

## PLANNING APPLICATIONS COMMITTEE 10th December 2015

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	13/P2192	10/07/13
<b>Address/Site:</b>	Land formerly occupied by the Nelson Hospital, 220 Kingston Road, Wimbledon Chase, SW20 8DB (Phase 2, McCarthy & Stone site)	
<b>Ward:</b>	Merton Park	
<b>Proposal:</b>	Application to discharge Condition 24 (Parking Management Strategy) attached to Planning Permission ref 12/P0418	
<b>Documents:</b>	'Parking Management Strategy', dated October 2015 & 'BREEAM Travel Plan Revision C' dated 2 <sup>nd</sup> December 2015 compiled by Encon Associates Ltd	
<b>Contact Officer:</b>	Leigh Harrington (020 8545 3836)	

### RECOMMENDATION:

Approve the discharge of condition 24 (Parking Management strategy) for Phase 2, attached to planning permission ref 12/P0418.

### 1. INTRODUCTION

- 1.1 This application is brought before the Planning Application's Committee to seek member's views as to the acceptability of the proposed Parking Management Strategy (PMS) for Phase 2, the McCarthy & Stone Assisted Living Extra Care development. The PMS for the NHS Living Care Centre was approved by members in February 2015.
- 1.2 At the meeting of the Council's Planning Applications Committee in September 2012 members resolved to grant planning permission for the redevelopment of the Nelson Hospital site subject to the completion of a S106 agreement to ensure the delivery of public realm improvements in The Rush and Blakesly Walk and a financial contribution towards a controlled parking zone as well as various conditions (LBM 12/P0418).
- 1.3 Condition 24 required a Parking Management Strategy to ensure adequate provision of parking to be submitted and approved for each phase of the development and members resolved that this condition be discharged by the Planning Applications Committee.

## **2. SITE AND SURROUNDINGS**

- 2.1 The Nelson Hospital site, covering a total area of 1.3 hectares and fronting Kingston Road, comprises two adjoining areas of land, separated by Blakesley Walk. To the east of the footpath are the former hospital buildings, dating from 1911 which have recently been redeveloped with some façade retention and the construction of the new medical facilities on the majority of the site which opened in April 2015. This part of the application site is located within the Merton Hall Conservation Area and is bordered to the south and east by the John Innes Merton Park Conservation Area.
- 2.2 The part of the site where the McCarthy & Stone assisted living-extra care development is nearing completion is located to the west of Blakesley Walk. The land is outside the conservation areas and no buildings on either part of the site are statutorily or locally listed.
- 2.3 The surrounding area is predominantly residential, with small scale commercial frontages on the opposite side of Kingston Road and in the adjacent Merton Park Parade that fronts The Rush.

## **3. CURRENT PROPOSAL**

- 3.1 Given the different nature of the use of each phase of the overall redevelopment separate Parking Management Strategies (PMS) have been submitted for both phases.
- 3.2 For Phase 2, the PMS covers issues relating to parking & access for residents and visitors and the general management of the car park.  
Parking and access. The main car access provided will be located opposite Richmond Avenue with dropped kerbs and tactile paving to allow pedestrian movement across the junction and will provide 22 parking spaces. The PMS states that 19 parking spaces will be provided for residents. This is managed by selling a parking permit with an apartment rather than having a first come first served system for all apartments and therefore the number of resident permits will not exceed 19. Whilst this does not equate to one for each of the 51 apartments the average age of residents is nearly 82 which, based on the company's considerable portfolio of developments, is a demographic that typically has lower levels of car ownership.

Visitor parking. Based on experience from the applicant's other developments the company envisages that all 19 resident permits may not be required in which case the 3 visitor spaces could be extended accordingly. The PMS acknowledges that an extrapolation of existing data shows that visitor space demand is likely to be for 8 spaces. It is proposed to address this through a Travel plan which will discourage the use of private vehicles for accessing the site. Additionally the applicant's consultants undertook parking surveys in October 2015 after the NHS facility opened in order to compile the PMS and the results were shown to demonstrate that there were on average 19 spaces available on surrounding roads between 15.30 and 17.30 and that the deficit

of 5 on site visitor bays is mitigated by more than 5 spaces being available within easy walking distance of the site. Whilst some bays have a 1 or 2 hour maximum stay limit the applicants own data shows that this is more than adequate for most visits to their residents and that 'relatives of the residents will learn the best approach for visiting the site and will be guided by the Travel plan'. The applicants for Phase 1 have made a section 106 contribution of £30,000 towards a CPZ consultation and implementation if required. However following a round of initial consultations it appears that the majority of residents who expressed an interest did not support the creation of a new CPZ in the area and consequently it is currently considered unlikely that one will be adopted.

Staff parking. There are to be two permanent members of staff, a chef and a site manager. Staff will not be entitled to parking permits within the CPZ and the applicants encourage staff to travel sustainably and with reference to their updated Travel Plan.

Cycle parking. Four secure covered Sheffield cycle stands to provide 8 bike parking spaces will be provided.

#### **4. PLANNING HISTORY RELEVANT TO THIS APPLICATION.**

- 4.1 12/P0418. Planning permission granted by members in respect of the proposed redevelopment of the Nelson Hospital site, including the former nurses home and associated car parking area. The development comprising the following:
- 1) Construction of a new two/ three storey (5600 sq m) Local Care Centre (LCC), (incorporating retention of three pavilion buildings) and new access route, with 68 car parking spaces to the rear.
  - 2) Construction of a new part two/ part three storey Assisted Living Extra Care Development (51 units) with associated communal facilities, dedicated vehicle access and 21 car parking spaces, involving demolition of all existing buildings on this part of the site.
  - 3) Alterations, including new landscaping to The Rush, Blakesley Walk and Kingston Road.
- 4.2 Members determined that the discharge of condition 24 attached to this consent be brought before the Planning Committee for discharge.
- 4.3 12/P0483. 2012 Conservation Area Consent granted in connection with the demolition of buildings on Site 1.
- 4.4 13/P2192 Application for discharge of conditions 4 (materials), 5 (site surfacing), 6 (boundary walls), 7 (floor levels), 8 (refuse storage), 9 (kitchen ventilation), 13 (planting scheme), 15 (arboricultural method statement), 18 (vehicle access), 22 (cycle parking), 23 (construction method statement), 24

(parking management strategy), 26 (archaeology), 30 (contamination), 34 (noise report), 42 (emissions - sub station), 44 (sustainable drainage) and 50 (Blakesley Walk footway works) attached to LBM planning application 12/P0418 dated 18/12/2012 relating to the proposed redevelopment of the Nelson Hospital site. The Nelson NHS site Parking Management Strategy was approved by Committee in February 2015.

The current application is the only condition still requiring discharge.

## **5. CONSULTATION**

- 5.1 The parking management strategy has been considered by the Council's Transport Planning officer who considered the details acceptable.

## **6. POLICY CONTEXT.**

The London Plan [March 2015].

- 6.1 The relevant policies in the London Plan [March 2015] are 6.13 [Parking].

Merton LDF Core Planning Strategy [July 2011]

- 6.2 The relevant policies within the Council's Adopted Core Strategy [July 2011] are CS.18 [Active Transport] and CS. 20 [Parking servicing and delivery].

Merton Sites and Policies Plan [July 2014]

- 6.3 The relevant policies within the Sites and Policies Plan are as follows: DM T1 [Support for sustainable transport and active travel], DM T2 [Transport impacts of development] and DM T3 [Car parking and servicing standards].

## **7. PLANNING CONSIDERATIONS**

- 7.1 The planning considerations relate to an assessment of the acceptability of the parking management strategy (PMS) in terms of its ability to minimise the impact of parking from this development on the safe and efficient operation of the local road network and the convenience of local residents and business operators in the local area.
- 7.2 Core Strategy Policy CS 20 and Sites and Policies Plan policies DM.T2 and DM.T3 seek to ensure that the level of residential and non-residential parking and servicing provided is suitable for its location and managed to minimise its impact on local amenity and the road network. It is considered by officers that the proposed PMS will adequately address these policy requirements by providing a satisfactory number of designated resident and visitor parking spaces within the site with adequate on-street visitor parking available for anticipated peak visiting hours.
- 7.3 London Plan policy 6.13, Core Strategy policy CS 18 and Sites and Policies Plan policy DM T1 all promote the use of sustainable transport modes. Phase 2 will provide 8 cycle spaces which is considered sufficient for a development of this type to meet staff and potential visitor needs. The applicants have updated the previously approved Travel Plan for the site and the Council's

Transport Planning officer is now satisfied that the details therein are satisfactory.

**8. CONCLUSION**

- 8.1 The proposed details set out in the Parking Management Strategy have been assessed by the Council's Transport Planning officer and are considered to satisfactorily address the relevant policy requirements. The parking arrangements both in terms of on-site provision and the management of that provision will result in minimal disruption to the road network and the convenience and amenity to local residents and businesses.

**RECOMMENDATION**

Approve the Parking Management Strategy in order to discharge Condition 24 vis a vis Phase 2.

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