

PLANNING APPLICATIONS COMMITTEE 15 September 2016

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	16/P2354	31/05/2016
Address/Site:	Land at Ravensbury Grove and corner of Hengelo Gardens Mitcham CR4 4DU	
Ward:	Ravensbury	
Proposal:	Provision of 36 temporary parking spaces on grass verges and land within the curtilage of numbers 2-18 and 36-50 and either side of Ravensbury Grove and on the corner of Ravensbury Grove and Hengelo Gardens, with dropped curbs, vehicular access and associated landscaping.	
Drawing No.'s:	A089000-RE-SPA047 (prop off-street car parking), A089000-RE-SPA048 (prop off-street car parking with double yellow lines), A089000-RE-SPA049 (area of parking spaces including crossovers and 0.6m buffer), CAG-REM_P_DR_0001 Rev A (temporary parking proposed material plan), CAG-REM_P_DR_0002 Rev B (temporary parking site plan).	
Contact Officer:	Shaun Hamilton (020 8545 3300)	

RECOMMENDATION

Grant planning permission subject to appropriate conditions.

CHECKLIST INFORMATION

- S106: No.
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 120
- External consultations: 0
- Controlled Parking Zone: No
- Flood zone: Yes
- Conservation Area: No
- Listed building: No
- Protected Trees: 0
- Public Transport Access Level: 2.

1. INTRODUCTION

- 1.1 This application is being brought to the Planning Applications Committee for determination due to the number of objections received.

2. SITE AND SURROUNDINGS

- 2.1 The application site is located along grass verges of Ravensbury Estate and on the corner with Hengelo Gardens; and within the curtilage of number 2-18 and 36-50 Ravensbury Grove.

3. CURRENT PROPOSAL

- 3.1 The proposal is for the provision of temporary vehicle parking areas, vehicular access, dropped curbs (to be subject to separate highways applications) and associated landscaping. It is proposed to remove on-street car parking spaces along Ravensbury Grove so as to enable construction sized vehicles to utilise the road, should permission for the redevelopment of the Ravensbury Garages site be granted (currently also being considered on this agenda– app ref: 16/P1968). The proposed off-street car parking spaces would therefore seek to provide capacity due to the loss of these spaces.

4. PLANNING HISTORY

No relevant planning history.

5. CONSULTATION

5.1 Public

Letters were sent to neighbouring properties and a site notice was put up outside the application property. Ten representations including one from the Ravensbury Resident Association were received objecting to the proposal. These are summarised as follows:

- Massive disruption locally.
- Would lose approx. 60-80 parking spaces for 36 – over a 50% reduction.
- Safety risks for people having to park further away.
- Loss of green space in the Estate.
- Flooding impacts with increased runoff and loss of soft drainage.
- Loss of amenity.
- Increase parking and traffic pressures.
- Reduction in privacy.
- Cars operating in close proximity to flats.
- Further parking provision should be supplied – i.e. the garages of Ravensbury Court.
- Further works to other parking and/or garaging areas within the Estate should be undertaken to offset the effects.
- Concern that the parking will not be properly managed, with people outside of Ravensbury Residents utilising it.
- No confidence in CHMP to take on parking enforcement.
- Compaction impacts for trees with cars being parked adjacent.
- Thought of having this parking regime for 18-24 months is excessive.
- Existing shrubs should be protected.
- Removal of cars will increase speeding – safety issues.
 - o Traffic calming measures should be employed.
- Parking for residents could be provided in adjacent industrial estates.

5.2 Internal

Transport Planning

- No objection.
- Developers need to agree the temporary crossovers with the Highways Team and double yellow lines will need a traffic management order and be advertised.

Highways Department

- Aside from the standard highways responses we would add that a separate application to the highways section will be required for the construction of the footway crossovers, and that following completion of the housing works that all the temporary parking spaces are reinstated and that the applicant will be responsible for the reinstatement of all footway crossovers.

6. POLICY CONTEXT

6.1 London Plan 2015 policy: 7.4 Local Character

6.2 Merton Sites and Policies Plan July 2014 policies: DM D2 Design considerations in all developments DM T2 Transport Impacts of Development DM T5 Access to the road network

6.3 Merton Core Strategy 2011 policy: CS 20 Parking, Servicing and delivery

7. PLANNING CONSIDERATIONS

7.1 The planning considerations for the creation vehicular crossovers in this location are considered to relate to

- Implications for the transport network and pedestrian/cycle safety;
- Impact on the character of the area; and
- Impact on neighbouring amenity; and
- Drainage.

Transportation impacts

7.2 Merton's Sites and Policies Plan, policy DM T2 requires that development is sustainable and has minimal impact on the existing transport infrastructure and local environment, specifically outlining that proposals should not adversely impact on the road or public transport networks, safety or congestion particularly on strategically important routes. Policy CS20 (d) requires that development will not adversely affect pedestrian and cycle movements, safety, the convenience of local residents or the quality of bus movement and/or facilities; on-street parking and traffic management.

7.3 Merton's Transport Planning Department have raised no objection to the proposed creation of vehicular crossovers and off street car parking around Ravensbury Estate as proposed. Further traffic calming along Ravensbury Grove, as mentioned by several objections, is not considered necessary in this instance. However, should approval be granted, then this could be addressed at a later stage should it be apparent that such an issue has arisen through the removal of on-street car parking. As such, the proposed hardstanding for vehicular parking proposed at the application site is considered to comply with Core Strategy Policy CS 20, Sites and Policies Plan policies DM T2 and DM T5. It is not considered that the proposed parking arrangement would have an unacceptable impact on pedestrian/cyclist safety and is

acceptable in this regard.

Character of the area

- 7.4 Policy 7.4 of the London Plan (2015) outlines that proposals should have regard to the character of the area. Concern was received from several residents in relation to the impact that the loss of green spaces would have on the character of the area. It is noted that the car parking spaces are located on what is currently green space. However, as this is a temporary proposal it is not considered that this would result in a detrimental impact in the long term in this regard. The applicant has proposed that the parking areas will be surrounded by pre-grown mature hedging which is considered to be a characteristic of the area and will go some way in terms of mitigating any visual impacts associated with the temporary period proposed.

Neighbouring amenity

- 7.5 SPP policy DM D2 states that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of loss of light, quality of living conditions, privacy, visual intrusion and noise.
- 7.6 Concern was received regarding the impact that the proposed parking spaces would have for nearby residential properties, both in terms of proximity to windows and headlights at night time etc. As outlined earlier, the temporary parking areas are proposed to be surrounded by pre-grown mature hedging. It is considered that this would largely address issues of headlights shining into properties. It is also considered that this would define an area for parking providing separation from adjacent residential properties.

Drainage

- 7.7 Policies DM F1 and DM F2 of Merton's Sites and Policies Plan and policy CS.16 of the Core Strategy seeks to ensure that development will not have an adverse impact on flooding and that there would be no adverse impacts on essential community infrastructure. The site is located within a Flood Zone.
- 7.8 It is noted that the proposed materials are cell web and turf mesh which are both permeable surfaces. Merton's Flood Risk Engineer has reviewed the application and has raised no objection in principle to the proposed surfacing.

8. Conclusion

The proposed creation of vehicular crossovers throughout Ravensbury Grove and on the corner with Hengelo Gardens is considered to be acceptable and would not have a detrimental impact on the transport network nor cycling or pedestrian movements in the area. Being temporary in nature, it is considered that the proposed vehicular parking would not have a detrimental impact on the character of the area. The proposed hedging is considered to be in keeping with the area, and will visually mask much of the parking areas whilst also delineating separation from neighbouring properties. The proposed materials are not considered to have a detrimental impact on drainage and flooding in the area. It is considered that the proposal is consistent with Core Strategy Policy CS 14, Sites and Policies Plan policies DM T2 and DM T5 and should hereby be granted.

It is therefore recommended to grant permission subject to conditions.

Recommendation:

Grant planning permission subject to conditions.

Conditions:

1. A1: 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. A7: The development hereby permitted shall be carried out in accordance with the following approved plans: A089000-RE-SPA047 (prop off-street car parking), A089000-RE-SPA048 (prop off-street car parking with double yellow lines), A089000-RE-SPA049 (area of parking spaces including crossovers and 0.6m buffer), CAG-REM_P_DR_0001 Rev A (temporary parking proposed material plan), CAG-REM_P_DR_0002 Rev B (temporary parking site plan).

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

3. F9: The hardstanding hereby permitted shall be made of porous materials as outlined in the approved plans, or provision made to direct surface water run-off to a permeable or porous area or surface within the application site before the development hereby permitted is first occupied or brought into use.

Reason: To reduce surface water run-off and to reduce pressure on the surrounding drainage system in accordance with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policy F2 of Merton's Sites and Policies Plan 2014.

4. Non-standard condition: All hard and soft landscape works shall be carried out in accordance with the approved details as shown CAG-REM_P_DR_0001 Rev A (temporary parking proposed material plan).

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 5.1, 7.5 and 7.21 of the London Plan 2011, 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.

5. Following completion of any approved development/regeneration works at Ravensbury Estate the areas hereby approved for temporary parking will be reinstated (made good) in full to an acceptable landscaped standard that is in keeping with the surrounding area unless otherwise agreed in writing by the Local Planning Authority. This will be undertaken in a timeframe not exceeding 24 months of the date of this permission or within 6 months of

completion of any approved development/regeneration works (whichever is later) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To maintain/enhance the appearance of the development in the interest of the amenities of the area and to comply with the following Development Plan policies for Merton: policies 5.1, 7.5 and 7.21 of the London Plan 2011, 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.

6. The crossovers and dropped kerbs as shown in the approved drawings (and subject to highways approval) will be reinstated in full following the completion of any development/regeneration works approved at Ravensbury Estate in a timeframe not exceeding 24 months of the date of this permission or within 6 months of the completion of such development/regeneration works (whichever is later) unless otherwise agreed in writing by the Local Planning Authority. The reinstatement of the footway shall be in accordance with the requirements of the Local Planning Authority.

Reason: In the interests of the safety of pedestrians and vehicles and to comply with the following Development Plan policies for Merton: policies CS18 and CS20 of Merton's Core Planning Strategy 2011 and policies DM T2, T3, T4 and T5 of Merton's Sites and Policies Plan 2014.

Informatives

Note to applicant: In accordance with paragraphs 186 and 187 of the NPPF, The London Borough of Merton (LBM) takes a positive and proactive approach to development proposals focused on solutions. LBM works with applicants/agents in a positive and proactive manner by:

- Offering a pre-application advice and duty desk service.
- Where possible, suggesting solutions to secure a successful outcome.
- As appropriate, updating applicants/agents of any issues that may arise in the processing of their application.

In this instance:

- The applicant/agent was provided with pre-application advice.
- The application was acceptable as submitted and no further assistance was required.
- The application was approved without delay.
- The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

INF 8: It is Council policy for the Council's contractor to construct new vehicular accesses. The applicant should contact the Council's Highways Team on 020 8545 3829 prior to any work starting to arrange for this work to be done. If the applicant wishes to undertake this work the Council will require a deposit and the applicant will need to cover all the Council's costs (including supervision of the works). If the works are of a significant nature, a Section

278 Agreement (Highways Act 1980) will be required and the works must be carried out to the Council's specification.

INF 9: You are advised to contact the Council's Highways team on 020 8545 3700 before undertaking any works within the Public Highway to obtain the necessary approvals and/or licences. Please be advised that there is a further charge for this work. If your application falls within a Controlled Parking Zone this has further costs involved and can delay the application by 6 to 12 months.

INF 12: Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be co-ordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Merton. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with the London Borough of Merton, Network Coordinator, (telephone 020 8545 3976). This must take place at least one month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are co-ordinated to take place wherever possible at the same time.

Please [click here](#) for full plans and documents related to this application.

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