

D A V I E S M U R C H

DEVELOPMENT | STRATEGY | PLANNING

265 Burlington Road, New Malden,

London Borough of Merton

Statement of Common Ground

Prepared by DaviesMurch (on behalf of Redrow Homes Limited) and the London
Borough of Merton

LPA Ref: 19/P2387

Appeal Ref: APP/T5720/W/20/3250440

June 2020

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1. Introduction

1.1 This Statement of Common Ground (SoCG) is written in relation to an appeal that has been lodged by Redrow Homes Limited (the Appellant), for the redevelopment of the site at 265 Burlington Road, London, in the London Borough of Merton (the Council). This statement sets out matters agreed between the Appellant and the Council.

1.2 The application was submitted on the 19th June 2019, became valid on the 12th July 2019 and was assigned the reference number 19/P2387. The description of development is as follows.

“Demolition of the existing buildings and erection of two blocks of development ranging in height between seven and 15 storeys and comprising 456 new homes, of which 114 will be one beds, 290 will be two beds and 52 will be three beds. 499sqm of b1(a) office space will be accommodated at ground floor level along with 220 car parking spaces, 830 cycle parking spaces, a realigned junction onto Burlington Road, hard and soft landscaping and associated residential facilities. The application also includes minor changes to the layout and configuration of the retained Tesco car park.”

1.3 The application followed over 12 months of pre-application discussions with officers from the Council, with the Greater London Authority (GLA), neighbouring residents, Raynes Park High School and community groups.

1.4 The application was recommended for approval by officers of the Council for the reasons set out within the officer’s report to committee. The Council’s Planning Committee resolved to refuse permission at its meeting on the 13th February 2020. The following reasons were given for refusal:

1. *The proposals by reason of the number of units proposed, the location of the main vehicle access coupled with the prevailing intermittent road congestion arising from the operation of the nearby level crossing, and in the absence of a controlled parking zone or other additional parking controls operating locally, would be likely to:*

- *Exacerbate potential for congestion, already prevalent in the vicinity of the application site and at the nearby junction of West Barnes Lane and Burlington Road, precipitated*

by the level crossing that results in significant queuing, impacting on the road and various junctions and more so at the existing egress to the site, leading to a harmful impact on the overall environment including safety and the efficient operation of the highway network within the vicinity of the appeal site. The proposals would contribute towards a motorised vehicle dominant environment which diminishes the quality of environment for pedestrians and cyclists and does not encourage sustainable modes of movement;

- Exacerbate pressure on kerbside parking locally to the detriment of the amenities of existing residents, as a controlled parking zone or other additional parking controls operating locally, could not be implemented unilaterally by the Council as Traffic Authority on the basis of a S106 undertaking, any such proposal being subject to consultation processes and Cabinet member approval and thus any outcome cannot be pre-judged; and*
- The proposals would be contrary to policies 6.3 and 6.10 of the London Plan (2016), policies CS18 and CS20 of the Merton Core Planning Strategy (2011), and policy DM.T2 of the Merton Sites and Policies Plan (2014).*

- 2. Notwithstanding metropolitan planning objective of optimising housing potential, as set out in policy 3.4 of the London Plan, the proposals by reason of their size, massing and bulk, would result in an overdevelopment of the site that would be overly dominant and unduly prominent, failing to relate positively and appropriately to local character to the detriment of the visual amenities of the area and failing to deliver a housing development of the highest quality in relation to its context. The proposals would be contrary to policies 3.5, 7.4 and 7.6 of the London Plan (2016), policy CS.14 of the Merton Core Planning Strategy (2011), and policy DM.D2 of the Merton Sites and Policies Plan (2014).*

1.5 Progress of the application and its referral to the Mayor of London for its Stage 2 review was then delayed because of the outbreak of the Coronavirus. The Appellant therefore decided to appeal against non-determination.

- 1.6 The relevant development plan policies which are alleged to be breached are those which are contained within the reasons for refusal and the Council does not invite dismissal of the appeal on any other basis.

2. Site Description

- 2.1 The 2.35 hectare site is located between Raynes Park to north and Motspur Park to the south. It is in an area known as West Barnes. The site comprises three parts. First, a vacant two storey office building with ancillary warehouse and 100 car parking spaces that sits on the northern part of the site, and occupies approximately two thirds of the site area. This building is 265 Burlington Road. Second, part of the car park used by customers of the Tesco store, neighbouring the site to the west. This part of the site accommodates approximately 98 car parking spaces but had been identified as being surplus to requirements. The third part of the site is also Tesco customer parking and will remain as such. It's inclusion within the application is to allow some minor changes to its layout to improve operation should this application be approved. The Tesco store will retain 577 car parking spaces out of the existing 675 spaces currently on site.
- 2.2 An egress from the Tesco store car park currently connects onto Burlington Road. The site is bordered to the east by Burlington Road which runs north south connecting Raynes Park to the north to Shannon Corner/ the A3 to the south.
- 2.3 To the north, the site is bordered by Pyl Brook, and beyond this, Raynes Park High School.
- 2.4 To the west of the site is a large Tesco Extra food store and associated facilities, which will remain in operation in the event that the proposals are constructed. To the south is a wedge of commercial and industrial units in various ownerships, sandwiched between the site and Burlington Road.
- 2.5 The wider area falls broadly into two typologies. To the east of Burlington Road the prevailing land use is residential, and typically sub-urban with two to four storeys terraced, detached and semi-detached properties.
- 2.6 To the west of Burlington Road, and following the A3 corridor, which includes the site, buildings are generally in commercial or educational use of various ages. They are predominantly large footprint buildings ranging in height up to the equivalent of approximately six residential storeys. The site lies within this area.

- 2.7 There are a number of open spaces in the locality, including Prince George's Playing Field (0.6 miles walking distance), Cannon Hill Common (1.2 miles walking distance) and Raynes Park Recreation Ground (0.6 miles walking distance)¹. Raynes Park station is located just over a mile away from the site to the north along Burlington Road.
- 2.8 A train line runs north south to the east of the site, and on the eastern side of Burlington Road. Locally it connects Raynes Park and Motspur Park Stations. Towards London, the train line connects to Wimbledon, Clapham Junction, Vauxhall and London Waterloo. Out of London, the train line connects to Epsom and Guildford, with regular connections to various south coast destinations including Portsmouth.
- 2.9 The site lies on the western side of the LB Merton close to the border to the LB Kingston.
- 2.10 The site lies within an area identified by the Council's Draft Borough Character Study 2016 as the Shannon Corner Town Character Area.

¹ The walking distances identified are taken from Google Maps.

3. Planning History

3.1 The site has an extensive planning history with a significant number of entries for both the former industrial uses on the site and the Tesco store and associated works.

3.2 However, there is limited recent history which is of relevance to this proposal. Most of it relates to operational development associated with the Tesco store, and is not considered relevant to the determination of this appeal therefore.

3.3 The entries of note for the two different portions of the site are set out below.

Ref	Description	Date	Decision
265 Burlington Road			
90/P0445	Demolition of existing single storey buildings and erection of three storey building for office (B1) use comprising 3,756sqm of floorspace with associated car parking and landscaping.	04/11/91	Allowed on appeal
90/P0261	Outline application for the erection of 2x3 storey buildings for class B1 use (office, light industrial or research and development purposes) comprising 6,139sqm of floorspace with associated car parking and involving the demolition of the existing single storey B1 buildings.	19/04/90	Withdrawn
90/P0116	Use as offices (B1).	05/03/90	Permission not required.
MER419/84	Erection of new industrial building with offices formation of new access roads off Burlington Road, car parking and demolition of existing buildings with new access from Kingston-by-pass slip road.	09/08/84	Granted

3.4 Based upon the above, in relation to the existing office building and our understanding of the site, it would appear that the existing building was developed under planning permission ref: 90/P0445 identified above. The building also includes an interconnected warehouse which provides an ancillary function to the main use of the planning unit, it is also is B1(a) (offices).

3.5 In relation to the car parking element of the site serving the neighbouring Tesco store, as noted above, this part of the site has extensive planning history. Much of this history is associated with the operational element of the Tesco store.

3.6 Permission (ref: MER800/84) was granted for the foodstore on the 15th July 1985. It is understood that the car park element of the proposed scheme was approved as part of this application. The description of development reads as follows:

“Outline application for redevelopment of the site to provide retail store with unloading facilities, car park, petrol filling station and landscaping and vehicular access.”

3.7 A subsequent application for the approval of detailed plans (ref: MER1069/85) was submitted and approved on the 13th February 1986. This application makes specific reference to it being the ‘site of new Tesco store’.

3.8 In parallel with the above permission was granted for another application (ref: MER/786/85) which was submitted and approved on the 20th March 1986 for the following:

“Erection of a B&Q retail DIY store including garden centre loading area and customer car parking.”

3.9 Again, no details are provided online but it’s assumed that nothing further happened with this as Tesco implemented the permission referenced above to build the food store.

4. Proposed Development

- 4.1 Full details of the proposed development are set out in the application drawings, Design and Access Statement and supporting documents submitted with the planning application, as well as the information submitted in support of subsequent amendments made to the scheme. A list of the drawings that comprise the proposed development are set out in Appendix 2 of this Statement. The proposed development is summarised below.
- 4.2 A request for a Screening Opinion, was submitted to the Council on the 4th October, which concluded that the application did not constitute EIA development, and for the Council to confirm it shared that view. The Council provided a draft letter confirming same on the 10th April 2019, it is agreed that this comprises a negative screening opinion for the purpose of the EIA Regulations. The officer's report to committee also confirms this.
- 4.3 At the time the application was presented to committee, the Council's planning officers considered there was no outstanding information that was not capable of being dealt with through planning conditions or s106 obligations.
- 4.4 The application proposes to demolish the existing buildings within the application site and provide two blocks of new development, one on the northern part of the site, in a similar location to the existing office building and one to the southern part of the site, where car parking associated with the Tesco store is located.
- 4.5 It should be noted that an application under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) Schedule Two, Part 3, Class O to change the use of the existing building to provide 38 residential dwellings and 100 car parking spaces. This application was approved by the Council on the 1st June 2020.
- 4.6 The two blocks of the appeal scheme are split by a realigned road that provides egress for Tesco customers from the store car park onto Burlington Road. It will also provide access and egress to the car parks within the undercroft of both blocks. Pedestrian and cycle access and egress will be provided to both the Tesco store and parts of the proposed development along this route.

- 4.7 For ease of reference we have identified the block on the northern part of the site as Block A and the southern part of the site as Block B.

Block A

Ground Floor

- 4.8 Block A sits on the northern part of the site and is square. At ground floor level, it accommodates an undercroft car park with space for 149 cars. Eight of these spaces are wheelchair accessible. The entrance to the car park is from the re-aligned road linking the Tesco store car park to Burlington Road.
- 4.9 There are entrances to the residential accommodation above at the north west, north east, south east and south west corners of the site. A residents' concierge is located within the southern elevation of the block.
- 4.10 Four commercial units ranging in size between 83sqm and 125sqm run along the east elevation turning the corners on the north and south elevations. A fifth 57sqm commercial unit is located on the blocks south elevation. Refuse, plant and cycle stores are provided at various locations around the perimeter of Block A. There are five separate cycle stores located on each elevation, with two of the stores on the north elevation.
- 4.11 The entrance to two, two bed duplex units is provided at ground floor level on the north elevation. The bedrooms are at ground level with the living, kitchen and dining room above.

First Floor and Above

- 4.12 Other than the bedrooms of the duplex units on the north side of the block, the residential is accommodated at first floor and above and is arranged in two buildings, one on the eastern side of Block A, which is a linear building fronting onto Burlington Road. The second is a C shaped building on the western side of Block A. The buildings are separated by a landscaped communal garden for residents of approximately 1,966sqm.

4.13 Each building has two cores, with no more than eight flats being accessible from each core per floor. Additional cycle parking, is provided within each core at first floor level.

4.14 In respect of height, the building on the eastern side of block A, fronting Burlington Road, ranges in height between seven and eight storeys. The building on the western side of Block A ranges in height between seven and 13 storeys.

4.15 Block A provides the following mix of units and tenures:

	Market	Intermediate	Affordable Rent	Total
1 Bed	43	12	0	55
2 Bed	77	46	51	174
3 Bed	0	0	34	34
Total	120	58	85	263

Block B

Ground Floor

4.16 Block B sits on the southern portion of the site. It is roughly triangular shape with the southern part going to a point. Like Block A, Block B provides car parking within a podium undercroft, for 71 spaces. Six of these spaces are suitable for wheelchair users.

4.17 A 60sqm commercial unit is located on the north east corner of Block B. Refuse, plant and cycle stores are provided next to the entrances to the three residential cores at each corner of Block B that serve the residential accommodation above.

4.18 A 103sqm unit that will provide dedicated meeting and office space for residents only is provided within the north elevation of Block B, fronting onto the link road.

First Floor and Above

4.19 The residential is accommodated at first floor and above and is arranged in two buildings, one on the eastern side of Block B, which is a linear building fronting onto Burlington Road. The second is a longer linear building on the western side of Block B. The buildings are separated by another landscaped communal garden for residents of approximately 792sqm.

4.20 The building on the east side of Block B has one core serving no more than eight flats per floor. The building on the west side of Block B has two cores serving no more than seven flats per core. Additional cycle parking is provided within each core at first floor level.

4.21 In respect of height, the building on the eastern side of block B, fronting Burlington Road, ranges in height between seven and nine storeys. The building on the western side of Block B ranges in height between nine and 15 storeys.

4.22 Block B provides the following mix of units and tenures:

	Market	Intermediate	Affordable Rent	Total
1 Bed	62	0	0	62
2 Bed	116	0	0	116
3 Bed	15	0	0	15
Total	193	0	0	193

Public Realm and Landscaping

4.23 Hard and soft landscaping surrounding the site at ground floor, including:

- Public link road between the Tesco Car Park and Burlington Road, including seating, trees and planting;
- Public realm improvements along Burlington Road, including tree groups to provide a green edge and hard landscaping;
- A living edge along the west side of the development at ground level fronting onto the retained Tesco car park providing climbing plants and shelter for birds and insects; and

- A 408sqm link along the Pyl Brook is proposed, natural landscaping and three timber platforms created onto the brook. Gated access, for residents in appropriate cores, will be provided initially but should a future masterplan come forward, this can be removed to allow a pedestrian link to the land to the west currently used by Tesco for servicing. An electric substation is also proposed approximately 6m from the top of bank of the Pyl Brook.

4.24 In addition to the above, there are areas of semi-private landscaping and non-accessible greenspace. These are:

- The communal gardens for residents at podium level, which provide a mixture of uses, including playspace, general recreation, ecology and relaxation. There is a diversity of planting across the space to suit the differing exposures to sunlight; and
- Biodiverse green/ blue roof spaces, where possible.

4.25 Finally, in respect of parking and traffic, the scheme incorporates two dedicated loading bays and five car parking spaces, including two car club spaces within the link road. This link road will continue to allow vehicular egress from the Tesco customer car park through the development onto Burlington Road.

5. Planning Policy and Guidance

5.1 The Development Plan consists of:

- The London Plan (2016);
- Merton Core Planning Strategy (2011); and
- Merton Sites and Policies Plan and Policies Map (2014).

Draft London Plan

5.2 A new draft London Plan is currently being prepared and is at the Intend to Publish Stage. It has been referred to the Secretary of State. The Secretary of State responded on the 13th March 2020 and has directed changes that need to be made to the plan to make it consistent with national policy. On 24th April 2020 the Mayor of London responded that he has instructed his officials to engage with the Secretary of State's officials positively and constructively and that he will share information that the Secretary of State did not have access to when drafting the directions.

5.3 Chiefly, the Secretary of States concerns relate to the '*missed opportunities to increase housing delivery*'.

5.4 The draft plan in its current form should attract significant weight given the stage which it has reached towards its adoption. When the draft London Plan is published it will form part of the Council's adopted development plan.

Draft Local Plan

5.5 A draft Local Plan is being prepared, which has been through a second round of consultation (Regulation 18).

5.6 Given that it is at a relatively early stage of the process, some limited weight can be given to its policies.

5.7 A list of the policies relevant to the consideration of this application is listed below:

London Plan Policies

- 2.6 Outer London: Vision and strategy;
- 2.8 Outer London Transport;
- 2.18 Green Infrastructure: the multi-functional network of green and open spaces;
- 3.3 Increasing housing supply;
- 3.4 Optimising housing potential;
- 3.5 Quality and design of housing developments;
- 3.6 Children and young people’s play and informal recreation facilities;
- 3.8 Housing choice;
- 3.9 Mixed and balanced communities;
- 3.10 Definition of affordable housing;
- 3.11 Affordable housing targets;
- 3.12 Negotiating affordable housing;
- 3.13 Affordable housing thresholds;
- 4.1 Developing London’s economy;
- 4.2 Offices;
- 4.3 Mixed use development and offices;
- 4.7 Retail and town centre development;
- 4.8 Supporting a successful and diverse retail sector and related facilities and services;
- 5.1 Climate change mitigation;
- 5.2 Minimising carbon dioxide emissions;
- 5.3 Sustainable design and construction;
- 5.7 Renewable energy;
- 5.10 Urban greening;
- 5.11 Green roofs and development site environs;
- 5.13 Sustainable drainage;
- 5.14 Water quality and wastewater infrastructure;
- 5.15 Water use and supplies;

- 5.17 Waste capacity;
- 5.21 Contaminated land;
- 6.3 Assessing the effects of development on transport capacity;
- 6.5 Funding Crossrail and other strategically important transport infrastructure;
- 6.9 Cycling;
- 6.11 Smoothing traffic flow and easing congestion;
- 6.12 Road network capacity;
- 6.13 Parking;
- 7.2 An Inclusive environment;
- 7.3 Designing out crime;
- 7.4 Local character;
- 7.5 Public realm;
- 7.6 Architecture;
- 7.8 Heritage assets and archaeology;
- 7.14 Improving air quality;
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes;
- 7.19 Biodiversity and access to nature;
- 7.21 Trees and woodland;
- 8.2 Planning obligations; and
- 8.3 CIL.

Draft London Plan Policies (Intend to Publish version)

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land;
- GG4 Delivering the homes Londoners need;
- D1 London's form, character and capacity for growth;
- Policy D2 Infrastructure requirements for sustainable densities;
- 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 D8 Public realm;
- Policy D9 Tall buildings;
- Policy D11 Safety, security and resilience to emergency
- Policy D12 Fire safety;
- Policy D13 Agent of Change;
- Policy D14 Noise;
- Policy H1 Increasing housing supply;
- Policy H4 Delivering affordable housing;
- Policy H5 Threshold approach to applications;
- Policy H6 Affordable housing tenure;
- Policy H7 Monitoring of affordable housing;
- Policy H10 Housing size mix;
- Policy S4 Play and informal recreation;
- Policy G1 Green infrastructure;
- Policy G4 Open space;
- Policy G5 Urban greening;
- Policy G6 Biodiversity and access to nature;
- Policy G7 Trees and woodlands;
- Policy SI 1 Improving air quality;
- Policy SI 2 Minimising greenhouse gas emissions;
- Policy SI 3 Energy infrastructure;
- Policy SI 4 Managing heat risk;
- Policy SI 5 Water infrastructure;
- Policy SI 7 Reducing waste and supporting the circular economy;
- Policy SI 8 Waste capacity and net waste self-sufficiency;
- Policy SI 12 Flood risk management;
- Policy SI 13 Sustainable drainage;
- Policy T1 Strategic approach to transport;

- Policy T2 Healthy Streets;
- Policy T3 Transport capacity, connectivity and safeguarding;
- 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; and
- Policy T9 Funding transport infrastructure through planning.

Local Plan Policies

Core Strategy

- CS4 Raynes Park
- CS7 Centres;
- CS 8 Housing choice;
- CS 9 Housing provision;
- CS 11 Infrastructure;
- CS 12 Economic development;
- CS 13 Open space, leisure and nature conservation;
- CS 14 Design;
- CS 15 Climate change;
- CS16 Flood Risk Management;
- CS 17 Waste management;
- CS 18 Transport;
- CS 19 Public transport; and
- CS 20 Parking servicing and delivery.

Development Management Policies

- DM R1 Location and scale of development in Merton's town centres and neighbourhood parades;
- DM R2 Development of town centre type uses outside town centres;
- DM H2 Housing mix;
- DM H3 Support for affordable housing;
- DM E1 Employment areas in Merton;
- DM E3 Protection of scattered employment sites;
- DM E4 Local employment opportunities;
- DM F1 Support for flood risk management;
- DM F2 Sustainable urban drainage systems (SuDS) and Wastewater and Water Infrastructure;
- DM O1 Open space
- DM O2 Nature conservation, Trees, hedges and landscape features;
- DM D1 Urban Design;
- DM D2 Design considerations;
- DM D7 Shop front design and signage;
- DM EP2 Reducing and mitigating noise;
- DM EP3 Allowable solutions;
- DM EP4 Pollutants;
- DM T2 Transport impacts of development;
- DM T3 Car parking and servicing standards; and
- DM T4 Transport infrastructure.

New local plan policies

- Draft policy N3.4 Raynes Park

Supplementary Planning Guidance/ Documents and Other Material Considerations

- National Design Guide – October 2019;
- DCLG: Technical housing standards - nationally described space standard March 2015;
- Merton's Design SPG 2004;

- GLA Guidance on preparing energy assessments – 2018
- London Environment Strategy – 2018;
- Mayor’s Air Quality Strategy – 2010;
- Mayor's SPG - Housing 2016;
- Mayor’s SPG – Sustainable Design and Construction 2014;
- Mayor’s SPG – Character and Context 2014;
- Mayor’s SPG – Affordable Housing and Viability 2017;
- Mayor’s SPG – Play and Informal Recreation 2012;
- LB Merton – Air quality action plan - 2018-2023;
- LB Merton - Draft Sustainable Drainage (SUDS) Design and Evaluation Supplementary Planning Document (SPD) 2018;
- LB Merton - Draft Borough character study 2016; and
- LB Merton - Local Development Framework - Tall buildings Background Paper 2010.

6. Areas of Agreement

Landuse

- 6.1 It is agreed that the lawful use of 265 Burlington Road is offices (B1(a) with an ancillary warehouse and is therefore also B1(a). It is agreed that the existing office building and associated 198 car parking spaces could be bought back into use without planning permission.
- 6.2 An application for prior approval has been submitted under Class O of the GPDO to convert the office building to provide 38 residential dwellings and 100 car parking spaces was approved on the 1st June 2020.
- 6.3 The remainder of the site is part of the customer car parking for the neighbouring Tesco superstore.

Loss of existing uses and redevelopment for a mixed use, residential led development

- 6.4 The loss of the existing office building and 98 customer car parking spaces is considered acceptable.
- 6.5 The principle of redevelopment of the site for a mixed use, residential led development would be acceptable. This is supported by the wider allocation within the draft Local Plan, site allocation RP3, which states “Comprehensive redevelopment of the site to retain the supermarket with the same floorspace as exists in a new, purpose built unit and to optimise the remainder of the site for new homes, landscaping and access”. The Council has allocated the wider site to allow for new homes to be sited and designed to minimize air and noise pollution for new residents (draft Local Plan policy N3.4 Raynes Park). It should be noted that the Council did not resist the application on the basis of the principle of development.
- 6.6 The development will not impact upon the continued operation of the Tesco Store. The current egress only arrangements for Tesco customers will continue to apply from the Tesco car park onto Burlington Road.

Affordable housing and viability

- 6.17 A viability assessment was submitted with the planning application and was made publicly available. The independent consultants that were appointed by the Council to review the viability assessment and it was their conclusion that the maximum amount of affordable housing the scheme could deliver was 24%.
- 6.18 At the time of assessment, during the second half of 2019, the maximum reasonable level of affordable housing that the scheme can deliver is 20% (based upon the Appellant's assessment) and 24% based upon the Council's. Both assessments are based upon an objective and robust assessment, which has been the subject of an appropriate audit by the Council.
- 6.19 Whilst there is a 4% difference between the Appellant and the Council, this is academic as both are significantly below the level of affordable housing proposed within the scheme.
- 6.20 The proposed scheme will nonetheless deliver 35% affordable housing, an additional 11% over the maximum reasonable amount identified by the Council's viability advisors and 15% above that identified by the Appellant.
- 6.21 It is agreed that the affordable housing offer meets all aspects of the Mayor's fast track scheme.
- 6.22 It is agreed that the affordable housing tenure split is in accordance with Policy CS8 and Table 18.1 of the Core Strategy.

Site Suitability and Optimisation

- 6.23 It is agreed that the site has the characteristics identified in draft London Plan policy H1, which requires the optimisation of such sites for housing delivery. The Council have included the appeal site within a wider allocation, which includes the Tesco store, associated car park and facilities as Site proposals RP.3 for *"Comprehensive redevelopment of the site to retain the supermarket with the same floorspace as exists in a new, purpose built unit and to optimise the remainder of the site for new homes, landscaping and access"*

Standard of residential accommodation

Unit mix

- 6.24 It is agreed that the unit mix proposed is appropriate for the site and nature of the development and accords with the requirements of Policy CS8 and DM H2;

Dual aspect

- 6.25 It is agreed that the scheme provides 98% of the units with some form of dual aspect layout and the scheme will provide good quality accommodation in this regard.

Unit sizes

- 6.26 It is agreed that all the units will meet the requirements of the nationally described space standards and those set out within Table 3.3 of the current London Plan and Table 3.1 of the draft London Plan.

Amenity space provision

- 6.27 It is agreed that the proposed external amenity space meets the requirements of Standard 26 of the Mayor's Housing SPG and Policy D6 9) of the draft London Plan.

Playspace provision

- 6.28 It is agreed that provision of on-site playspace for 0-5 and 5-11 years old is appropriate and that the scheme can provide 910sqm in accordance with Policy 3.6 of the London Plan and Policy S4 of the draft London Plan.

- 6.29 It is also agreed that it is appropriate for playspace provision for 12-18 year olds can be provided off-site. A commuted sum payment of £24,600 would provide a 400sqm Multi Use Games area to cater for the 41.7 children in this age category to be yielded by the development.

Layout

- 6.30 It is agreed that the layout has the potential to improve the Burlington Road streetscene.

Architecture, Design and materials

- 6.31 It is agreed that the choice of materials is of sufficiently high quality to gain officer support.

Heritage Assets and Views

- 6.32 It is agreed that the proposal would have no effects on any designated heritage assets or any protected views.

Impact on neighbouring amenity

- 6.33 It is agreed that the site is not constrained by neighbouring residential uses, which are some distance away. The scheme will not result in unacceptable impacts on the amenity of residents in respect of daylight and sunlight, overshadowing, overlooking and outlook.

Impact on Raynes Park High School

- 6.34 It is agreed that the principle of a residential development, including high rise development, next to a school is acceptable in planning terms, particularly within an urban context where available land for development is scarce.
- 6.35 The distance between the proposed building and closest school building is 33 meters and therefore there is adequate separation. Furthermore, there is significant and dense planting on the boundary of the properties which provides screening. It is agreed that there are no significant concerns in relation to overlooking, raised by planning officers or Members and for this to be a reason for refusal would be unreasonable.

6.36 It is agreed that the analysis undertaken by EB7 in relation to daylight, sunlight and shading impacts and set out in their letter dated 14th October confirms the scheme will have limited effect on the school. The results are either in line with, or exceed the advice within the BRE Guidelines. The concerns of the school are noted but not shared by the Appellant and the Council.

Energy and sustainability

6.37 It is agreed that the energy and sustainability strategy has been designed to comply with the draft London Plan and meets the requirements of policies SI 2, SI 4, SI 5 and SI 7.

Transport matters

6.38 The Council has identified the highways impact of the development within its reason for refusal, which is a narrow issue. However, there are a number of other transport matters that are agreed between the parties which are listed below.

- The site has 198 existing parking spaces that could be used to their full capacity related to their respective use classes;
- The development site boundary encompasses a vacant commercial office building totalling 3,880sqm plus 100 car parking spaces and a portion of the car park (totalling 98 spaces) that serves the Tesco store;
- The 98 car spaces allocated to Tesco Store cannot be accessed via the site through the existing access off Burlington Road, as the existing arrangement is a one-way operation;
- The schemes impact at all other junctions other than Burlington Road and West Barnes Lane junction identified within the reason for refusal is acceptable;
- The anticipated distribution of traffic associated with the site is expected to give rise to a change in performance of the Claremont Avenue junction with Burlington Road;
- The level of proposed car parking accords with the maximum residential parking standards in both the current and draft London Plan;
- The Council's Transport Planner agreed that the parking survey submitted with the application show that parking demand on surrounding streets is operating below capacity and that there is spare on street capacity available near the site;

- The level of proposed cycle parking conforms with the requirements of the draft London Plan;
 - The proposed electric charging points conform with the requirements of the draft London Plan;
- The servicing strategy for the site is considered to be acceptable;
- A safety audit has been undertaken for the site access and the form of access is considered acceptable;
 - As part of the scoping of the TA it was agreed with the Council and TfL that walking and cycling audits between the site and key local attractors would be undertaken. The Mott MacDonald PaCERS (Pedestrian and Cycle Environment Review System) approach which has been approved by TfL has been followed;
 - The local accident records have been reviewed and there would be no adverse road safety implications;
 - The site has good access by walking, cycling, and public transport, having four frequent bus routes that serve the site and access to a number of rail stations. The site has a PTAL of 3 and access to a range of local facilities;
- Residents will have a variety of journey purposes in the peak hours, including travel for work, education, education escort, retail, leisure and personal business;
- Prior to the committee Council officers advised that the introduction of a CPZ scheme was not required due to the availability of parking in the surrounding area. The applicant offers to fund the implementation of a CPZ for this area;
 - The financial contributions requested by TfL towards the provision of additional bus services, and upgrading of bus stops will encourage public transport use and ensure that public transport has the capacity to meet the travel requirements of the development; and
 - The financial contributions proposed for walking, cycling, crossing facilities, travel plan and car club will support active modes of travel, the Healthy Streets initiative will make a significant contribution towards improvements to the public realm in the vicinity of the site, and encourage sustainable modes of travel.

Flood risk and drainage

6.39 It is agreed that the scheme has been designed to meet the requirements of the NPPF.

6.40 It is agreed that the scheme would not increase the risk of flooding and will reduce the amount of rainfall being discharged into the drainage system and is therefore a benefit of the proposal. The Environment Agency have raised no objection to the proposal but have recommended a number of conditions. It is proposed to reduce runoff rates to 3x greenfield to provide an improvement over existing runoff rates. The discharge outflow is shown to be routed to the Pyl Brook.

Biodiversity

6.41 It is agreed that the appeal scheme will result in a significant net gain in respect of biodiversity in and around the site and should therefore be recognised as a significant benefit of the proposal.

Air Quality

6.42 It is agreed that the development proposals comply with national, regional and local policy for air quality, subject to the proposed £31k financial contribution which can mitigate any impacts arising during the more sensitive stages of the project.

Crossrail 2

6.43 The site is not safeguarded and there is no policy requirement for it to be used or safeguarded for Crossrail 2.

6.44 It is also agreed that the Crossrail 2 project is at the early stages, with no indication from government that it is a committed project. There has also been very limited consultation. Significant work would therefore need to be done before detailed designs for a scheme are agreed.

6.45 As such, it is agreed that the objection to the scheme from the Crossrail 2 team and the comments made by Transport for London in relation to the scheme's impact upon the project can only be awarded very limited weight at this time.

7. Housing and Five Year Land Supply

7.1 There are areas of disagreement between the Council and Appellant in relation to its housing targets and five-year land supply. These are summarised below.

Areas of Agreement

7.3 It is agreed that this site is suitable for housing. It is agreed high quality new homes in a well-designed scheme on this site would make a useful contribution towards Merton meeting its share of London's housing needs. The site is part of site allocation RP3 in Merton's New Local Plan to support comprehensive, well-design redevelopment across the whole of proposed site allocation RP3 to provide new homes and other uses.

7.4 Paragraph 60 of the NPPF confirms that the requirement should now be calculated using the standard method to identify Objectively Assessed Need (OAN). Paragraph 11b of the NPPF states that strategic policies should provide for OAN, including for housing, as a minimum. Please also refer to para. 7.9 below.

7.5 For decision taking at appeals, the PPG, paragraph 004, reference ID: 68-004029190722 requires that Councils are able to demonstrate a five-year housing land supply in one of two ways:

- through either a Strategic Housing Land Availability Assessment, a Housing and Economic Land Availability Assessment or an Authority Monitoring Report; or
- Adopted local plan or annual position statement.

7.6 Paragraph 73 of the NPPF requires that the Council should provide a minimum of five years worth of housing plus a 5% buffer.

7.7 The draft London Plan as amended by the Inspectors EIP report, increases the Council's target to 9,180 homes over ten years, averaged at 918 homes per year, which is a 223% increase over its current target.

7.8 The Council has published its Strategic Housing Need Assessment (SHNA), produced by GL Hearn to assess housing need across the borough between 2017-2035 to inform the emerging Local Plan. The assessment has been produced to comply with the requirements of the NPPF and PPG and to comply with the standard methodology for OAN. This identifies that the OAN for Merton is 1,534 dwellings. Para 60 of the NPPF states that to determine the minimum number of homes needed, strategic policies should be informed by a local housing needs assessment conducted using the standard method in national guidance (i.e OAN). The published London Plan, contains the strategic policies, informed by a local housing needs assessment, to determine the minimum number of homes needed for London, which is disaggregated to borough level.

7.9 Paragraph: 008 Reference ID: 68-008-20190722 states:

“...if an authority cannot demonstrate a 5 year housing land supply, including any appropriate buffer, the presumption in favour of sustainable development will apply, as set out in [paragraph 11d of the National Planning Policy Framework](#).”

The Council’s Position

7.10 The site is suitable for housing. High quality new homes in a well-designed scheme on this site would make a useful contribution towards Merton meeting its share of London’s housing needs and strategic housing target. The site is part of site allocation RP3 in Merton’s New Local Plan to support comprehensive, well-design redevelopment across the whole of proposed site allocation RP3 to provide new homes and other uses.

7.11 The housing targets as set out in Merton’s Core Planning Strategy are out of date and is superseded by London Plan 2016 as this is the most up to date document in the council’s statutory development plan. The London Plan sets the strategic housing target for London, including a disaggregation by borough. The current target is 411 new homes per year.

The key area of dispute is whether the housing targets within current London Plan 2016 housing target of 411 per annum for Merton should be used for the current financial year (2020/21) (i.e. the first year of the five-year housing supply) or whether the EIP Inspector’s report target of 918 homes

per year should be applied from the current financial year (2020-21). Both parties agree that the EIP Inspector's Report has significant weight given its stage of production and that its housing target of 918 per year should be applied from FY 2021/22 onwards (i.e. for four years of the five-year housing supply).

- 7.12 The housing targets set out in the London Plan 2016 are the adopted housing targets for London (and therefore for Merton) and are in place until the new London Plan is published. This is envisaged to be within the next nine months (in the absence of any published timetable). The draft London Plan as amended by the EIP Inspector report has significant weight. The housing targets proposed within this is 918 homes per year and should be taken into account from FY2021/22
- 7.14 The Council's Objectively Assessed Need, using the standard methodology, requires the provision of 1,534 dwellings per year, as set out within its Strategic Housing Needs Assessment 2019. As per para 47 of the NPPF, the London Plan, published in 2016, is still the appropriate development plan for determining the housing need in London. Therefore, Merton's current housing target is 411 dwellings per year. The draft London Plan is likely to come into effect from 2021/2022, and this is how the five-year land supply should be calculated: with the current year 2020/21 considering the published London Plan 2016 housing target and from 2021/22 onwards considering the draft London Plan housing target.
- 7.15 Merton has met its 2019 Housing Delivery Test, with a measurement of 110%, as published by MHCLG on 13th February 2020.
- 7.16 Since the publication of the 2018/19 AMR, additional schemes have come forward, which will enable Merton to meet the 5-year land supply including a 5% buffer, against the housing target of 411 until 2020/21 and 918 new homes per annum from FY2020/2021 to FY2024/2025. Therefore, the application site will make a useful additional contribution towards Merton meeting its strategic housing target.

The Appellant's Position

- 7.17. The starting point is that the Council's adopted housing target to meet its housing need is set by the adopted London Plan (2016) which identifies Merton's housing target of 411 homes per annum. However, this housing target does not reflect Merton's OAN of 1,534 homes per annum.
- 7.18 The housing targets set out in the current London Plan are out of date as they do not come anywhere close to meeting OAN.
- 7.19 The housing targets set out in Merton's current Local Plan (320 dwelling per year), are lower than those within the current London Plan, are also out of date.
- 7.20 It is the Appellant's case that the draft London Plan housing targets should be given substantial weight and should be the minimum housing delivery requirement, noting that they are still significantly lower than the OAN identified in the Council's SHNA.
- 7.21 Based upon the projected housing supply shown in the Council's Authority Monitoring Report 2018/2019 (AMR), which was published at the end of April 2020, it shows expected delivery, including small sites windfall, of 3,830 homes between years 2020/21 to 2024/25. This is against a target of 4,819 homes (918 homes per year plus 5% buffer).
- 7.22 Looking at projected delivery over 10 years, the 2018/2019 AMR identifies a supply of 8,195 homes, against a target of 9,180 homes or 9,639, including the 5% buffer.
- 7.23 It is the Appellants case that the Council does not have a five-year land supply to meet the housing targets set out in the draft London Plan and based upon the information available.
- 7.24 It is the Appellants view that paragraph 11d of the NPPF is engaged.
- 7.25 The adoption of the draft London Plan has been delayed because of the intervention made by the Secretary of State. Given that the main reason for the Secretary of States intervention is that the

Plan is not ambitious enough in relation to housing delivery, it is not logical to use this delay to argue that the Council should still be delivering to the current London Plan Housing Targets.

- 7.26 Should this appeal be successful and planning permission granted, it is anticipated that the units would be delivered between 2022 to 2023 and contribute to the Council's five-year land supply.

8. Supplementary Statements of Common Ground on Specific Topics

- 8.1 It may prove necessary and/ or helpful to produce supplementary Statements of Common Ground in relation to specific topics requested by the Inspector. These will be produced as the need is identified moving forward.
- 8.2 It is anticipated that a supplementary Statement of Common Ground will be produced on housing and five-year land supply to try and narrow the points of difference between the Council and the Appellant.

9. Planning Conditions

- 9.1 A list of draft planning conditions is provided at Appendix 1 and the Appellant raises no objection to purpose of each of the conditions. The Appellant does have some minor comments on the precise wording of those conditions and will work with the Council to produce an agreed list which will be submitted ahead of the Inquiry.

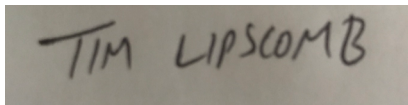
10. Planning Obligations/ S106

- 10.1 The Appellant does not raise any objection to the list of contributions and heads of terms set out within section 7.17 of the officer's report to committee. An advanced draft of the s106 agreement has been agreed between the parties and will be finalised ahead of the Inquiry.

11. Declaration

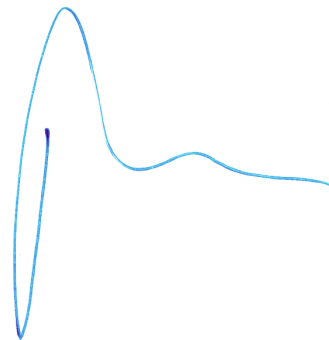
11.1 The above matters have been agreed by the Council and the Appellant.

Signed and dated on behalf of
the Council

A rectangular box containing a handwritten signature in black ink that reads "TIM LIPSCOMB".

London Borough of Merton
Date: 15th June 2020

Signed and dated on behalf of
the Appellant

A handwritten signature in blue ink, consisting of a large, stylized loop followed by a horizontal line that tapers to the right.

DaviesMurch of behalf of Redrow Homes Limited
Date: 15th June 2020

Appendix 1

Draft Conditions

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

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

2. The development shall be carried out in accordance with the following approved plans:

ExA_1852_100 D, ExA_1852_110 D, D1100 P2, D1101 P2, D1102 P1, D1106 P1, D1107 P1, D1108 P1, D1109 P1, D1110 P1, D1111 P1, D1112 P1, D1113 P1, D1114 P1, D1115 P1, D1200 P2, D1201 P2, P1202 P2, D1203 P2, D1204 P2, D1205 P2, D1206 P2, D1300 P2, D1301 P2, D1302 P2, D1303 P2, D1304 P2, D1305 P2, D1306 P2, D1307 P2, D2100 P3, D2101 P3, D2102 P2, D2106 P2, D2107 P2, D2108 P2, D2109 P2, D2110 P2, D2111 P2, D2112 P2, D2113 P2, D2114 P2, D2115 P2, D2202 P2, D2203 P2, D2204 P2, D2205 P2, D2300 P2, D2301 P2, D2302 P2, D2303 P2, D2304 P2, D2305 P2, D3100 P2, D3101 P2, D3102 P2, D3103 P2, D3104 P2, D3105 P2, D6000 P2, D6001 P2, D6002 P2, D6003 P2, D6100 P2, D6101 P2, D6102 P2, D6103 P2, D6107 P2, D6108 P2, D6109 P2, D6110 P2, D6111 P2, D6112 P2, D6113 P2, D6114 P2, D6115 P2, D6200 P2, D6201 P2, D6202 P2, D6203 P2, D6300 P2, D6301 P2, D6302 P2, D6303 P2, D6304 P2, D7010 P2, D7100 P2, D7102 P2, D7103 P2, D7104 P2, D7105 P2, D7106 P2 and D8000 P2.

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

3. The development shall be carried out in accordance with the following approved documents:

Air Quality Assessment – May 2019
 Affordable Housing Grant Funding Model
 Arboricultural Impact Assessment, Arboricultural Method Statement and Arboricultural Survey – May 2019
 Cultural Heritage Desk Based Assessment – April 2018
 Daylight and Sunlight Assessment – May 2019
 Addendum to Daylight and Sunlight Analysis dated 4th December 2019
 Design and Access Statement – May 2019
 Design and Access Statement: Landscape – May 2019
 Desk Study/Preliminary Risk Assessment Report – August 2018
 Dynamic Overheating Assessment – May 2019
 Energy Statement (amended) – 16th October 2019
 Flood Risk Assessment – May 2019
 Noise and Vibration Assessment – May 2019
 Preliminary Ecological Appraisal – October 2018
 Residential Travel Plan – May 2019
 Statement of Community Involvement – May 2019
 Surface Water Drainage Strategy dated May 2019
 Sustainability Statement – May 2019
 Town Planning Statement and Health Impact Assessment – May 2019
 Townscape and Visual Appraisal (undated)

Transport Assessment – May 2019

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

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

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

5. No development shall 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: policies 7.5 and 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.

6. 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.

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

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

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

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

8. No development shall commence until details of sound insulation/attenuation measures have been submitted in writing for approval to the Local Planning Authority to ensure that noise from new plant/machinery does not increase the background noise level by more than 2dBa L90 (5 min) with no increase in any one-third octave band between 50Hertz and 160Hertz. No works that are subject of this condition shall be carried out until the details are approved. The plant and machinery shall not be first used until those details are approved and installed in full accordance with the approved details and shall be permanently retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

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

9. No external lighting shall be installed without the prior approval in writing of the Local Planning Authority.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policies DM D2 and DM EP4 of Merton's Sites and Policies Plan 2014.

10. 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.

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

11. All hard and soft landscape works shall be carried out in accordance with the approved plans and documents. The works shall be carried out in the first available planting season following the completion of the development or prior to the occupation of any part of the development, whichever is the sooner, and any trees which die within a period of 5 years from the completion of the development, are removed or become seriously damaged or diseased or are dying, shall be replaced in the next planting season with others of same approved specification, unless the Local Planning Authority gives written consent to any variation. All hard surfacing and means of enclosure shall be completed before the development is first occupied.

Reason: 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 5.12 and 5.13 of the London Plan 2016, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, F2 and O2 of Merton's Sites and Policies Plan 2014.

12. No development [including demolition] pursuant to this consent shall commence until an Arboricultural Method Statement and Tree Protection Plan, drafted in accordance with the recommendations and guidance set out in BS 5837:2012 has been submitted to and

approved in writing by the Local Planning Authority and the approved details have been installed. The details and measures as approved shall be retained and maintained, until the completion of all site operations.

Reason: To protect and safeguard the existing retained trees in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policy O2 of Merton's Sites and Policies Plan 2014.

13. Prior to the occupation of the development a landscape management plan including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas, other than small, privately owned, domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the appearance of the development is maintained in the interest of the amenities of the area, to ensure the maintenance of sustainable drainage surfaces and to comply with the following Development Plan policies for Merton: policies 5.12 and 5.13 of the London Plan 2016, policies CS13 and CS16 of Merton's Core Planning Strategy 2011 and policies DM D2, F2 and O2 of Merton's Sites and Policies Plan 2014.

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

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

15. No development shall commence until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.

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

16. Prior to the occupation of the development hereby permitted, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall follow the current 'Travel Plan Development Control Guidance' issued by TfL and shall include:
- (i) Targets for sustainable travel arrangements;
 - (ii) Effective measures for the on-going monitoring of the Plan;
 - (iii) A commitment to delivering the Plan objectives for a period of at least 5 years from the first occupation of the development;
 - (iv) Effective mechanisms to achieve the objectives of the Plan by both present and future occupiers of the development.

The development shall be implemented only on accordance with the approved Travel Plan.

Reason: To promote sustainable travel measures and comply with the following Development Plan policies for Merton: policy 6.3 of the London Plan 2016, policies CS18, CS19 and CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

17. Development shall not commence until a Parking Management Strategy, to include the provision of 14 parking spaces for disabled motorists at the out-set of development, has been submitted in writing for approval to the Local Planning Authority. No works that is subject of this condition shall be carried out until this strategy has been approved, and the development shall not be occupied until this strategy has been approved and the measures as approved have been implemented. Those measures shall be maintained for the duration of the use unless the prior written approval of the Local Planning Authority is obtained to any variation.

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

18. 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.

Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2016, policy CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3 and T5 of Merton's Sites and Policies Plan 2014.

19. Prior to the commencement of the development hereby permitted, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented prior to the first occupation of the development hereby permitted and shall be so maintained for the duration of the use, unless the prior written approval of the Local Planning Authority is first obtained to any variation.

Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2016, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

20. No part of the development hereby approved shall be occupied until evidence has been submitted to, and approved in writing by, the Local Planning Authority confirming that the development has achieved CO2 reductions of not less than a 19% improvement on Part L regulations 2013, and internal water consumption rates of no greater than 105 litres per person per day.

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

21. Construction Environmental Management Plan / Dust Management Plan Prior to the commencement of development, a Dust Management Plan (DMP), based on an AQDRA (Air Quality and Dust Risk Assessment), shall be submitted to and approved, in writing, by the local planning authority. The DMP will need to detail the measures to reduce the impacts during demolition and construction to include continuous dust monitoring at the site boundary. The development shall be undertaken in accordance with the approved plan.

Reason: To manage and prevent further deterioration of existing low quality air across London in accordance with London Plan policy 5.3 and 7.14, and NPPF 181.

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

Reason: To manage and prevent further deterioration of existing low quality air across London in accordance with London Plan policy 5.3 and 7.14, and NPPF 181.

23. Prior to the occupation of the development hereby permitted, a report with details of the combustion plant in order to mitigate air pollution shall be submitted to and approved in writing by the council. The report shall include the following:
- a) Gas fired boilers and Combined Heat and Power plant (CHP) installed shall meet or improve upon the emissions standards of <40 mgNO_x/kWh (at 0% O₂) and 95 mgNO_x/Nm³ (at 5% O₂).
 - b) Stack height - details TBC (Flues from energy plant must be at least 1m above the highest part of the building, and in many circumstances will need to be significantly higher.)
 - c) Emergency generator - details TBC
 - d) All plant must be serviced and maintained according to the manufacturer's specification.
 - e) Where any combustion plant does not meet the relevant emissions Standards as in part (a) above, it should not be operated without the fitting of suitable secondary NO_x abatement Equipment or technology as determined by a specialist to ensure comparable emissions.

Reason: To manage and prevent further deterioration of existing low quality air across London in accordance with London Plan policy 5.3 and 7.14, and NPPF 181.

24. Electric vehicle charging points (EVCP) shall be provided for 20% of the car parking spaces shown on drawing 1997-00-DR-1099 P04 and passive provision shall be made available for the remaining 80% of the spaces so that the spaces are capable of being readily converted to electric vehicle charging points. The location of the EVCP spaces and charging points, and a specification for passive provision shall be submitted to and approved in writing by the local planning authority before any of the residential units are first brought into use. The EVCP shall thereafter be constructed and marked out and the charging points installed prior to any of the residential units being brought into use and thereafter retained permanently to serve the vehicles of occupiers.

Reason: To promote the use of renewable energy and to improve air quality in accordance with Policies 6.13 and 7.14 of the London Plan 2016, Policy CS15 of the Core Planning Strategy 2011 and Policy DM T3 of the Sites and Policies Plan 2014.

25. Prior to the first occupation of the development hereby permitted, details of shower and locker facilities for staff members shall be submitted to and approved in writing by the Local Planning Authority. The agreed facilities shall be available prior to the first occupation of the development hereby permitted and retained thereafter.

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

26. The development shall be carried out in accordance with the following recommendations set out at Section 4 of the submitted Preliminary Ecological Appraisal dated October 2018:
- A buffer strip of native thorny planting to be put in place along the northern boundary. This will help mitigate impacts on the brook adjacent to site, and enhance the site for bats, birds, and mammals;
 - Site vegetation clearance to be undertaken in September to exclude the bird nesting season (March to August inclusive) and hedgehog hibernation period (October to March) or immediately after an ecologist has confirmed the absence of nesting birds/hedgehogs;
 - Bat sensitive lighting to be used along the northern boundary of the site to mitigate for impacts upon boundary habitats and trees that are potentially of use to local bat populations;
 - Precautionary construction techniques sensitive to hedgehog/otter/water vole to be employed;
 - Pollution prevention control to be put in place during the construction phase.

Reason: Having regard to biodiversity interests on the site.

27. The development shall be carried out in accordance with the mitigation measures set out in the submitted Flood Risk Assessment dated May 2019, as follows:
- Non-return valves on any new sewer connections to prevent back-flow;
 - All residential accommodation to be located at first floor level (podium level) or above. It should be noted that two two-bedroom duplex units are proposed at ground floor, however the location of these units is outside the 1:100 + 35% Climate Change flood extent; additionally the minimum finished floor level of these units is to be set no lower than 14.65mAOD, which is 300mm above the 1 in 100 + 35% flood level.
 - Minimum Finished floor levels of the ground floor units to be set no lower than 14.65mAOD (300mm above the 1 in 100 + 35% flood level);
 - Flood volume mitigation as per section 8 of this report to avoid displacement offsite (floodplain compensation in the 1in100yr+35% event).
 - Implementation of SuDs to ensure no increase in surface water runoff.
 - Site owners and residents to sign up to EA Flood Warning/Alert Service and have an onsite flood warning and evacuation plan.

Reason: To ensure satisfactory means of surface water drainage, to reduce the risk of flooding and to comply with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2016, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F2 of Merton's Sites and Policies Plan 2014.

28. No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) at the agreed runoff rate (no more than x3 greenfield which is equivalent to 18.3l/s for the 1 in 100yr+40%CC), in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards.

Reason: To ensure satisfactory means of surface water drainage, to reduce the risk of flooding and to comply with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2016, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F2 of Merton's Sites and Policies Plan 2014.

29. Prior to the commencement of development, the detailed design and specification for the permeable paving and green roofs shall be submitted to and approved in writing by the Local Planning Authority. The design shall be carried out as approved, retained and maintained by the applicant in perpetuity thereafter.

Reason: To ensure satisfactory means of surface water drainage, to reduce the risk of flooding and to comply with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2016, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F2 of Merton's Sites and Policies Plan 2014.

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

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

31. Prior to the first occupation of the development hereby approved a Secured by Design final certificate shall be submitted to and approved in writing by the Local Planning Authority.

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

32. No properties shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have

been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

33. No properties shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

34. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.

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

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

36. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local panning authority:
- 1) A site investigation scheme, based on the PRA, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

2) The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

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

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

Reason: Having regard to the potential for unexpected contamination to be identified that could present an unacceptable risk to Controlled Waters.

38. Prior to occupation of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the local planning authority. Any long-term monitoring and maintenance plan shall be implemented as approved.

Reason: Having regard to potential environmental risks to Controlled Waters.

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

Reason: To protect the underlying groundwater from the risk of pollution.

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

Reason: Having regard to the potential risks to underlying groundwaters associated with the use of piling where contamination is an issue.

41. Prior to the commencement of development, a scheme for the provision of external amenity space, including children's playspace and equipment, shall be submitted to and approved in writing by the Local Planning Authority. The agreed external amenity space, play space and equipment shall be installed and made available for use prior to the first occupation of the residential development hereby permitted and shall be retained thereafter.

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

42. Notwithstanding the submitted information, detailed drawings at a scale of no less than 1:20 shall be submitted detailing window reveals. The development shall be carried out in accordance with the approved details.

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

43. The proposed development shall be carried out in accordance with the Proposed Ventilation and Overheating Strategy, as set out paragraphs 8.23-8.27 of the submitted Noise and Vibration Report dated May 2019.

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

44. Prior to the first occupation of the development hereby approved, a detailed scheme for acoustic glazing to the east and west elevations of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: Having regard to the standard of accommodation for future occupiers.

Appendix 2

Revision P2
 Date 05.12.19

Element/ Anticipated/ Suggested Package breakdown	Deliverable/ comments	Drawing/ Specification/ Schedule title	Scale	Drawing number	Rev	Release Date
Drawing Schedule for Planning Application		Existing Site Plans				
		Site Location Plan	1/1250	E1180D6000	P2	05/12/2019
		Application Boundary Plan	1/500	E1180D6001	P2	05/12/2019
		Site Topographical Survey	1/500	E1180D6002	P2	05/12/2019
		Proposed Demolition Plan	1/500	E1180D6003	P2	05/12/2019
		Proposed GA Site Plans				
		Ground Floor Plan	1/500	E1180D6100	P2	05/12/2019
		First Floor Plan	1/500	E1180D6101	P2	05/12/2019
		Second to Fifth Floor Plans	1/500	E1180D6102	P2	05/12/2019
		Sixth Floor Plan	1/500	E1180D6106	P2	05/12/2019
		Seventh Floor Plan	1/500	E1180D6107	P2	05/12/2019
		Eighth Floor Plan	1/500	E1180D6108	P2	05/12/2019
		Ninth Floor Plan	1/500	E1180D6108	P2	05/12/2019
		Tenth Floor Plan	1/500	E1180D6110	P2	05/12/2019
		Eleventh Floor Plan	1/500	E1180D6111	P2	05/12/2019
		Twelfth Floor Plan	1/500	E1180D6111	P2	05/12/2019
		Thirteenth Floor Plan	1/500	E1180D6113	P2	05/12/2019
		Fourteenth Floor Plan	1/500	E1180D6114	P2	05/12/2019
		Roof Plan	1/500	E1180D6115	P2	05/12/2019
		Building GA Floor Plans				
		Buildings A, B, C & D Ground Floor Plan	1/200	E1180D1100	P3	05/12/2019
		Buildings A, B, C & D First Floor Plan	1/200	E1180D1101	P3	05/12/2019
		Buildings A, B, C & D Second to Fifth Floor Plans	1/200	E1180D1102	P2	05/12/2019
		Buildings A, B, C & D Sixth Floor Plan	1/200	E1180D1106	P2	05/12/2019
		Buildings A, B, C & D Seventh Floor Plan	1/200	E1180D1107	P2	05/12/2019
		Buildings A, B, C & D Eighth Floor Plan	1/200	E1180D1108	P2	05/12/2019
		Buildings A, B, C & D Ninth Floor Plan	1/200	E1180D1109	P2	05/12/2019
		Buildings A, B, C & D Tenth Floor Plan	1/200	E1180D1110	P2	05/12/2019
		Buildings A, B, C & D Eleventh Floor Plan	1/200	E1180D1111	P2	05/12/2019
		Buildings A, B, C & D Twelfth Floor Plan	1/200	E1180D1112	P2	05/12/2019
		Buildings A, B, C & D Thirteenth Floor Plan	1/200	E1180D1113	P1	
		Buildings A, B, C & D Fourteenth Floor Plan	1/200	E1180D1114	P1	
		Buildings A, B, C & D Roof Plan	1/200	E1180D1115	P2	05/12/2019
		Buildings E, F & G Ground Floor Plan	1/200	E1180D2100	P3	05/12/2019
		Buildings E, F & G First Floor Plan	1/200	E1180D2101	P3	05/12/2019
		Buildings E, F & G Second to Fifth Floor Plans	1/200	E1180D2102	P2	05/12/2019
		Buildings E, F & G Sixth Floor Plans	1/200	E1180D2106	P2	05/12/2019
		Buildings E, F & G Seventh Floor Plan	1/200	E1180D2107	P2	05/12/2019
		Buildings E, F & G Eighth Floor Plan	1/200	E1180D2108	P2	05/12/2019
		Buildings E, F & G Ninth Floor Plan	1/200	E1180D2109	P2	05/12/2019
		Buildings E, F & G Tenth Floor Plan	1/200	E1180D2110	P2	05/12/2019
		Buildings E, F & G Eleventh Floor Plan	1/200	E1180D2111	P2	05/12/2019
		Buildings E, F & G Twelfth Floor Plan	1/200	E1180D2112	P2	05/12/2019
		Buildings E, F & G Thirteenth Floor Plan	1/200	E1180D2113	P2	05/12/2019
		Buildings E, F & G Fourteenth Floor Plan	1/200	E1180D2114	P1	05/12/2019
		Buildings E, F & G Roof Plan	1/200	E1180D2115	P2	05/12/2019
		Existing & Proposed Street Elevations				
		Burlington Road Street Elevations	1/500	E1180D6200	P2	05/12/2019

Element/ Anticipated/ Suggested Package breakdown	Deliverable/ comments	Drawing/ Specification/ Schedule title	Scale	Drawing number	Rev	Release Date
		South Facing Access Road Elevations	1/500	E1180D6201	P2	05/12/2019
		Tesco Car Park Street Elevations	1/500	E1180D6202	P2	05/12/2019
		Pyl Brook Street Elevations	1/500	E1180D6203	P2	05/12/2019
		Proposed Elevations B&W				
		Proposed East Elevation Buildings A & B	1/200	E1180D1200	P2	05/12/2019
		Proposed West Elevation Buildings A & B	1/200	E1180D1201	P2	05/12/2019
		Proposed North Elevations Buildings B & D	1/200	E1180D1202	P2	05/12/2019
		Proposed North Elevations Buildings A & C	1/200	E1180D1203	P2	05/12/2019
		Proposed South Elevations Buildings A & C	1/200	E1180D1204	P2	05/12/2019
		Proposed South Elevations Buildings B & D	1/200	E1180D1205	P2	05/12/2019
		Proposed East Elevation Buildings C & D	1/200	E1180D1206	P2	05/12/2019
		Proposed West Elevation Buildings C & D	1/200	E1180D1207	P2	05/12/2019
		Proposed East Elevation Buildings E & F	1/200	E1180D2200	P2	05/12/2019
		Proposed West Elevation Buildings E & F	1/200	E1180D2201	P2	05/12/2019
		Proposed North Elevations Buildings E & G	1/200	E1180D2202	P2	05/12/2019
		Proposed South Elevations Buildings F & G	1/200	E1180D2203	P2	05/12/2019
		Proposed East Elevation Building G	1/200	E1180D2204	P2	05/12/2019
		Proposed West Elevation Building G	1/200	E1180D2205	P2	05/12/2019
		Proposed Elevations Colour				
		Proposed East Elevation Buildings A & B	1/200	E1180D1300	P2	05/12/2019
		Proposed West Elevation Buildings A & B	1/200	E1180D1301	P2	05/12/2019
		Proposed North Elevations Buildings B & D	1/200	E1180D1302	P2	05/12/2019
		Proposed North Elevations Buildings A & C	1/200	E1180D1303	P2	05/12/2019
		Proposed South Elevations Buildings A & C	1/200	E1180D1304	P2	05/12/2019
		Proposed South Elevations Buildings B & D	1/200	E1180D1305	P2	05/12/2019
		Proposed East Elevation Buildings C & D	1/200	E1180D1306	P2	05/12/2019
		Proposed West Elevation Buildings C & D	1/200	E1180D1307	P2	05/12/2019
		Proposed East Elevation Buildings E & F	1/200	E1180D2300	P2	05/12/2019
		Proposed West Elevation Buildings E & F	1/200	E1180D2301	P2	05/12/2019
		Proposed North Elevations Buildings E & G	1/200	E1180D2302	P2	05/12/2019
		Proposed South Elevations Buildings F & G	1/200	E1180D2303	P2	05/12/2019
		Proposed East Elevation Building G	1/200	E1180D2304	P2	05/12/2019
		Proposed West Elevation Building G	1/200	E1180D2305	P2	05/12/2019
		Proposed Part Elevations Colour				
		Proposed Part West Elevation Buildings E and F	1/50	E1180D3100	P2	05/12/2019
		Proposed Part West Elevation Building E	1/50	E1180D3101	P2	05/12/2019
		Proposed Part East Elevation Building G	1/50	E1180D3102	P2	05/12/2019
		Proposed Part West Elevation Buildings C and D	1/50	E1180D3103	P2	05/12/2019
		Proposed Part East Elevation Building E	1/50	E1180D3104	P2	05/12/2019
		Proposed Part South Elevation Building B	1/50	E1180D3105	P2	05/12/2019
					P2	05/12/2019
		Proposed GA Sections				
		Proposed Section AA (Buildings A & C)	1/200	E1180D6300	P2	05/12/2019
		Proposed Section BB (Buildings E & G)	1/200	E1180D6301	P2	05/12/2019
		Proposed Section CC (Buildings A, B, E & F) Sheet 1 of 2	1/200	E1180D6302	P2	05/12/2019
		Proposed Section CC (Buildings A, B, E & F) Sheet 2 of 2	1/200	E1180D6303	P2	05/12/2019
		Proposed Section DD (Buildings C, D & G)	1/200	E1180D6304	P2	05/12/2019
		Additional Information within the Planning Application:				
		Design & Access Statement	NTS	E1180BR0001	P1	
		Design & Access Statement Addendum	NTS	E1180BR0002	P1	05/12/2019
		CGIs				
		View 1 East along New Access Road	NTS	E1180D7100	P2	05/12/2019
		View 2 East from A3	NTS	E1180D7101	P2	05/12/2019
		View 3 West along Pyl Brook	NTS	E1180D7102	P2	05/12/2019
		View 4 West along New Access Road	NTS	E1180D7103	P2	05/12/2019

Element/ Anticipated/ Suggested Package breakdown	Deliverable/ comments	Drawing/ Specification/ Schedule title	Scale	Drawing number	Rev	Release Date
		View 5 West from Burlington Road	NTS	E1180D7104	P2	05/12/2019
		View 6 North from Claremont Avenue	NTS	E1180D7105	P2	05/12/2019
		View 7 South from Internal Court Yard	NTS	E1180D7106	P2	05/12/2019
		Tree Protection Plan	1/250	E1180D8000	P2	05/12/2019