Yes – CW
Public Transport Accessibility Rating (PTAL)	4
Tree Protection Order	None
Flood Zone	1 - Situated within critical drainage area, in an area at risk of surface water flooding
Statutory Listed Building	None
Locally Listed Building	No longer a locally listed building
Conservation Area	No
Archaeological Priority Zone	No

1. INTRODUCTION

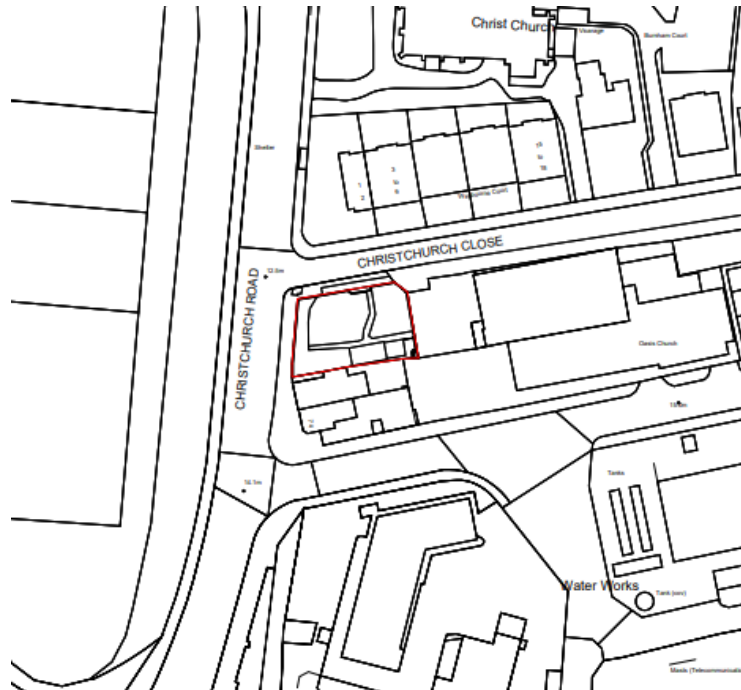
- 1.1.1 The application is to be heard at planning committee owing to a call-in request by Councillor Stuart Neaverson

2. SITE AND SURROUNDINGS

- 2.1.1 The application site is located west of Christchurch Road, and south of Christchurch

Close, occupying a corner plot of approximately 0.0425 hectares of developable land.

Currently the site comprises a two storey detached cottage, residential use, that was formally a grade II listed building but has been since delisted on the 4th of October 2023 due to no longer meeting the criteria under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended. The greenspace within the site surrounding the detached cottage is private land assigned to the site and not available to the public. This area functions solely as private amenity space for the occupants and does not constitute public open space.



North of the site

- 2.1.2 To the north of the application site are two storey terraced houses located in Christchurch Close. The application site is separated by Christchurch Close with a distance of approximately 16m of the proposed development to the terraced houses

South of the site

- 2.1.3 The neighbouring building comprises commercial uses at ground-floor level, while the upper floors are residential use, reflecting the typical pattern of mixed-use development found in this part of the borough.

East of the site

- 2.1.4 The application site is bordered by the Oasis Church, a two-storey building, with open spaces between the proposed development and the main building
- 2.1.5 Positioned to the south-east of the application site is the church's associated car park, which provides an open area of hardstanding and creates additional separation between the church building and nearby residential properties.

West of the site

- 2.1.6 To the west of the application is are 4 single commercial units, comprising Dunelm, The Gym Group, Aldi and Currys, with the Christchurch Road separating the proposed site to these commercial units
- 2.1.7 The application site is located within Controlled parking zone (CPZ) CW with parking

restrictions Monday to Friday 8.30am-6.30pm.

- 2.1.8 The application site is not located within a Conservation area
- 2.1.9 There are no Listed Buildings on the site, however the host property was a former grade II listed building (formerly listed building before October 2023)
- 2.1.10 There are not protected trees on the site
- 2.1.11 The application site is located in an area of good public transport, with several bus routes and Colliers Wood underground station being within close proximity of the application site. The application site has a PTAL score of 4 [on a scale of 0-6b (6b being the best)].
- 2.1.12 The application site is located within Flood Zone 1 (low probability) at risk surface water flooding.
- 2.1.13 The application site is located within the Colliers Wood Opportunity Area.

3. PROPOSED DEVELOPMENT

- 3.1.1 The proposal seeks the demolition of the existing building and its replacement with a five-storey development comprising a Class E commercial unit and residential accommodation at ground-floor level, with the upper four floors providing nine residential units (eight 2-bed units and one 3-bed unit). The scheme would introduce a mixed-use building that activates the street frontage while delivering additional housing in a sustainable location.

- 3.1.2 The proposed development incorporates contemporary materials around three key elements:

Main elevations

- 3.1.3 The primary façades will be constructed in brickwork, ensuring a robust and traditional appearance. Glazed brick accents are introduced to the front and side elevation at ground floor level provide a contrast within the brick façade. And a texture design on the side elevation to provide an architectural feature to the development

Upper sections and articulated elements

- 3.1.4 The upper portions of the building and areas of architectural articulation will be finished in zinc cladding. This contemporary material helps to break up the massing, provides a modern aesthetic. Its use creates a clear visual hierarchy between the ground and upper levels, as the upper floors are recessed away from the main elevations.

Windows and doors

- 3.1.5 Openings throughout the building will be framed in powder coated aluminium, offering a slim, modern profile with strong durability and low maintenance requirements. The finish provides a clean, consistent appearance that complements both the brickwork and zinc cladding.

Cycle

- 3.1.6 Cycle parking is provided internally within the proposed building, ensuring it is not visible to pedestrians or neighbouring properties. The store is fully enclosed and accessible only to residents.

Bin

- 3.1.7 Bin storage is provided internally within the building, ensuring it is not visible to pedestrians or neighbouring properties. The store is fully enclosed and accessible only

to residents.

Commercial Units

3.1.8 The development includes two Class E commercial units at ground-floor level,. The units would be following the existing patten of commercial units at ground floor level similar to the neighbouring properties.

3.1.9 Commercial Unit 1 would have 35 sqm and Commercial Unit 2 would have 95 sqm. Both units are designed with clear, active frontages and independent access.

Amended Plans

3.1.10 Amended Plans are in relation to the demonstration of the internal Water Cyclinder locations for each flat and for the demonstration of the location of the ASHPs

4. RELEVANT PLANNING HISTORY

4.1.1 24/P3119 - PRIOR APPROVAL FOR THE PROPOSED CHANGE OF USE FROM 2 STOREY OFFICE BUILDING INTO A SINGLE DWELLING (C3). - Prior Approval Refused on 05/12/2024 for the following reasons:

- Under Schedule 2, Part 3, Class MA of the General Permitted Development Order 2015 (as amended), prior approval would be required and REFUSED for the following reason:

Insufficient evidence has been submitted to confirm the use of the building fell within one or more of the classes specified in subparagraph (2) for a continuous period of at least 2 years prior to the date of the application for prior approval and thus fails Criteria MA.1(1)(b) of Class MA Part 3 Schedule 2 of the Town and Country (General Permitted Development) Order 2015 (as amended).

- INFORMATIVE

The applicant is informed there is ambiguity in the submission package and in the event of a resubmission, evidence of use and actual room layout reflecting the submitted plans will be required.

4.1.2 25/P0108 - PRIOR APPROVAL FOR THE PROPOSED CHANGE OF USE FROM 2 STOREY OFFICE BUILDING INTO A SINGLE DWELLING (C3). - Prior Approval Refused on 04/03/2025 for the following reasons:

- Under Schedule 2, Part 3, Class MA of the General Permitted Development Order 2015 (as amended), prior approval would be required and REFUSED for the following reason:

Insufficient evidence has been submitted to confirm the use of the building fell within one or more of the classes specified in subparagraph (2) for a continuous period of at least 2 years prior to the date of the application for prior approval and thus fails Criteria MA.1(1)(b) of Class MA Part 3 Schedule 2 of the Town and Country (General Permitted Development) Order 2015 (as amended).

4.1.3 93/P1460 - CERTIFICATE OF LAWFULNESS OF EXISTING USE FOR: THE RECEIPT, STORAGE, PURCHASE AND SALE & DESPATCH OF MOTOR VEHICLES, AND THE OPERATION, KEEPING AND MAINTAINING OF THE SITE OPERATORS' VEHICLES, PLANT AND EQUIPMENT IN BREACH OF CONDITION 5 ATTACHED TO PLANNING PERMISSION DATED 11TH NOVEMBER 1977, COUNCIL'S REFERENCE

MER.244/77, RESTRICTING VEHICLE STORAGE TO THE COVERED PARKING BAYS.- Issue certificate of lawfulness - 09/05/1994

- 4.1.4 MER1022/79 - FORMATION OF NEW WINDOW AT GROUND FLOOR LEVEL IN NORTH ELEVATION. – Grant permission subject to conditions - 10/01/1980
- 4.1.5 MER1023/79 - LISTED BUILDING CONSENT FOR NEW WINDOW AT GROUND FLOOR LEVEL IN NORTH ELEVATION – Grant Listed Building Consent - 10/01/1980
- 4.1.6 MER37/78 - METAL FENCING AND DWARF BRICK WALL ALONG CHRISTCHURCH ROAD AND CHRISTCHURCH CLOSE FRONTAGES. - Grant permission subject to conditions - 27/07/1978
- 4.1.7 MER244/77 - (1) 12 COVERED BAYS AT REAR FOR STORAGE OF DAMAGED CARS INVOLVING DEMOLITION OF EXISTING GARAGES, (2) ALTERATIONS TO FORMER DWELLING HOUSE AT FRONT OF SITE AND ITS USE AS OFFICES ANCILLARY TO THE REST OF THE SITE, (3) ERECTION OF A 3.0M HIGH BRICK WALL ALONG CHRISTCHURCH ROAD FRONTAGE AND (4) FORMATION OF VEHICULAR ACCESS FROM CHRISTCHURCH CLOSE. – Grant Permission subject to Conditions - 27/10/1977
- 4.1.8 MER324/77 - SECTION 53 DETERMINATION FOR USE OF LAND AND PREMISES AT 70 CHRISTCHURCH ROAD FOR THE STORAGE OF VEHICLES – Permission Required - 25/07/1977
- 4.1.9 MER325/77 - LISTED BUILDING CONSENT FOR DEMOLITION OF EXISTING LOCK UP GARAGES AND ALTERATION AND REFURBISHMENT OF FORMER DWELLING HOUSE. – Grant Listed Building Consent - 27/10/1977
- 4.1.10 MER915/77 - REFURBISHMENT OF EXISTING PROPERTY AT 70 AND ERECTION OF A SINGLE STOREY EXTENSION AT SIDE OF EXISTING BUILDING IN CONNECTION WITH USE AS OFFICES. – Grant Permission subject to Conditions - 23/03/1978
- 4.1.11 MER916/77 - LISTED BUILDING CONSENT FOR REFURBISHMENT OF BUILDING AND ERECTION OF SINGLE STOREY EXTENSION AT SIDE. – Grant Listed Building Consent - 23/03/1978
- 4.1.12 MIT1956 - 3 GARAGES – Grant Permission subject to Conditions - 30/01/1953

5. CONSULTATION

- 5.1.1 Consultation was carried out on two occurrences via neighbour letter, and advertisement via site notice. Below is the summary of the 9 objections that were submitted from neighbouring properties:

Building Height, Scale and Design

- Proposed height is out of keeping with surrounding two to three storey buildings.
- Additional 3rd and 4th floors are considered excessive and visually intrusive.
- Scale and massing are viewed as overdevelopment for the plot.
- Overshadowing and loss of natural light expected for neighbouring homes.
- Design is seen as inconsistent with the area's character and harmful to local appearance.

Parking, Traffic and Access

- Christchurch Close has very limited resident funded parking relied upon by many households.
- Development provides no parking despite evidence that “car free” schemes have not worked locally.
- Increased traffic from deliveries, visitors, and service vehicles would worsen congestion.
- Access and manoeuvring in the narrow cul de sac would become more difficult and less safe.
- Construction access via the Close could impede residents and emergency vehicles.

Waste Management

- Current waste arrangements already cause problems, with bins attracting litter on the Close.
- Narrow pavements and heavy traffic on Christchurch Road make waste storage there impractical.
- Increased refuse collections through the Close would reduce parking and increase disruption.

Construction Disruption

- Construction vehicles expected to use Christchurch Close due to unsuitable stopping space on Christchurch Road.
- Residents anticipate prolonged noise, vibration, and safety risks.
- Access to homes may be restricted for months, causing stress—especially for elderly residents.

Environmental, Flooding and Climate Concerns

- Loss of almost all soft landscaping and green space.
- Christchurch Close already experiences flooding; increased hard surfacing would worsen run off.
- Roof terrace planting is not considered an adequate ecological replacement.
- Proposal conflicts with Merton’s Local Plan and Climate Strategy requirements for biodiversity and sustainable drainage.
- Increased lighting, noise, and activity from commercial units would reduce residential amenity.

Heritage and Conservation

- Existing building is a rare reconstructed 18th century weatherboarded cottage reflecting Colliers Wood’s rural past.
- Despite delisting, residents believe it retains important architectural and historic value.
- Demolition seen as an unnecessary loss of heritage in favour of generic, unaffordable housing.
- Residents argue that damaging a listed structure for access convenience is unjustified given existing alternatives.

Impact on Local Character and Community

- Development is viewed as undermining the historic and residential character of Colliers Wood.

- Unclear nature of proposed commercial units raises concerns about noise, safety, and waste.
- Increased activity and reduced daylight would harm the peaceful, close knit community.
- Long standing residents fear significant disruption to daily life and wellbeing.

Inadequate Consultation

- Many residents received minimal notice, with some only learning of the proposal from a single posted notice.
- Short notice period limited the community's ability to respond meaningfully.

5.2

Petitions

5.2.1

54 signatures - A petition was submitted with 54 signatures from surrounding properties objecting to the proposed development with the following concerns:

- Traffic, access, dropped kerb and highway safety,
- Parking pressure, "car free" claims, car share and contractor parking
- Bin collection bay, refuse impacts and cleanliness
- Scale, height, loss of light, greenspaces
- Loss of heritage and erosion of local character
- Commercial units, noise, waste and safety
- Pressure on local services and infrastructure
- Noise, light and environmental impacts
- More appropriate design and mitigation required

5.3

Councillor Responses

5.3.1

Councillor (Stuart Neaverson) 18/12/2026

A comment was received outlining the following main points:

- The impact on natural light for residents whose homes will be overshadowed by the new building. The height of the building, which will be larger than anything around, will be out of keeping with the area
- There will also be a loss of character to the area with the building being a historical building, even if not formally listed anymore. This is one of the last such cottages in the area, and it will have a lasting impact on the heritage of the area.
- The impact on parking and traffic in the Close, especially as a narrow road that can be difficult to manoeuvre in. This could cause issues for residents both during the development, as this is a cul-de-sac and access could be impeded, but also afterwards with the residents who may occupy the building.
- The current area is also not a commercial area, with increased vehicle and pedestrian foot traffic dramatically increasing in the area and the subsequent impact on residents
- The loss of green space and the potential impact both on biodiversity and flooding issues locally. The current site has a lot of green space available and even then there are still flooding issues in Christchurch Close. How will the new proposal be able to offset the loss of this green space?

5.4

External organisations

5.4.1

Transport for London (Spatial Planning)

- Having assessed the proposals, I can confirm that TfL Spatial Planning has no strategic comments to make on this planning application but has these specific observations:
- The development should comply with the transport policies set out in The London Plan 2021. In particular the car and cycle parking standards in tables 10.2 – 10.6 (inclusive). Cycle parking should comply with the London Cycling Design Standards (<https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit>) including the provision of at least 5 % wider bike space.
- If the development is permitted I recommend the developer is reminded of the following: Christchurch Road supports numerous bus routes. In the event that implementation of the development impacts users of those services such as alighting or accessing bus stops or requires the temporary re-routing of bus services or other such arrangements, these must be agreed with TfL before the work.
- Christchurch Road supports various bus routes. All vehicles associated with the development must only park / stop at permitted locations and within the time periods permitted by existing on-street restrictions.
- It is vital that construction work associated with the development is carried out in accordance with best practice, minimising impact upon vulnerable road users including cyclists on surrounding streets. TfL strongly encourages the use of construction contractors who are registered on the Fleet Operator Recognition Scheme and adhere to the CLOCS standard. Contractor vehicles should include side-bars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with other road users and pedestrians on the capital's roads. Further information can be found here: <https://constructionlogistics.org.uk>

5.4.2

Please contact me if you consider that there are any strategic as opposed to local transport issues raised by this case or if I can be of any further assistance.

Bespoke Property Consultants

5.4.3

The Council instructed Bespoke Property Consultants to review the applicants viability report relating to affordable housing.

Extract from viability review:

We have reviewed the report by S106 Management dated October 2025 and concluded that the main issues influencing the financial viability of the scheme are:

- the residential sales values adopted
- the build cost used in the applicant's appraisal
- the adopted Benchmark Land Value (BLV) used in the applicant's assessment

Our own assessment of the scheme shows a residual site value of £706,386 which is £478,794 above the benchmark land value (see Appendix A). Therefore, the scheme is viable and can provide additional planning obligations and/or Affordable Housing up to the value of this surplus.

We consider that the value of the surplus is too small a sum for a meaningful number of onsite Affordable Housing units to be delivered and therefore a commuted sum would be our preferred option in this case.

5.5 Merton Officers

5.5.1 Environmental Health Officer (Contaminated Land)

We recommend the following conditions:

- a) No development shall occur until:
 - i) a preliminary risk-assessment shall be submitted to and approved in writing by the local planning authority.
 - ii) a site-investigation shall be conducted to consider the potential for contaminated-land and shall be submitted to and approved in writing by the local planning authority.
 - iii) a remediation method statement, described to make the site suitable for, intended use by removing unacceptable risks to sensitive receptors, shall be submitted to and approved in writing by the local planning authority.
- b) Prior to first occupation: The remediation shall be completed then a verification report produced, and then that submitted to and approved in writing by the local planning authority.

5.5.2 Merton Waste Services Officer 25/11/2025

5.5.3 Summary of main points:

There is sufficient room for the RCV to access the bin store from Christchurch Close, then this looks like it would be appropriate

Please ensure there is enough room to include a third eurobin for recycling to meet local recycling and legislative requirements. Commercial will have to make separate arrangements for their waste.

5.5.4 Highways Officer

Recommended Conditions H9, INF9 and INF12

5.5.5 Transport Officer

Observations:

Proposed Development

The development proposal includes the demolition of the existing two-storey building and construction of a five-storey building comprising of nine residential flats and commercial use on the ground floor.

Surrounding Highway network

The site is located in an area with a PTAL of 4 which is very good being well located to all the services and facilities.

Christchurch Road (A24) forms part of the TfL Red Route network.

Therefore, Transport for London should be consulted as TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the Strategic Road Network.

Christchurch Road (A24) is single lane carriageway which adjoins High Street Colliers Wood (A24) to the north and Christchurch Road (A236) to the south

Car parking

No offsite parking is proposed as part of the development proposals.

Permit free option would be acceptable subject to the applicant enters into a Unilateral Undertaking which would restrict future occupiers of all units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.

Trip Generation

The Transport Statement determines the total person trips generated as a result of the nine residential units, and I would concur with its conclusion that the increase will be insignificant.

Cycle parking:

Twenty long-stay cycle parking spaces are provided for residential developments. Space has also been dedicated within proposed cycle store for the charging of electric scooters, bikes and wheelchairs.

Four long-stay cycle parking spaces are provided within a separate dedicated cycle store for staff associated with the commercial element of the proposal.

Cycle Parking provision for the residential units and commercial is acceptable.

Vehicular Access

There is existing vehicular access to the site in the form of a gated access via a shared dropped kerb/vehicle crossover on Christchurch Close. The site is proposed as a car-free development and therefore this existing access point to Christchurch Close is removed and the footpath reinstated.

Delivery and Servicing

All delivery and servicing to take place from a new dedicated loading bay on Christchurch Close as agreed with Transport for London.

Refuse

Waste collection points should be located within 30 metres of residential units and within 10 metres of collection vehicles.

Informative: It is Council's policy for the Council's contractor to reinstate the existing vehicular access. The applicant should contact Council's Highway Team on 0208 545 3829 prior to any work starting to arrange for this works to be done.

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

Recommendation: Raise no objection subject to:

- The applicant enters into a Unilateral Undertaking which would restrict future occupiers of the units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.
- Cycle parking provision: As shown (secure & undercover).
- Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.
- Reinstate existing cross over.

5.5.6

Air Quality Officer

Air Quality Assessment

The scale of the proposed developed is below the threshold for an Air Quality Assessment.

An Air Quality Statement has been submitted to support the application. The whole of the borough of Merton is designated as an Air Quality Management Area for nitrogen dioxide and particulate matter. The AQS states that, 'the baseline concentrations are within national air quality objectives' but provides no further qualifying information.

We (the Air Quality Team) can however confirm the statement to be accurate, based on our own air quality monitoring data adjacent to the proposed development site. The annual average nitrogen dioxide level has complied with the UK national air quality objectives since 2020.

Table 1: Annual Average nitrogen dioxide concentration between 2018 – 2024 on Christchurch Road

Diffusion Tube ID	X OS Grid Ref	Y OS Grid Ref	2018	2019	2020	2021	2022	2023	2024
30	526791	170087	51.0	51.0	35.0	36.0	33.0	31.2	30.6

Site Suitability

Regarding suitability of air quality at the site for introducing new occupants, based on air quality monitoring data from the London Borough of Merton, pollutant concentrations at the façades of proposed residential receptors likely to be within the UK national air quality standards.

Air Quality Neutral

An AQNA was not provided however, developments that do not include additional emissions sources are assumed to be Air Quality Neutral and to meet the Air Quality Neutral benchmarks. As the development is 'car free' and does not include new combustion plant such as gas-fired boilers, it is assumed to be air quality neutral.

>To be secured by condition.

Construction and demolition - The AQS touched upon the impacts and the requirement to comply with dust management practices during demolition and construction. We will require a Dust Management Plan for the site to include dust monitoring.

>To be secured by condition.

There are no air quality objections subject to the inclusion of the conditions as set out below.

Recommended Conditions

Dust Management Plan

Prior to the commencement of development, including demolition, a Dust Management Plan (DMP) shall be submitted to and approved, in writing, by the local planning authority. The DMP shall be in accordance with The "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG). The DMP will need to detail the measures to reduce the impacts during the construction phase.

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).

PM10 Monitoring

During each four construction sub-phases of the proposed development (demolition, earthworks, construction, and trackout), PM10 continuous monitoring shall be carried out on site. Parameters to be monitored, duration, locations and monitoring techniques must be approved in writing by Merton Council prior to commencement of monitoring.

Air Quality Neutral

All developments in London are required to meet the Mayor of London Air Quality Neutral benchmarks (Air Quality Neutral Guidance, February 2023). To ensure that the Building Emission Benchmark is met:

Prior to occupation of the development, details of the space heating and hot water system shall be submitted and approved. The new heating system shall

- be a heat pump or other zero-emission heat source; OR
- meet the ultra-low standard if gas fired and achieve dry NOx emission levels equivalent to, or less than 40 mg/kWh.

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).

NRMM

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 IMPORTANT - PERSONAL 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).

5.5.7

Climate Change Officer

Energy Strategy

The applicant proposes to achieve a site-wide carbon reduction of 76% beyond the

requirements of Part L 2021, comprising an 82% reduction for the residential element and 16% for the non-residential element. These reductions exceed the Greater London Authority's minimum target of 35% improvement.

Space heating and domestic hot water demand across the development are proposed to be met entirely through Air Source Heat Pump (ASHP) technology. However, detailed information regarding the proposed ASHP specification was not available at the time of submission. As such, the final system specification should be secured through an appropriate pre-commencement planning condition.

The applicant has submitted a roof plan indicating the location of the proposed solar photovoltaic (PV) array, with an estimated annual generation of 10,951 kWh across the site. The generated electricity is intended to contribute to communal energy demand and landlord supplies.

Internal Water Usage

The Energy and Sustainability Statement includes as-designed Internal Water Consumption calculations, demonstrating the proposed residential development is capable of achieving internal water consumption rates below 105 litres per person per day. Compliance should be secured via suitable condition wording.

Overheating

The applicant submitted a completed Good Homes Alliance Overheating Risk Tool (GHA ORT) assessment, which produced a score of 10. As the GHA ORT requires detailed dynamic modelling where scores exceed 8, a full overheating assessment was subsequently undertaken.

The submitted Overheating Assessment demonstrates that all habitable spaces within the proposed development comply with the DSY1 scenario, achieved through a combination of natural ventilation and whole-house balanced mechanical ventilation.

The development does not achieve compliance under the DSY2 and DSY3 scenarios using natural ventilation and mechanical ventilation with heat recovery (MVHR) alone. The applicant has therefore provided mitigation guidance within the Overheating Assessment outlining measures that could be implemented to address overheating risks under these more extreme future climate scenarios.

6. POLICY CONTEXT

List of relevant planning policies

6.1.1 National Planning Policy Framework (2024)

- Chapter 2 Achieving sustainable development
- Chapter 5 Delivering a sufficient supply of homes
- Chapter 9 Promoting sustainable transport
- Chapter 11 Making effective use of land
- Chapter 12 Achieving well-designed places
- Chapter 14 Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 Conserving and enhancing the natural environment
- Chapter 16 Conserving and enhancing the historic environment

6.1.2

London Plan 2021

- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D5 Inclusive design
- Policy D6 Housing quality and standards
- Policy D7 Accessible housing
- Policy D12 Fire safety
- Policy D14 Noise
- Policy H1 Increasing housing supply
- Policy H4 Delivering affordable housing
- Policy H6 Affordable housing tenure
- Policy H7 Monitoring of affordable housing
- Policy H10 Housing size mix
- Policy G6 Biodiversity and access to nature
- Policy G7 Trees and woodlands
- Policy G8 Food growing
- Policy SI 1 Improving air quality
- Policy SI 2 Minimising greenhouse gas emissions
- Policy SI 12 Flood risk management
- Policy SI 13 Sustainable drainage
- Policy T1 Strategic approach to transport
- Policy T2 Healthy Streets
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car parking
- Policy T6.1 Residential parking
- Policy T7 Deliveries, servicing and construction

6.1.3

Merton Local Plan 2024-2037/38

- CC2.1 Promoting sustainable design to mitigate and adapt to climate change
- CC2.2 Minimising greenhouse gas emissions
- CC2.3 Minimising energy use
- CC2.4 Low carbon energy
- CC2.6 Sustainable design standards

- H11.1 Housing choice
- H11.2 Housing provision
- H11.3 Housing mix
- D12.1 Delivering well designed and resilient neighbourhoods
- D12.2 Urban design
- D12.3 Ensuring high quality design for all developments
- EC13.2 Business locations in Merton
- EC13.4 Local employment opportunities
- W14.4 Waste Management
- O15.1 Open Space, Green Infrastructure and Nature Conservation
- O15.2 Open Space and Green Infrastructure
- O15.3 Biodiversity and Access to Nature
- O15.4 Protection of Trees, Hedges and Other Landscape Features
- F15.7 Flood Risk Management and Sustainable Drainage
- F15.8 Managing Local Flooding
- F15.9 Sustainable Drainage Systems (SUDS)
- P15.10 Improving Air Quality, Pollution and Land stability
- T16.1 Sustainable Travel
- T16.3 Managing the transport impacts of development
- T16.4 Parking and Low Emissions Vehicles

6.1.4

Other Guidance

- Guidance Note Affordable housing financial contributions on small sites (2- 9 homes), November 2024.
- Mayor's LPG Housing Design Standards 2023
- Mayor's LPG Air Quality Neutral 2023
- London Cycle Design Standards 2016

7. PLANNING ASSESSMENT

7.1 Introduction

7.1.1

The planning considerations for the proposed development comprise the following, each of which are subsequently considered in turn:

- Principle of development
- Housing Mix
- Affordable Housing
- Design, character and appearance

- Standard of accommodation
- Waste and recycling
- Neighbour amenity
- Transport and highway considerations
- Ecology and BNG
- Sustainable design and construction
- Air quality
- Flood risk and sustainable drainage
- Fire Safety

7.2 Principle of development

Relevant planning policy

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

7.2.2 Loss of Existing Building

7.2.3 Officers have considered the objections raised by local residents, and whilst officers acknowledge that the existing building has some architectural merit and character, the building is neither statutory listed or locally listed. In fact, the building was removed as a Grade II listed building on the 4th October 2023 by Historic England. Therefore, from a planning perspective, there is no reasonable grounds to refuse planning permission on these grounds and prevent the demolition of the existing building.

7.2.4 The merit of delisting the building has already been assessed by Historic England and is not a material planning consideration that members need to reconsider or debate as part of the application before them, however for information purposes only, please see extract below for the reasons why the building was removed from the List:

70 Christchurch Road, a detached cottage of mid-C19 origin, taken down in 1976 and rebuilt by 1979, has been removed from the List for the following principal reasons:

Degree of architectural interest:

- Externally, the rebuilt cottage has a very low level of historic fabric, with only the stack and possibly the pantiles surviving;
- Internally, the fixtures, fittings and finishes, are all late-C20;
- The rebuilt cottage has been altered by the addition of a lean-to extension, a window to the front elevation and a change to the overall window design.

Degree of historic interest:

- the building is no longer representative of a modest, mid-C19 farm cottage.

7.2.5 Loss of Open Space

7.2.6 Officers have also considered the objections raised by local residents about the loss of the open space to the front of the existing building, running parallel to Christchurch Close. Again, whilst officers acknowledge that the open space provides some visual

relief in the street scene, the application site is located in an urban setting, within the Colliers Wood opportunity area and the open space is not protected from a planning policy perspective (the space is neither designated open space or green belt land). The loss of the open space would therefore be no justification to refuse planning permission, especially considering the overall planning benefits the proposed scheme seeks to deliver, new housing for example. Matters relating to biodiversity will be set out later in the committee report.

7.2.7 Housing

7.2.8 National Planning Policy Framework (NPPF) 2024 - Paragraph 129 explains planning decisions should support development that makes efficient use of land, taking into account the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; the desirability of maintaining an area's prevailing character and setting, and the importance of securing well-designed, attractive and healthy places.

7.2.9 NPPF Paragraph 130 states that it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

7.2.10 London Plan policy H1 supports the delivery of housing on all suitable and available brownfield sites through their Development Plan setting Merton ten year housing target of 9180 homes by 2028/2029.

7.2.11 MLP policy H11.2 Housing Provision sets an updated target of 12,084 homes in the plan period to 2037-2038

7.2.12 The policy drive for housing is supported by Chapter 5 of the NPPF.

7.2.13 Officers consider that the proposal would make good use of the site with a good quality development. The residential accommodation created on the site will make a valuable contribution towards Merton meeting its housing targets.

7.2.14 5 Year Land Supply

7.2.15 National planning policy prioritises the delivery of new homes to meet housing needs. In assessing planning applications for new homes, decision-makers are required to consider housing supply and delivery, looking forward at how many homes will be built in the future (the five year housing supply) and looking backwards at how many homes have been built in the recent past (housing delivery test over the three previous years).

7.2.16 Looking forwards, Merton has a robust five year supply of deliverable homes, and at the time of this report many large sites in the borough are under construction (e.g. Tesco's Burlington Road, LESSA, Ravensbury, High Path and Eastfields estates). Looking backwards, not enough homes have been built in Merton to achieve its housing target. Government's most recent housing delivery test (published by government in December 2024 for the period 2020-2023) showed that Merton had delivered 89% of homes required against the targets for that period and required an action plan to be published.

7.2.17 It is therefore advised that members should consider this position as a significant material consideration in the determination of planning applications proposing additional homes.

7.2.18 Commercial use

7.2.19 The application site is located within the Colliers Wood. Policy N3.1 (Colliers Wood) of Merton Local Plan seeks to create a thriving and attractive District Centre at Colliers Wood. Part d of the policy seeks to:

d. Supporting a variety of different sized shop units and town centre uses to provide local services and encourage resilience

7.2.20 Local Plan Policy EC13.1 (Promoting economic growth and successful high streets) seeks to ensure that employment uses are directed to sustainable and appropriate locations, providing viable opportunities for local businesses while minimising impacts on surrounding uses. The introduction of two commercial units at ground floor level is considered consistent with this objective. The proposal would deliver new, flexible commercial space in an accessible location, contributing to the borough's employment offer and supporting local economic activity.

7.2.21 Housing/Commercial

7.2.22 Officers consider that the proposed development accords with planning policy objectives by creating new housing and economic. At a local level, the site is located within the Colliers Wood boundary, with the site being considered as a redevelopment opportunity as identified in planning policy N3.1, supporting text paragraph 3.1.8 which states:

These three sites at Sainsbury's Supersaver, Priory Retail Park and the Tandem Centre are in single freeholds but with multiple tenancies. These three sites currently support a significant number of jobs and businesses and provide town centre shops and services. However, should redevelopment opportunities come up within the lifetime of this Plan, the council would strongly support more efficient of these sites, continuing to support shops, services and business floorspace and also providing new homes on upper floors where practicable. Creating more traditional street formats within these sites – with active frontages on the ground floor and offices or flats above shops - would make more efficient use of valuable land and help make Colliers Wood easier to navigate. We will also support measures that improve public transport access, walking, cycling, air quality and help minimise road congestion, noise and excess traffic within Colliers Wood

7.2.23 Principal conclusion

7.2.24 The proposal is considered to respond positively to London Plan and Local planning policies, meeting economic objectives and providing much needed new housing, contributing towards housing targets and optimising sites potential, thereby the principle of development is considered to be acceptable.

7.3 Commercial

7.3.1 As set out above, the principal of commercial units on the site is supported. In this instance, the proposal would provide two commercial units, both within a reasonable floor area of 35sqm for unit 1 and 95sqm unit 2. The side of the units within the location is supported. The units would have a flexible use type of Class E (Commercial, Business and Service) which would encourage the uptake of the units for any Commercial, Business and Service defined in the Town and County Planning (use Classes) order 1987 (as amended). The use of the units could include uses such as retail, food and drink, financial services, indoor sport or any other similar use falling under the Commercial, Business and Service category.

7.3.2 Each unit would provide an active street frontage onto Christchurch Road. Although the site is not within a designated town centre, the proposed commercial units would introduce an active ground floor presence and provide services that can support the surrounding community. Subject to appropriate conditions relating to hours of operation, servicing, and noise control, the proposal is not expected to result in unacceptable impacts on residential amenity.

7.3.3 Policy IN14.2 places a high priority on the provision of high quality, accessible social and community infrastructure. While the proposal does not include dedicated community floorspace, the commercial units offer the potential for uses that can serve local needs, including small scale services and facilities that are accessible by walking, cycling, and public transport. The scale of the development is appropriate to the location, and the proposal includes suitable access arrangements for both residents and commercial occupiers.

7.3.4 The Local Plan emphasises the importance of delivering commercial floorspace that is well designed, fit for purpose, and integrated with surrounding uses. The proposal achieves this by locating commercial activity at ground floor level, with residential accommodation above, in a manner consistent with mixed use development principles. The design and layout ensure that operational requirements can be managed without undue impact on neighbouring properties.

7.4 Housing

7.4.1 As set out above, the principle of providing new housing on the application site is considered to be acceptable. Officer will assessment the details of the proposed housing as follows:

7.5 Housing Mix

Relevant Planning Policy

7.5.1 London Plan policy H10 outline schemes should generally consist of a range of unit sizes with decision-makers having regard to:

- robust local evidence of need where available or, where this is not available, the range of housing need and demand identified by the 2017 London Strategic Housing Market Assessment
- the requirement to deliver mixed and inclusive neighbourhoods
- the need to deliver a range of unit types at different price points across London
- the mix of uses in the scheme
- the range of tenures in the scheme
- the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity
- the aim to optimise housing potential on sites
- the ability of new development to reduce pressure on conversion, sub-division, and amalgamation of existing stock
- the need for additional family housing and the role of one and two bed units in freeing up existing family housing.

7.5.2 Related to the above, Local Plan policy H11.3 (Housing Mix) outlines residential developments in Merton are expected to provide a mix of home sizes to meet the needs of diverse households—including families with children, single-person households, and older people. Proposals must take account of the following target mix

- 1 bed: 33%
- 2 bed: 33%
- 3+ bed: 34%

7.5.3 However, H11.3 (2) notes the application of this mix will be flexible and take into account of site circumstances, site location, identified local needs and economics of provision.

Policy Assessment

7.5.4 The housing mix provided is as follows:

Unit Type	Total	Percentage (%)
2 bed	8	88.89
3 bed	1	11.11
Total	294	100

7.5.5 Whilst the scheme does not propose a mix identical to the borough housing mix, all the proposed units are considered to offer family sized accommodation. It is fairly unusual for developments on this scale and nature to not include 1 bedroom units, therefore the proposal is considered to bring a healthy mix of larger unit types to the open market which would appeal to those seeking larger units of accommodation, such as families. Overall, the housing mix would make an important and acceptable contribution to meeting the needs of different households in the Borough such as families with children, single person households and older people.

7.6 Standard of accommodation

Relevant planning policy

7.6.1 MLP policy D12.3 (I & M) outlines development is required to meet, or exceed, the minimum space standards set out in the London for internal spaces and external amenity.

7.6.2 London Plan D6 sets out a number of requirements including but not limited to:

- Meeting the gross internal floor area set out in table 3.1 of the London Plan.
- Maximising dual aspect dwellings and avoiding overheating
- Providing suitable storage
- Sufficient daylight and sunlight for occupants

7.6.3 London Plan policy D6 (9) requires a minimum of 5 sq.m. of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq.m. should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m.

7.6.4 London Plan Policy D7 (accessible housing) requires development to ensure that at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'; and all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

7.6.5 All housing should be of high quality. Policy D6 of the London Plan consider housing quality and standards, expecting comfortable and function layouts that provide adequately sized units and rooms that comply with the Nationally Described Space Standards (NDSS), provision of adequate storage and headroom; maximise the provision of dual aspects dwellings (with single aspects units only provided where it provides a more appropriate design solution and the units achieve adequate ventilation,

daylight, privacy and avoid overheating). Units should achieve good standards of daylight and sunlight, and is guided by the BRE 'Site layout planning for daylight and sunlight: A guide to good practice', which was updated in 2022.

Minimum Space Standards

7.6.6 All new housing needs to comply with the Nationally Described Space Standards (NDSS). The minimum standards are outlined below.

- A double bedroom should be 11.5sqm and 2.75m wide
- Head height should be at least 2.5m for a minimum of 75% of the gross internal floor area
- Suitable storage space to be incorporated into units
- Communal gardens to be sheltered from roads and not overlooked from habitable rooms.

Policy Assessment

Space standards

7.6.7 As set out below, officers have reviewed the proposed accommodation and can confirm that all residential units would comply with the minimum space standards (both internally and external amenity spaces) set out in Table 2.3 of the London Plan. Further to the above, the units provide acceptable levels of storage and circulation and each flat would have direct access to either a private balcony or ground floor garden.

Unit	Unit Type	GIA / sqm	Minimum GIA / sqm (NDSS)	Amenity Space / sqm	Comply
Commercial 1 (Ground Floor)		35			
Commercial 2 (Ground Floor)		92			
Flat 1 (Ground Floor)	2B4P	75	70	23.1	Yes
Flat 2 (First Floor)	2B4P	76	70	7	Yes
Flat 3 (First Floor)	2B4P	82	70	7	Yes
Flat 4 (First Floor)	2B4P	72	70	8	Yes
Flat 5 (Second Floor)	2B3P	62	61	7	Yes
Flat 6 (Second Floor)	2B4P	74	70	8	Yes
Flat 7 (Second Floor)	2B4P	72	70	8	Yes
Flat 8 (Third Floor)	2B3P	61	61	9	Yes
Flat 9 (Third + 4 th Floor)	3B5P	117	93	10	Yes

Daylight and Sunlight

- 7.6.8 All habitable rooms would be served by at least one window and therefore would receive adequate levels of daylight and sunlight. An internal daylight and sunlight assessment has been carried out by the applicant which confirms that all units would comply with BRE standards.

Dual aspect units

- 7.6.9 Dual aspect is defined in the London Plan Housing Design Standards and one with opening windows on two external walls, which may be on opposite sides of a dwelling or on adjacent sides of a dwelling where the external walls of a dwelling wrap around the corner of a building. All units proposed would achieve dual aspect.

Accessible units

- 7.6.10 Officers note that Flat 3 would be an accessible/adaptable M4(3) homes (circa 11%) would be delivered as part of the proposals. The M4(3) units provide suitable circulation spaces and level access for wheelchair users. Furthermore, all other units would be designed to M4(2) standard. Overall, the provision is considered to accord with London Plan policy D7 providing acceptable choice housing and genuine choice for London's diverse population, including disabled people, older people and families with young children.

Conclusion

- 7.6.11 The proposed development is considered to accord the with relevant planning policy relating to providing a suitable standard of accommodation for the proposed new homes

7.7 Affordable Housing

Relevant Planning Policy

- 7.7.1 Policy H11.1 (Housing choice) of Merton's Local Plan seeks to ensure that Merton's existing and future residents have a choice of different types, sizes and costs of homes. Part f of policy H11.1 states that schemes with a net threshold of 2 - 9 units are required to make a financial contribution towards affordable housing. How this is calculated is through a tariff approach, depending on the location of the site within the Borough. The tariff is split into two zones, higher and lower zones. The application site is located within the higher zone 2 area, where the chargeable rate is £36,000 per home. Therefore, in this instance, the financial contribution would be $9 \times £36,000 = £325,000$.

Policy Assessment

- 7.7.2 The applicant has put forward, via a viability report, that the development cannot viably provide the level of Affordable Housing contribution required. The Council therefore instructed Bespoke Property Consultants, an independent assessor who reviewed the applicants' findings. Bespoke Property Consultants confirmed that the scheme is viable and an affordable housing contribution can be secured. At the time of writing, the final financial amount is still to be agreed with the applicant, but the agreed figure can be confirmed in the modification sheet for member information before planning committee or secured post committee if this is not resolved prior to planning committee. The commuted sum would be secured through the Section 106 Agreement. Subject to securing this contribution, the proposal is considered acceptable in affordable housing terms.

7.8 Design, character and appearance

Relevant Planning policy

- 7.8.1 Policies D12.1, D12.2 and D12.3 of Merton's Local Plan set out a clear framework for high-quality, inclusive and sustainable design. These policies are supported by Chapter 12 in the NPPF and D4, D3 and D5 in the London Plan.
- 7.8.2 D12.1 requires all development to contribute to safe, resilient and well-designed neighbourhoods that respond to local character and encourage walking, cycling and social interaction.
- 7.8.3 D12.2 sets out key urban design principles, including appropriate layout, scale, and materials. Developments must be inclusive, visually attractive, well-integrated, and provide clear, legible and connected spaces that feel safe and foster identity.
- 7.8.4 D12.3 ensures all developments meet high design standards, regardless of size. It outlines a number of criteria including but not limited to:
- requiring development to respond positively to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area.
 - Provide layouts that are safe, secure and take account of crime prevention and are developed in accordance with Secured by Design principles.
 - Ensure that materials used in their construction are well-detailed, safe and robust.

Policy assessment

- 7.8.5 The proposal seeks the demolition of the existing building and the construction of a part two, part three, part four, part five-storey mixed-use building comprising a ground-floor commercial unit with residential accommodation above.

Loss of existing building

- 7.8.6 As set out in paragraph 7.2.2, the loss of the existing building is considered to be acceptable and does not need to be reconsidered as part of the application before members.

Design (Appearance)

- 7.8.7 The design of the proposed building is considered to be high quality, it adopts a contemporary architectural approach that draws on a palette of materials to ensure a coherent and visually cohesive and robust appearance. The primary external material is brickwork, which forms the main element of the façades and provides a contextually appropriate finish within the surrounding streetscape. The use of brick as the main facing material helps to anchor the development within the site complementing the character and appearance of the surrounding properties.
- 7.8.8 Accents of glazed brickwork are introduced. These elements offer subtle contrast and help to break up the massing, contributing to a refined and well-considered façade composition.
- 7.8.9 Along the street-facing elevations, privacy screens are incorporated to protect the amenity of future occupiers while maintaining an ordered and consistent architectural rhythm.
- 7.8.10 At the recessed fourth and fifth floors, the material is of zinc cladding. The use of zinc at

these upper levels provides a lighter-weight appearance and assists in visually reducing the perceived height of the building. The recessing of these floors, combined with the contrasting cladding, helps to reduce the upper-storey massing and ensures the development sits comfortably within the wider townscape.

- 7.8.11 Overall, the proposed materials and façade treatment are considered to be of high quality, providing a well-proportioned and visually coherent building that integrates appropriately with its surroundings.

Height, scale, form and massing

- 7.8.12 Officers have considered the objections raised from local residents and cllr Neverson, however the proposed building height, scale, form and massing would respond to the fundamental policy objective of optimising the site's potential. The scale and massing of the development have been designed to respond to the surrounding context, optimising the site's potential and not adversely impacting on the amenities of neighbouring properties.

- 7.8.13 The building adopts a stepped form, ranging from two storeys to five, with the taller 5 storey element being sited at the street corner, which is a strong design rationale and place making for urban settings, and with upper levels recessed to reduce perceived bulk and ensure a more proportionate relationship with neighbouring properties. This approach assists in breaking down the overall massing of the structure and avoids the appearance of a single, uninterrupted block. The articulation of the façades further contributes to visual interest and helps the development sit more comfortably within the established streetscape.

Extract from application showing 3d view of proposal



3D View 1

- 7.8.14 The proposed height is considered appropriate in this location, reflecting a transition between existing built form along Christchurch Road and the wider urban context. The stepping and modulation of the upper floors ensure that the building does not appear overbearing when viewed from the public realm or adjoining residential properties. The design also takes account of the proximity of Christ Church, with the massing arranged to maintain an appropriate visual relationship with this local landmark.
- 7.8.15 Overall, the height, scale, form and massing of the proposed development are considered acceptable. The stepped form, façade articulation and careful arrangement of built elements ensure that the building integrates appropriately with its surroundings while delivering a high-quality mixed-use scheme.

Layout

- 7.8.16 The layout of the proposed development follows sound design principles by providing commercial frontages onto Christchurch Road, the busy street frontage of the site and residential entrances along Christchurch Close, the more residential setting.

Conclusion (design)

- 7.8.18 Overall, the proposed design is considered to make best use of the site with a high-quality building and in its current form is supported by officers. Paragraph 140 of the NPPF 2024 states that 'Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used)'. Therefore, officers would not support any changes post decision which could be deemed as diminishing the quality of the development. The use of planning conditions requiring further details of materials and elevation detailing to be submitted and approved, gives officers greater control to ensure that the scheme delivers a high-quality design as presented to members.

7.9 Waste and recycling

Relevant planning policy

- 7.9.1 MLP policy D12.3 (3, t) requires development to:

- Ensure that the design and management of facilities for recycling, storage and disposal of household waste provides for efficient and effective waste collection and is considered as part of the overall design approach and does not adversely affect the primary building function, appearance of the building and character of the street.
- Ensure refuse facilities are convenient, allowing bins to be manoeuvred easily and include sufficient capacity to accommodate increased recycling requirements. Refuse bins should not obstruct footways, so for sites with restricted access, suitable hardstanding should be provided for bins to be relocated to on collection days. The council will support underground waste collection systems for major redevelopment schemes where proposed systems are accepted by the council's appointed waste contractor and do not compromise highway safety.

Policy assessment

- 7.9.2 The proposed development is considered that acceptable refuse facilities would be provided for each block. For the proposed flats, at ground floor level the refuse facilities would be provided for general, recycling and food waste, in the shared area. These stores would be accessible to collection crews directly from Christchurch Close, and have been incorporated into the layout so that they do not adversely affect the overall design of the scheme
- 7.9.3 Final details of the waste and recycling facilities would be secured by condition, following the consultation from the LBM Waste and Refuse Officer. It must be demonstrated that there is sufficient space for the refuse collection vehicle (RCV) to safely access the bin store from Christchurch Close. The design must also ensure capacity for a third eurobin for recycling to meet local and legislative requirements. Any commercial units within the development would be required to make separate arrangements for their waste management.

7.10 Neighbour amenity

Relevant planning policy

Sun and Daylight

- 7.10.1 The Building Research Establishment (BRE) numerical guidelines should be considered in the context of the National Planning Policy Framework (NPPF), which stipulates that local planning authorities should take a flexible approach to daylight and sunlight to ensure the efficient use of land. The NPPF states:

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

- 7.10.2 Policy D6 (Housing quality and standards) of the London Plan states that the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

- 7.10.3 Local Plan Policy D12.2 requires development proposals to demonstrate that impacts of proposals in terms of noise, vibrations, odour and/or pollution are minimised, and that acceptable light, privacy and outlook would be available to existing and future occupants of the proposed development and its surroundings so that a high standard of amenity is provided.

Policy assessment

- 7.10.4 Sun and Daylight

- 7.10.5 The applicant has submitted a Daylight and Sunlight Assessment in support of the application. The assessment confirms that the proposed scale and massing would not result in unacceptable impacts on neighbouring properties. Vertical Sky Component (VSC) levels to surrounding buildings meets BRE guideline thresholds, demonstrating that the development would not materially reduce daylight to adjacent occupiers.

72 and 72a Christchurch Road

- 7.10.6 The neighbouring properties comprise two-storey mixed-use commercial and residential buildings located on the east side of Christchurch Road, to the south of the application site.

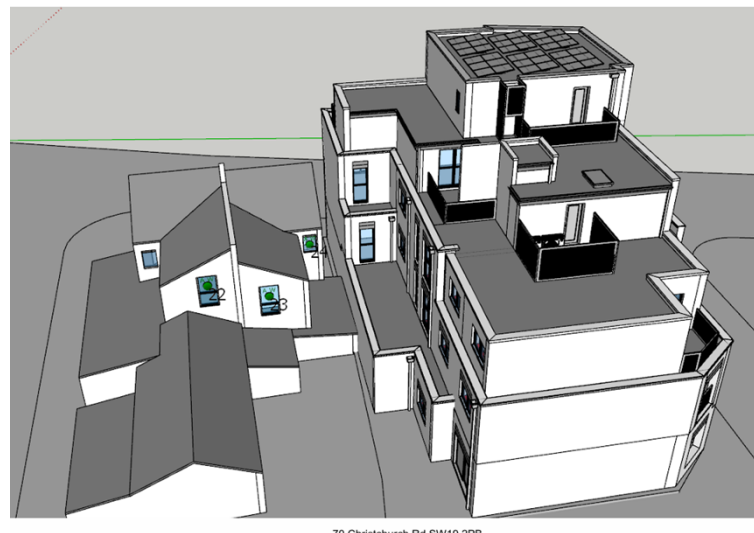
- 7.10.7 Given the commercial nature of the ground floor, there would be no undue loss of amenity to the ground floor and rear amenity areas as this serves the commercial unit.

- 7.10.8 In terms of impact on the upper level residential areas of this neighbouring property, whilst the proposed building would have a deep projection back into the site at first and second floor level, the rear wall facing these neighbours would have an overall staggered height with the rear walls at the upper level being inset at least 3.1m from the site boundary. This, in combination with the neighbours rear facing windows also being inset from the site boundary with the application site creates a reasonable level of separation to ensure that there would be no undue loss of amenity in terms of outlook from the upper floors.

- 7.10.9 The applicant's Daylight and Sunlight Assessment has examined the impact of the proposal on the first floor rear facing windows, including the relevant Vertical Sky

Component (VSC) and No Sky Line (NSL) tests. The results confirm that the windows serving these properties meet the BRE guideline thresholds, and that the first-floor habitable room closest to the application site (shown as 24 on the image below) would retain daylight levels within acceptable limits. On this basis, officers are satisfied that the proposed development would not result in a harmful loss of light to these dwellings and that the impact on neighbouring amenity is acceptable.

Extract from applicant sun and day light report:



Oasis Church

To the West of the application site, is the part single, part two storey Oasis Church. The church fronts onto Fortescue Road and backs onto Christchurch Close. Whilst the church has side facing windows/balconies facing towards the application site, these are well distanced away from the proposed development and the results of the applicants BRE sun and day light report that these would still comply with BRE standards. In any event, given the commercial nature of the neighbour there would be no undue loss of amenity.

Extract from applicant sun and day light report:



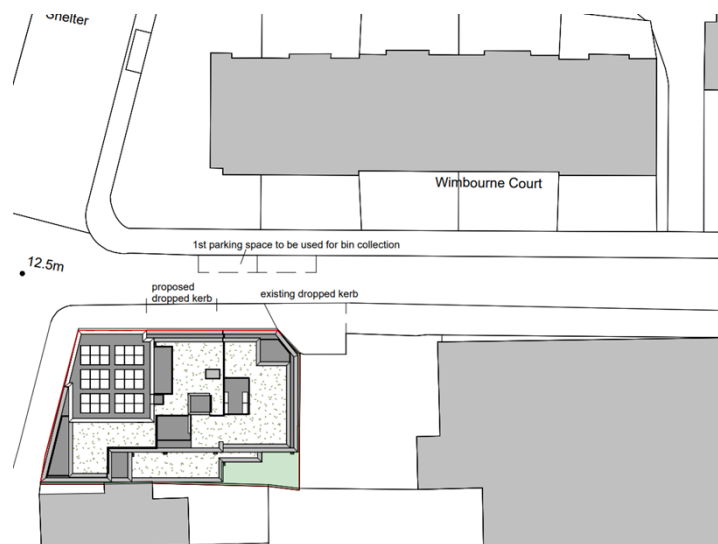
Wimbourne Court, Christchurch Close

7.10.10

The neighbouring properties in Wimbourne Court are two storey properties located to the north of the application site, approximately 16.5m from the application site boundary and separated by a public highway. Given the setback of Wimbourne Court from the Christchurch Road street frontage, outlook from the front of the properties is directed towards the rear sections of the proposed building, where the bulk and massing of the proposed development reduces to a more domestic scale of 2 storeys (plus additional floor setback) and 3 storeys (plus additional floor setback) that responds to buildings in Christchurch Close.

When compared to the existing situation, given the setback of the existing building on the site and open space to the frontage, there would be noticeable uplift in the amount of proposed building viewed from these neighbours front rooms and front garden area, however this is not an uncommon relationship in an urban setting. In addition, the level of separation between the application site across a public highway would give some visual relief to a degree that would ensure that there would be no undue loss of amenity to warrant refusal of planning permission.

Extract from application showing portion of proposed building in comparison to Wimbourne Court.



Extract showing view of building from Wimbourne Court.

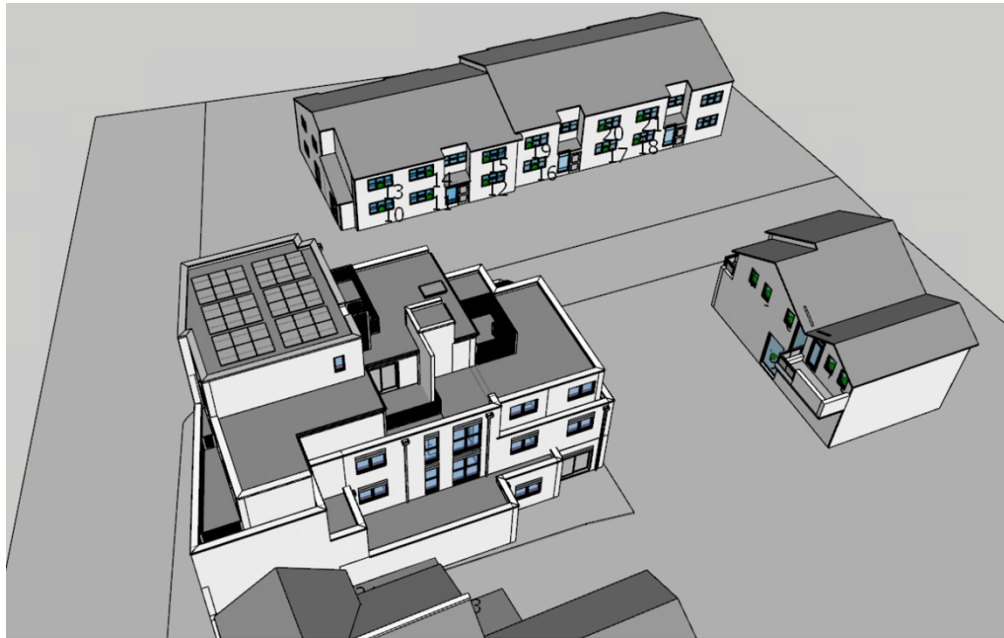


7.10.11

The applicant's Daylight and Sunlight Assessment confirms that all windows serving these properties meet the BRE guideline thresholds. On this basis, officers are satisfied

that the proposed development would not result in a harmful loss of light to these properties and that the impact on neighbouring amenity is acceptable.

Extract from applicant sun and day light report:



70 Christchurch Rd SW19 2PB

Conclusion

- 7.10.12 Overall, the proposal is considered to result in acceptable standard of amenity for neighbouring properties, and would not result in unacceptable impacts in terms of daylight sunlight, noise, vibrations, odour privacy and outlook

7.11 Transport and highway considerations

Relevant planning policy

Transport network impacts, access and servicing

- 7.11.1 MLP policy T16.3 requires development to manage and mitigate any impacts on the transport network in an efficient, safe and sustainable way through various means including,
- demonstrate that any detrimental impact on road safety can be mitigated to an acceptable degree with regard to The Mayor's Vision Zero target for road safety
 - demonstrate how trips generated by the development will be managed to maximise sustainable travel patterns and reduce reliance on vehicle trips
 - Demonstrate how any impacts on the transport network during the construction phase of the development will be managed and mitigated
 - Demonstrate that the proposals and site layout make adequate provision for safe and suitable access to the site for all users.
 - Demonstrate that the development will adequately facilitate efficient, safe and low-emission delivery and servicing trips.

7.11.2 MLP policy T16.3 is supported by London Plan policies T4 & T7

Car parking

7.11.3 Planning Policy T6 Car parking of the London Plan 2021 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, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

7.11.4 The proposed development is car-free. The applicant has agreed to enter into a Section 106 legal agreement to secure this restriction and ensure that future occupiers are not eligible for on-street parking permits. This approach would encourage the use more sustainable modes of transport as new residents of the new development would not be able to obtain a car parking permit in the CPZ and thereby would have no convenience space to park a vehicle near to their home. Therefore making owning a car problematic due to parking restrictions, whilst also ensuring that the capacity within the CPZ for existing residents is not overly subscribed and there is no impact on overspill car parking as a result of the proposed development.

Cycle parking

7.11.5 London Plan policy T5 (Cycling) requires development to support cycling by securing the provision of appropriate levels of cycle parking in accordance with the minimum standards set out in Table 10.2

7.11.6 Officers note that 20 long-stay for the residential units and four long-stay cycle parking spaces for the commercial units would be provided which would accord with London Plan Policy T5. Implementation of cycle parking would be secured by condition.

Servicing

7.11.7 The Council Transport Planner confirms that all delivery and servicing to take place from a new dedicated loading bay on Christchurch Close as agreed with Transport for London. However, officers have been given no details of an agreed loading bay, therefore a planning condition will be imposed on the planning permission requiring more details of servicing requirements for the new commercial units to ensure that the units can be adequately serviced

Conclusion

7.11.8 Overall, Officers consider the proposed development would be in accordance with the relevant transport considerations and policies outlined above subject to conditions and obligations within the Section 106 Agreement.

7.12 Ecology & Biodiversity Net Gain

Relevant planning policy

7.12.1 MLP policy O15.3 (Biodiversity and Access to Nature) seeks to protect and enhance the natural environment. Merton aim to protect and enhance Biodiversity, particularly on Sites of Recognised Nature Conservation Interest, and to improve accessibility to nature throughout the borough. Part d of the policy states that Merton will:

Require development to contribute at least 10% in net gains in Biodiversity, in accordance with statutory requirements and national guidance, by incorporating features such as green roofs and walls, soft landscaping, bird and bat bricks and boxes, habitat restoration, tree planting and expansion and

improved green links. Where development is adjacent to or includes a watercourse, natural banks and processes should be restored with a 10m buffer, where feasible.

Policy Assessment

Biodiversity Net Gain

7.12.2 The applicant has submitted Biodiversity Net Gain Assessment in support of the application. The following habitats have been identified as being created on site post-development:

- Developed land; sealed surfaces,
- Vegetated garden, and
- Biodiverse green roof.

7.12.3 The Biodiversity Net Gain Assessment confirms that the development will result in a net gain of 0.01 Habitat Units, equating to 17.86%, thereby exceeding the statutory requirement to achieve a minimum 10% net gain.

7.12.4 In terms of Hedgerow Units, there are no proposed hedgerows within the proposed development plan and therefore they do not need to be considered in the Statutory BNG assessment

7.12.5 A planning condition can be imposed to ensure that the Management Plan is secured to meet the objectives of Biodiversity Net Gain.

Sustainable design and construction

Relevant planning policy

7.12.6 MLP policy CC2.2 (Minimising Greenhouse Gas Emissions) seeks to ensure that all development within the borough should seek to minimise greenhouse gas emissions on site. Merton will require all development resulting in the creation of 1 or more dwellings or 500sqm or more non residential GIA:

a. To reduce greenhouse gas emissions on-site and minimise both annual and peak energy demand in accordance with the Mayor of London's Energy Hierarchy below:

- i. Be lean: use less energy and manage demand during operation
- ii. Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
- iii. Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
- iv. Be seen: monitor, verify and report on energy performance

b. To provide an energy statement demonstrating how emissions savings have been maximised at each stage of the energy hierarchy towards achieving net-zero carbon emissions on site.

c. To achieve the relevant minimum carbon reduction targets as set out in the table contained in policy CC2.2:

d. To demonstrate compliance with the Mayor's net-zero carbon target.

e. Where it is clearly demonstrated that the net-zero carbon target cannot be fully

achieved on site beyond the minimum requirements, any carbon shortfall to be provided, either:

- i. through a cash-in-lieu contribution to Merton's carbon offset fund, or
- ii. off-site provided that an alternative proposal which offers Additionality⁴ is identified, delivery is certain and subject to agreement with the council.

7.12.7 MLP policy CC2.3 seeks to require all proposed development within the borough to demonstrate that they have made the fullest contribution to minimising energy use through energy efficiency on site.

7.12.8 MLP policy CC2.4 (Low Carbon Energy) seeks to ensure all proposed developments within the borough must demonstrate that they have made the fullest contribution to supplying energy efficiently and cleanly, and maximising renewable and low carbon energy generation, storage and use, through the deployment of appropriately selected, sized and sited technologies.

7.12.9 MLP policy CC2.6 (Sustainable Design Standards) seeks to ensure that Merton Council will seek high standards of sustainable design and construction from new development, change of use, conversions and refurbishments to ensure that all development makes effective use of resources and materials, minimises water use, and assists in meeting local and national carbon reduction targets.

Policy Assessment

7.12.10 The Council's Climate Change Officer confirms no objection to the proposal subject to conditions

7.12.11 Energy Strategy

7.12.12 The applicant proposes to achieve a site-wide carbon reduction of 76% beyond the requirements of Part L 2021, comprising an 82% reduction for the residential element and 16% for the non-residential element. These reductions exceed the Greater London Authority's minimum target of 35% improvement.

7.12.13 Space heating and domestic hot water demand across the development are proposed to be met entirely through Air Source Heat Pump (ASHP) technology. However, detailed information regarding the proposed ASHP specification was not available at the time of submission. As such, the final system specification should be secured through an appropriate pre-commencement planning condition.

7.12.14 The applicant has submitted a roof plan indicating the location of the proposed solar photovoltaic (PV) array, with an estimated annual generation of 10,951 kWh across the site. The generated electricity is intended to contribute to communal energy demand and landlord supplies.

7.12.15 Internal Water Usage

7.12.16 The Energy and Sustainability Statement includes as-designed Internal Water Consumption calculations, demonstrating the proposed residential development is capable of achieving internal water consumption rates below 105 litres per person per day. Compliance should be secured via suitable condition wording.

7.12.17 Overheating

7.12.18 The applicant submitted a completed Good Homes Alliance Overheating Risk Tool (GHA ORT) assessment, which produced a score of 10. As the GHA ORT requires detailed dynamic modelling where scores exceed 8, a full overheating assessment was subsequently undertaken.

- 7.12.19 The submitted Overheating Assessment demonstrates that all habitable spaces within the proposed development comply with the DSY1 scenario, achieved through a combination of natural ventilation and whole-house balanced mechanical ventilation.
- 7.12.20 The development does not achieve compliance under the DSY2 and DSY3 scenarios using natural ventilation and mechanical ventilation with heat recovery (MVHR) alone. The applicant has therefore provided mitigation guidance within the Overheating Assessment outlining measures that could be implemented to address overheating risks under these more extreme future climate scenarios.
- 7.12.21 A carbon offset contribution is secured (£18,382.17) in accordance with the London plan offset rate.

Conclusion

- 7.12.22 It is considered the proposed development would be built with a high level of sustainability, minimising greenhouse gas emissions, embodied carbon, water usage and overheating risk to an acceptable level in accordance the policies above.

7.13 Air quality

Relevant Planning Policy

Air Quality

- 7.13.1 Part 5 of MLP policy P15.10 (Air Quality, Pollution and Land Stability) seeks to require all developments must be at least Air Quality Neutral and resist development proposals, which would materially increase exceedances of local air pollutants and have an unacceptable impact on amenity or health, unless the development mitigates this impact through physical measures and/or financial contributions to implement proposals in Merton's Local Air Quality Management Plan.

Policy Assessment

- 7.13.2 The Councils air quality officer has confirmed that the scale of the proposed development is below the threshold for an Air Quality Assessment. An Air Quality Statement has been submitted to support the application. The whole of the borough of Merton is designated as an Air Quality Management Area for nitrogen dioxide and particulate matter. The Air Quality Assessment states that, 'the baseline concentrations are within national air quality objectives' but provides no further qualifying information. The Councils Air Quality Team however confirms the statement to be accurate, based on our own air quality monitoring data adjacent to the proposed development site. The annual average nitrogen dioxide level has complied with the UK national air quality objectives since 2020.
- 7.13.3 The Councils Merton's Air Quality officer therefore raises no objection subject to conditions and monitoring to mitigate potential impacts during the construction period.

7.14 Flood risk and sustainable drainage

Relevant planning policy

- 7.14.1 MLP policy F15.8 (Managing Local Flooding) seeks to ensure that developments must incorporate the latest climate change allowances as part of the Flood Risk Assessment (FRA) and/or Surface Water Drainage Strategy. Planning conditions or planning obligations may be used, where appropriate, to secure flood risk mitigation and sustainable drainage measures, to mitigate flooding from different flood sources within development proposals.

- 7.14.2 Part 3 of MLP policy F15.9 Sustainable Drainage Systems (SUDS) states that Merton will require all developments to reduce the risk of flooding by:
- a. Seeking mitigating measures against the impact of flooding from all sources and ensure all new development, including all basement and subterranean development, implements appropriate SUDS.
 - b. Ensuring developers demonstrate that the maintenance and management of the site's drainage scheme will take place for the lifetime of the development. This must be addressed through a SUDS Maintenance and Management Plan submitted as part of the planning process.
 - c. Requiring developers to incorporate soft landscaping, appropriate planting (including trees) and permeable surfaces into all new developments including non-residential developments, in line with Policy O15.5 Urban Greening.
 - d. Requiring the retention of soft landscaping and green spaces in existing gardens where possible.
 - e. Ensuring any development or re-development that effects a Heritage Asset or its setting (including conservation areas) must consider Sustainable Drainage Systems (SUDS) and demonstrate within a Heritage Statement the approach taken to ensure that there is no adverse impact on the character and appearance of the asset and that there is no long-term deterioration to the building's fabric.
 - f. Reducing surface water discharge to greenfield runoff rates. g. Using conditions or planning obligations to secure flood risk mitigation and sustainable drainage measures.

Policy Assessment

- 7.14.3 The application site lies within Flood Zone 1, indicating a low probability of fluvial flooding; however, mapping identifies that the site is at some risk of both surface water and groundwater flooding.
- 7.14.4 A SuDS and drainage assessment has been submitted with the application which states that given the "brownfield" classification of the existing site, the proposals should not result in any increase in surface water runoff when compared to the existing situation and surface water runoff will continue to drain as existing. However, the proposals do afford the opportunity for SuDS to be incorporated which will provide betterment (in terms of surface water runoff) when compared to the existing situation, which in turn will provide betterment to the surrounding areas.
- 7.14.5 The report recommends that surface water runoff from roof areas are managed through:
- Simple rainwater recycling (water butt) – minimum 150 litres
 - Green roof - 159m2 of biodiverse green roof
 - Surface water runoff to continue to connect into the public sewer system.
- 7.14.6 These measures will provide betterment (in terms of surface water runoff) when compared to the existing situation, which in turn will provide betterment to the surrounding areas
- 7.14.7 The applicant states that Thames Water has been consulted and it has been confirmed that a connection can be made into the surface water sewer in Christchurch Close to the east of the site before it passes into Wimbourne Court. Alternatively, if permission is obtained from Wimbourne Court, a nearer connection could be made. Thames Water

has advised that a sewer application will be required, and they would require separate surface and foul water connections. If connecting within 3rd party land, the landowner's permission is required.

- 7.14.8 The proposed strategy is therefore considered acceptable, and the development is not expected to increase flood risk on-site or elsewhere. A planning condition securing the delivery of the proposed measures would ensure that the development complies with policy.

7.15 Fire Safety

Relevant planning policy

- 7.15.1 Policy D12 (Fire safety) of the London Plan states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:

- 1) identify suitably positioned unobstructed outside space: for fire appliances to be positioned on appropriate for use as an evacuation assembly point
- 2) are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures
- 3) are constructed in an appropriate way to minimise the risk of fire spread
- 4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users
- 5) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
- 6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

Policy Assessment

- 7.15.2 Policy D12 of the London Plan requires all major development to be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor is not required. In this instance, the proposal is not a major development, therefore a Fire Statement is not required, however the applicant has submitted a Fire Safety Report which seeks to address points 1 – 6 above.

Conclusion

- 7.15.3 The matter of fire safety compliance is covered by Part B of the Building Regulations. However, to ensure that development proposals achieve the highest standards of fire safety, reducing risk to life, minimising the risk of fire spread, and providing suitable and convenient means of escape which all building users can have confidence in, applicants should consider issues of fire safety before building control application stage, taking into account the diversity of and likely behaviour of the population as a whole.
- 7.15.4 In this instance, the applicant has provided a Fire Safety Report demonstrating that fire safety has been considered at the planning stage. Detailed compliance will be addressed through Building Regulations stage to ensure that the built development complies with the latest building control legislation.

7.16 ENVIRONMENTAL IMPACT ASSESSMENT

- 7.16.1 This application does not constitute Schedule 1 or Schedule 2 development.

Accordingly, there are no requirements in terms of EIA submission.

7.17 LOCAL FINANCE CONSIDERATIONS

- 7.17.1 The proposal would result in a net gain in gross residential units and as such will be liable to pay a Community Infrastructure Levy (CIL).

8. PLANNING BALANCE AND CONCLUSION

- 8.1.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 8.1 The existing building on the site has no protection from demolition and the site provides a great opportunity for redevelopment. The balance of commercial and much needed residential uses is considered to be acceptable in principle.
- 8.2 The design of the proposed building is high quality, responding well to the context of the site and its surrounding as well as optimising the potential of the site to deliver both commercial and residential units without adversely affecting neighbouring amenity.
- 8.3 The standard of proposed commercial is considered to be good, appealing to a wide variety of different end users given its location in Colliers Wood District Centre and within close proximity to other retail uses and with good public transport links. The standard of residential accommodation is considered to be good, with each unit meeting or exceeding minimum space standards and the scheme secures some an affordable housing contribution (figure to be agreed).
- 8.4 There are no advise impact in terms of flooding, highways, Waste and recycling, Ecology, BNG, climate change and fire safety are considered to be acceptable as outlined above in the report.
- 8.5 Officers consider that the proposal is acceptable in planning terms, subject to conditions and a legal agreement and therefore the recommendation is for approval.

9. RECOMMENDATION

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

- Removal of car Parking permits
- Carbon offset contribution (£18,382.17)
- Affordable housing contribution (figure to be agreed)
- Monitoring fees in accordance with Merton's Monitoring Fee Schedule - Section 106 agreements and other planning obligations | Merton Council

- 9.1.1 And subject to the following conditions:

1	<u>Commencement of development (Full Permission)</u> - The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission. <u>Reason:</u> To comply with Section 91 (as amended) of the Town & Country Planning Act 1990.
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2	<u>Approved Plans</u> - The development hereby permitted shall be carried out in accordance with the following approved plans: P.M.400 - Rev.G P.M.500 - Rev.J P.M.501 - Rev.I P.M.502 - Rev.K P.M.503 - Rev.J P.M.504 - Rev.H P.M.505 - Rev.H P.M.600 - Rev.H P.M.601 - Rev.I P.M.602 - Rev.I P.M.603 - Rev.I P.M.604 - Rev.G P.M.605 - Rev.O P.M.701 - Rev.G P.M.702 - Rev.H P.M.800 - Rev.A P.M.801 - Rev.B Reason: For the avoidance of doubt and in the interests of proper planning.
3	<u>Materials to be Approved</u> - No development shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details. Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policies D4 and D8 of the London Plan 2021, policies D12.1 and D12.3 of the Local Plan 2024.
4	<u>Surface Treatment</u> - No development shall take place until details of the surfacing of all those parts of the site not covered by buildings or soft landscaping, including any parking, service areas or roads, footpaths, hard and soft have been submitted in writing for approval by the Local Planning Authority. No works that are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details have been approved and works to which this condition relates have been carried out in accordance with the approved details. Reason: To ensure a satisfactory standard of development in accordance with the following Development Plan policies for Merton: policy D4 of the London Plan 2021 and policies D12.1 and D12.3 of the Local Plan 2024.
5	<u>Screening</u> - No development shall take place until a scheme of details of screening of the terraces has been submitted for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied unless the scheme has been approved and implemented in its approved form and those details shall thereafter be retained for use at all times from the date of first occupation.

	<u>Reason:</u> To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policies D3 and D4 of the London Plan 2021 and policies D12.3 & D12.4 of the Local Plan 2024.
6	<u>Boundary Treatment</u> - No development shall take place until details of all boundary walls or fences are submitted in writing for approval to the Local Planning Authority. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall not be occupied / the use of the development hereby approved shall not commence until the details are approved and works to which this condition relates have been carried out in accordance with the approved details. The walls and fencing shall be permanently retained thereafter. <u>Reason:</u> To ensure a satisfactory and safe development in accordance with the following Development Plan policies for Merton: policies D4 and D8 of the London Plan 2021 and policies D12.1 and D12.3 of the Local Plan 2024.
7	<u>No Use of Flat Roof</u> – Other than the area shown as balconies, access to the flat roof of the development hereby permitted shall be for maintenance or emergency purposes only, and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area. <u>Reason:</u> To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policies D3 and D4 of the London Plan 2021 and policies D12.3 & D12.4 of the Local Plan 2024.
8	<u>Screening</u> - The screening or enclosure to the balconies as shown on the approved plans shall be implemented before the development is first occupied and retained permanently thereafter. <u>Reason:</u> To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policies D3 and D4 of the London Plan 2021 and policies D12.3 & D12.4 of the Local Plan 2024.
9	<u>Refuse stored</u> - No refuse or waste material of any description shall be left or stored anywhere on the site other than within a building or refuse enclosure. <u>Reason:</u> To safeguard the appearance of the property and the amenities of the area and to accord with Policies D3 and D6 of the London Plan 2021 and policy D12.3 of the Local Plan 2024.
10	<u>Hours of Use</u> - The use hereby permitted shall operate only between the hours of (to be agreed) <u>Reason:</u> To safeguard the amenities of surrounding area and to ensure compliance with the following Development Plan policies for Merton: policies D4 and D14 of the London Plan 2021 and policies D12.1 & D12.3 of the Local Plan 2024.
11	<u>Restriction on Music/Amplified Sound</u> - No music or other amplified sound generated on the ground floor commercial premises shall be audible at the boundary of any adjacent residential building. <u>Reason:</u> To safeguard the amenities of surrounding area and to ensure compliance with the following Development Plan policies for Merton: policies D4

	and D14 of the London Plan 2021 and policies D12.1 & D12.3 of the Local Plan 2024.
12	<u>Staff on Premises</u> - No staff shall be present on the premises 2 hour/s after closing time of the use hereby approved. <u>Reason:</u> To protect the amenities of neighbouring residential occupiers in accordance with the following Development Plan policies for Merton: policy D14 of the London Plan 2021 and policies D12.1 & D12.3 of the Local Plan 2024.
13	<u>Construction Times (Minor Development)</u> - No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays. <u>Reason:</u> To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policies D14 and T7 of the London Plan 2021 and policies D12.1 & D12.3 of the Local Plan 2024.
14	<u>Restriction - Use of Premises</u> - The ground floor commercial premises shall only be used for Class E and for no other purpose, (including any other purpose within Class E of the Schedule to the Town and Country Planning (Use Classes Order) 1997), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification. <u>Reason:</u> The Local Planning Authority would wish to retain control over any further change of use of these premises in the interests of safeguarding the amenities of the area and to ensure compliance with the following Development Plan policies for Merton: policy D4 of the London Plan 2021 and policies D12.1 & D12.3 of the Local Plan 2024.
15	<u>Landscaping</u> - No development shall take place until full details of a landscaping and planting scheme has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved before the commencement of the use or the occupation of any building hereby approved, unless otherwise agreed in writing by the Local Planning Authority. The details shall include on a plan, full details of the size, species, spacing, quantities and location of proposed plants, together with any hard surfacing, means of enclosure, and indications of all existing trees, hedges and any other features to be retained, and measures for their protection during the course of development. <u>Reason:</u> To enhance the appearance of the development in the interest of the amenities of the area, to ensure the provision sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policies G7 and D8 of the London Plan 2021 and policies F15.7, F15.8, O15.1, O15.2 and O15.4 of the Local Plan 2024.
16	<u>Hardstanding (Flooding)</u> - The hardstanding hereby permitted shall be made of porous materials, or provision made to direct surface water run-off to a permeable or porous area or surface within the application site before the development hereby permitted is first occupied or brought into use. <u>Reason:</u> To reduce surface water run-off and to reduce pressure on the surrounding drainage system in accordance with the following Development Plan policies for Merton: policy S112 of the London Plan 2021 and policies F15.7, F15.8 and F15.9 of the Local Plan 2024.

17	<u>Green roofs</u>: Full details of a planting scheme, and the design and method of construction of the green and brown roofs shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved following the completion of the development or prior to the occupation of any part of the development, whichever is the sooner. <u>Reason</u>: to protect and enhance the biodiversity of the development in the interest of nature conservation and to comply with the following development policies for Merton: policy G5 of the London Plan 2021 and policies O15.1, O15.2, O15.3 and O15.5 of the Local Plan 2024.
18	<u>Cycle Parking</u> - Details to be Submitted - No development shall commence until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times. <u>Reason</u>: To ensure satisfactory facilities for cycle parking are provided and to comply with the following Development Plan policies for Merton: policy T5 of the London Plan 2021 and policy T16.1 and T16.2 of the Local Plan 2024.
19	<u>Construction Vehicles</u> - The development shall not commence until details of the provision to accommodate all site workers', visitors' and construction vehicles and loading /unloading arrangements during the construction process have been submitted to and approved in writing by the Local Planning Authority. The approved details must be implemented and complied with for the duration of the construction process. <u>Reason</u>: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies T4 and T7 of the London Plan 2021 and policies T16.3 and T16.4 of the Local Plan 2024.
20	<u>Delivery and Servicing Plan</u> - Development shall not commence until a Delivery and Servicing Plan (the Plan) has been submitted in writing for approval to the Local Planning Authority. No occupation of the development shall be permitted until the Plan is approved in writing by the Local Planning Authority and implemented in accordance with the approved plan. The approved measures shall be maintained, in accordance with the Plan, for the duration of the use, unless the prior written approval of the Local Planning Authority is obtained to any variation. <u>Reason</u>: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies T4 and T7 of the London Plan 2021 and policy T16.4 of the Local Plan 2024.
21	At least 10% of residential units hereby approved shall be constructed and fitted out to meet the requirements M4(3) dwellings and shall comprise of the following mix: 15 x 1B2P units 15 x 2BP units 2 x 3B4P units <u>Reason</u>: To ensure that adequate provision is made for disabled persons in accordance with London Plan policy D7 and requirements of the Equality Act 2010.

22	<u>Working Method Statement</u> - Development shall not commence until a working method statement has been submitted to and approved in writing by the Local Planning Authority to accommodate: (i) Parking of vehicles of site workers and visitors; (ii) Delivery times; (iii) Loading and unloading of plant and materials; (iv) Storage of construction plant and materials; (v) Wheel cleaning facilities (vi) Control of dust, smell and other effluvia; (vii) Control of surface water run-off. No development shall be carried out except in full accordance with the approved method statement. <u>Reason:</u> To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.
23	<u>Construction Logistics Plan</u> - Prior to the commencement of the development hereby permitted, including demolition, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be adhered to throughout the construction process, unless the prior written approval of the Local Planning Authority is first obtained to any variation. <u>Reason:</u> To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.
24	No development shall occur until: iv) a preliminary risk-assessment shall be submitted to and approved in writing by the local planning authority. v) a site-investigation shall be conducted to consider the potential for contaminated-land and shall be submitted to and approved in writing by the local planning authority. vi) a remediation method statement, described to make the site suitable for, intended use by removing unacceptable risks to sensitive receptors, shall be submitted to and approved in writing by the local planning authority.
25	Prior to first occupation: The remediation shall be completed then a verification report produced, and then that submitted to and approved in writing by the local planning authority
	Flooding
29	Suds

30	NRMM 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 IMPORTANT - PERSONAL 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/ <u>Reason:</u> 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).
31	Dust Management Plan - Prior to the commencement of development, including demolition, a Dust Management Plan (DMP) shall be submitted to and approved, in writing, by the local planning authority. The DMP shall be in accordance with The "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG). The DMP will need to detail the measures to reduce the impacts during the construction phase. <u>Reason:</u> 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).
31	Air Quality Neutral All developments in London are required to meet the Mayor of London Air Quality Neutral benchmarks (Air Quality Neutral Guidance, February 2023). To ensure that the Building Emission Benchmark is met: Prior to occupation of the development, details of the space heating and hot water system shall be submitted and approved. The new heating system shall • be a heat pump or other zero-emission heat source; OR • meet the ultra-low standard if gas fired and achieve dry NOx emission levels equivalent to, or less than 40 mg/kWh. <u>Reason:</u> 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).

Informatives:

	INFORMATIVE: Evidence requirements for post construction stage assessments must provide: - An updated version of the Energy Assessment Template approved at the Planning Stage, including 'As Built' stage inputs. - 'As Built' SAP Compliance Reports and detailed DER and TER worksheets for the as built development. The output documents must be based on the 'As Built' stage of analysis and must account for any changes to the specification during
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	construction. The outputs must be dated and include the accredited energy assessor's name and registration number, the assessment status, plot number and development address. AND, where applicable: - MCS certificates and photos of all installed renewable technologies. - 'As Built' CIBSE TM54 or PHPP outputs where available. Water efficiency evidence requirements for Post Construction Stage assessments must provide: - Documentary evidence representing the dwellings 'As Built' detailing: - the type of appliances/ fittings that use water in the dwelling (including any specific water reduction equipment with the capacity / flow rate of equipment); - the size and details of any rainwater and grey-water collection systems provided for use in the dwelling; AND: - Water Efficiency Calculator for New Dwellings; OR - Where different from design stage, provide revised Water Efficiency Calculator for New Dwellings and detailed documentary evidence (as listed above) representing the dwellings 'As Built'. Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: Policy SI2 of the London Plan 2021 and Policies CC2.1 – 2.6 of Merton's Local Plan 2024.
	INFORMATIVE Building Regulations Please note that this is a planning permission only and you may also require approval under the Building Regulations. If you are in any doubt about this you can get further information via https://www.merton.gov.uk/planning-andbuildings/building-control or by emailing building.control@merton.gov.uk.
	INFORMATIVE (Party Wall Act) The applicant is advised to check the requirements of the Party Wall Act 1996 relating to work on an existing wall shared with another property, building on the boundary with a neighbouring property, or excavating near a neighbouring building. Further information is available at the following link: https://www.gov.uk/party-walls-building-works
	INFORMATIVE You are advised to contact the Council's Highways team on 020 8545 3700 before undertaking any works within the Public Highway to obtain the necessary

	approvals and/or licences. Please be advised that there is a further charge for this work. If your application falls within a Controlled Parking Zone this has further costs involved and can delay the application by 6 to 12 months
	INFORMATIVE Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be co-ordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Merton. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with the London Borough of Merton, Network Coordinator, (telephone 020 8545 3976). This must take place at least one month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are co-ordinated to take place wherever possible at the same time.
	INFORMATIVE This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at the London Borough of Merton Street Naming and Numbering (Business Improvement Division) Corporate Services 7th Floor, Merton Civic Centre London Road Morden SM4 5DX Email: street.naming@merton.gov.uk
	INFORMATIVE note to Applicant -Approved Schemes In accordance with paragraph 38 of the National Planning Policy Framework, London Borough of Merton (LBM) takes a positive and proactive approach to the delivery of sustainable development, by: 1. Providing a formal pre-application advice service, details to be found on Planning pre-application advice service on LBM's website 2. Providing written policies and guidance, which is available to view on LBM's website. 3. Where appropriate, negotiating amendments to secure a positive decision. 4. Determining applications in a timely manner including providing a fast track service, details to be found on Get a quicker planning decision on LBM's website.
	INFORMATIVE - Section 106 Agreement

	This planning permission has a Section 106 Agreement which must be read in conjunction with it
	INFORMATIVE: It is Council's policy for the Council's contractor to reinstate the existing vehicular access. The applicant should contact Council's Highway Team on 0208 545 3829 prior to any work starting to arrange for this works to be done. Highways must be contacted prior to any works commencing on site to agree relevant licences, and access arrangements – no vehicles are allowed to cross the public highway without agreement from the highways section

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