

Merton Council
Development and Planning
Applications Committee
24 August 2023
Supplementary agenda

9 Modification Document

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Planning Applications Committee
24 August 2023
Modifications Sheet

ITEM 5 (565 KINGSTON ROAD, RAYNES PARK SW20 8SA)

Additional Policy Officer Comments

Sustainability Officer

“By including the additional PV, the applicant is increasing the carbon saving for the non-residential element of the development from 51% improvement to a 69% improvement against Part L 2021 which is welcome. The carbon shortfall for the non-residential element has decreased from 5.3 tCO₂/yr to 3.4tCO₂/yr. The carbon shortfall for the residential element has not changed and remains at 1.7tCO₂/yr. The overall carbon offset contributions which need to be secured in the S106 have decreased to £14,374 for the residential elements and non-residential elements combined.”

Amended Plans

Some drawings have been amended to show additional cargo bike parking on the Site, and an accessible cycle parking bay.

Ground floor Plan - Plans 2213 - 1100 I replaced with Plans 2213 - 1100 J

Proposed forecourt Landscaping – 2213 -1100 A replaced with 2213 -1100 B

Amendments to Heads of Terms

Carbon offset confirmed at £14,374.

New and amended conditions

AMENDED CONDITION 2

To include updated plans as above:-

2. Approved Plans - The development hereby permitted shall be carried out in accordance with the following approved plans:

Proposed Site and Block Plan

Playground Landscaping plan 2213 -1111 A

Forecourt Landscaping Plan 2213 1110 B

Plans 2213 - 1100 J ; 2213 - 1101 F ; 2213 - 1102 F ;2213 - 1103 F; 2213 - 1104 H; 2213 - 1105 H

Elevations - 2213 - 1300 D ; 2213 - 1305 F ; 2213 - 1306 D ; 2213 - 1304 E ; 2213 - 1302 F

Sections - 2213 - 1213 A ; 2213 - 1211 C ; 2213 - 1214 A ; 2213 – 1214 ; 2213 - 1212 B

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

Existing CONDITION 27

Refuse & Recycling (Implementation) - 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.

Proposed AMENDED Condition 27

Refuse & Recycling –

The development hereby approved shall not be occupied until (a) the refuse and recycling storage facilities shown on the approved plans have been fully implemented and made available for use; and (b) a plan showing the proposed arrangements for the storage of waste and recycling within the residential units is submitted for agreement with the Local Planning Authority.

These facilities shall thereafter be retained for use at all times.

CONDITION 42-Water Consumption DELETED (incorrectly numbered and overlaps with new condition 45)

New **CONDITION 45-** Residential CO2 reductions and water use

'No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the residential development has achieved CO2 reductions in accordance with those outlined in the energy statement (dated 10th August 2023) and wholesome water consumption rates of no greater than 105 litres per person per day.

New CONDITION 46: Non-residential CO2 reductions

Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby approved shall be used or occupied until evidence demonstrating that the development has achieved CO2 reductions in accordance with those outlined in the energy statement (dated 10th August 2023), has been submitted to and acknowledged in writing by the Local Planning Authority.

New CONDITION 47: District Heat Networks - London Heat Networks Manual

'No development shall commence until the applicant submits to, and has secured written approval from, the Local Planning Authority evidence demonstrating that the development has been designed to enable connection of the site to an existing or future district heating network, in accordance with the Technical Standards of the London Heat Network Manual (2021).'

REASON:

To demonstrate that the site heat network has been designed to link all building uses on site (domestic and non-domestic), and to demonstrate that sufficient space has been allocated in the plant room for future connection to wider district heating, in accordance with London Plan policies SI2 and SI3.

New CONDITION 48: 'Be Seen' energy monitoring

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

a) Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' as-built stage reporting webform (<https://www.london.gov.uk/what-wedo/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). The owner should also confirm that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in the 'In-use stage' of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).

b) Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section

of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' in-use stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-londonplan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). This obligation will be satisfied after the Owner has reported on all relevant indicators included in the 'In-use stage' chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it) for at least five years.

c) In the event that the 'In-use stage' evidence submitted under Clause b) shows that the 'As-built stage' performance estimates derived from Clause a) have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures identified in Clause b) shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.

Definitions

"Defects Liability Period" means such period of time following Practical Completion of a Building in which a contractor may remedy defects as may be included in the building contract for the relevant Building;

"Reportable Unit" means a Reportable Unit (Energy Centre), Reportable Unit (Residential) or Reportable Unit (Non-Residential);

"Reportable Unit (Energy Centre)" means either a connection to a third-party District Heating Network, a self-contained Energy Centre serving multiple residential/non-residential properties (within the Site) or a self-contained energy system serving multiple residential properties (within a Block or Building);

"Reportable Unit (Residential)" means an individual Block or Building of five or more flats or a group of five or more houses;

"Reportable Unit (Non-Residential)" means a Building with a single occupier/tenant (including block of flats' communal areas) or a Building with multiple tenants;

New **CONDITION 49: BREEAM**

Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby approved shall be used or occupied until a Post-Construction Review Certificate issued by the Building Research Establishment or other equivalent assessors confirming that the non-residential development has achieved a BREEAM rating of not less than the standards equivalent to 'Excellent' has been submitted to and acknowledged in writing by the Local Planning Authority.

CONDITION 43 RENUMBERED AS CONDITION 50

New **CONDITION 51 Access**

The access from Abbot Avenue shown on the approved plans shall be kept locked and secure and shall only be unlocked and used for emergency access and occasional use for maintenance where no other access is possible.

There shall in particular be no deliveries to this gate at any time, and no staff, resident or pupil access to or from this gate at any time save for emergencies and as identified as a means of escape by the Fire Safety Plan.”

Reason: To ensure the safety of the Highway and to safeguard the amenities of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policies D3 and D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

ADDITIONAL INFORMATIVES

INFORMATIVE 12:

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

INFORMATIVE 13:

Carbon emissions evidence requirements for Post Construction stage assessments must provide:

Detailed documentary evidence confirming the Target Emission Rate (TER), Building Emission Rate (BER) and percentage improvement of BER over TER based on 'As Built' BRUKL model outputs; AND

A copy of the Building Regulations Output Document from the approved software.

The output documents must be based on the 'as built' stage of analysis and must account for any changes to the specification during construction; AND

AND, where applicable:

MCS certificates and photos of all installed renewable technologies.

REASON: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply the following Development Plan policies for Merton: policy SI2 of the London Plan 2021 and policy CS15 of Merton's Core Planning Strategy 2011.

INFORMATIVE 14:

Carbon emissions evidence requirements for post construction stage assessments must provide:

- 'As Built' SAP Compliance Reports and detailed DER and TER worksheets for the as built development. The output documents must be based on the 'as built'

stage of analysis and must account for any changes to the specification during construction. The outputs must be dated and include the accredited energy assessor's name and registration number, the assessment status, plot number and development address. OR, where applicable:

- A copy of revised/final calculations as detailed in the assessment methodology based on 'As Built' SAP outputs; AND
- Confirmation of Fabric Energy Efficiency (FEE) performance where SAP section 16 allowances (i.e. CO2 emissions associated with appliances and cooking, and site-wide electricity generation technologies) have been included in the calculation.

AND, where applicable:

- MCS certificates and photos of all installed renewable technologies.

Water efficiency evidence requirements for Post Construction Stage assessments must provide:

Documentary evidence representing the dwellings 'As Built'; detailing: the type of appliances/ fittings that use water in the dwelling (including any specific water reduction equipment with the capacity / flow rate of equipment); the size and details of any rainwater and grey-water collection systems provided for use in the dwelling; AND:

Water Efficiency Calculator for New Dwellings; OR

Where different from design stage, provide revised Water Efficiency Calculator for New Dwellings and detailed documentary evidence (as listed above) representing the dwellings 'As Built'

REASON:

To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: Policy SI2 of the London Plan 2021 and Policy CS15 of Merton's Core Planning Strategy 2011.

Member questions

Officer Response to questions from the PAC Chair – 21 August 2023.

Chair's comments in black and Officer comments in red.

“

“On site

1, Can see the existing site comprises approx 1050sqm of b2 use as a battery manufacturer. Noting already the comments from offices, are we absolutely sure there is no decontamination issues?

We cannot be sure without a full assessment which is required by Conditions 33 and 34.

33. No development shall occur until:-

- i) a preliminary risk-assessment has been submitted to and approved in writing by the local planning authority; and
- ii) a site-investigation has been conducted to consider the potential for contaminated-land and submitted to and approved in writing by the local planning authority; and
- iii) a remediation method statement to make the site suitable for intended use by removing unacceptable risks to sensitive receptors, has been submitted to and approved in writing by the local planning authority.

34. Prior to first occupation, the remediation shall be completed and a verification report, produced on completion of the remediation, and submitted to and approved in writing by the local planning authority.

On user design

2, Are the residential units intended for market or internal/church use?

These are market units to be sold off.

3, Note the secondary building for community use to the east. Will the community be able to rent the building and what is the intended share?

The intention was a drop-in centre for new families to provide support for new parents and filling the 'sure-start' gap. This has not formalised so the exact nature is to be confirmed, but it is intended that it be open to the community.

4, Note the family hub will be used as a food bank, parenting centre - what engagement with the community for the need for these services.

The applicant says that the inspiration for this use was to fill the gap left by 'sure-start' type services and the need for community support in the era of austerity.

The applicant held a public exhibition for the whole development and the consultation took place for this major scheme.

DM C1 'Community Facilities' presumes support for new community uses.

5, It appears from the diagram the hub has no toilet. Can you confirm? Can you confirm the space meets the standard for its intended suggested use? Assuming with families a minimum would be baby change facilities for use by men and women.

There are accessible toilets on first and second floors and a lift which can accommodate a wheelchair. This kind of internal arrangement may change when due to Building Regulations.

6, The wework style facility - who would organise and run that?

The applicant would manage it as a serviced office.

7, What are the conditions for access, loading and unloading? Can you confirm waste management arrangements for these units are the same as the school or under separate contract.

The general arrangements for unloading are the same. The private contractor for the commercial units is unknown at this stage.

8, Are there shower facilities?

In the school only.

On carbon reduction

9, Has the applicant reviewed the use of battery storage? If not, are they able to incorporate via condition at this stage? The assumption is the use of battery storage reduces the carbon offset cost/increases the solar benefit.

10, p.53 solar panels. Could you confirm the latest position?

Awaiting reply from Dominique

On parking

11, There appears to be confusion regarding number of spaces and use. Can you confirm if two spaces are provided one for residential use and one for school use only?

The number of disabled spaces is two. These are the only parking spaces proposed on site. One is for the residential uses, and one for the non- residential uses.

12, What speed/KWH are the EV chargers?

Not known but they will comply with London Plan standards. They are active chargers.

13, Can the size of the bays be provided?

3m wide

On active travel

14, p. 49 - what is the feedback mechanism planned to flip the scooter

Can you clarify what this means please.

15, What provision has there been for cargo bikes in the residential accommodation?

None. There is no requirement for cargo bike parking in residential units in the London Plan or Merton policy, and Officers would not consider it to be an efficient use of space.

16, Note no spaces for cargo bikes to drop off children. Is it assumed such bikes would use the loading dock?

It would be unusual for this age group to be transported by cargo bike, but in any event they could use the short stay cycle area and cycle parking in play area.

17, How have staff been or will be taken with the policy of no car use at all traveling to work?

This will be for the school to manage via the School Travel Plan. Staff will be aware and there is simply nowhere to park in the immediate area for the whole day.

18, What is the London plan standard/ratio for car spaces for nine residential units?

Maximum parking standards in the London Plan would be “less than 1” to “less than 1.5” per unit and “should aim for significantly less than one space per unit”.

On drop off point

19, Will residents in the nine new flats be able to order grocery shopping and access via the drop off point? if not, are we able to designate a spot in a nearby road e.g Sydney or dupont? The goal is to design out the obvious issue?

Yes, all deliveries and servicing to take place on the drop off point.

20, Will a mirror or other aid be installed to ensure vehicles dismounting can see vehicles who maybe overtaking a bus at the bus stop. This is on the premise the bus stop is in use at the time of dismounting

This is an issue of highways safety that has been assessed by Highway engineers and transport officers and has not been recommended.

On waste

21, What is the internal waste storage for the residential properties?

Merton has no policy for storage within the apartments themselves and this would be an arear for potential policy development. On current policy it is not something we can insist on. The Waste Officer was consulted and raised no objections to the arrangements for waste storage.

On ‘kiss and walk’

22, What incentives will be provided by the council to adopt this approach?

This is a suggestion from the applicant which will be monitored via the Travel Plan. The Council's Transport Planners will respond to the detail of what is proposed depending on considerations such as the number of children and where they will come from.

23, How can the parking at the parade of shops be modified to facilitate during school start and end and thus allow close access for those children who are reliant on parental support to and from school. A version of this was also requested in representations by apartment 16, 577a Kingston road.

There is no proposal to change the parking arrangements in the immediate area other than introduction of the 'no stopping' restriction for safety reasons. This proposal would be Highways matter and the controls came into existence through Highways regulation for reasons assessed by Highways. As a general rule, planning should not seek to interfere with other regulations.

There is also a risk that it would be seen as encouraging unsustainable travel in contravention of the London Plan and NPPF, and TFL would certainly object to this. Anything that made driving to the site easier would run against the grain of the sustainable approach to travel to this site.

On play ground space

24, Can the applicant provide details of the play equipment it provides in relation to play values for the expected users

The applicant has not provided details of playground equipment. The choice of playground equipment would be decided in the course of the running of the school. If any equipment was large and permanent it would require planning but at the moment we are not aware of any equipment proposed for what will be secondary school age children.

On internal space

25, Can you provide an assessment on the internal space in the residential units?

The internal space complies with Nationally Described Space Standards and is acceptable in terms of room size; overall size; and room proportions.

On residential amenity

26, What is your assessment of the deficit for residential amenity in the nine flats?

None. The proposal meets policy D5.3 (a) 'Design Considerations'

On sun light

27, Please explain in (A) plain English including actuals and (B) provide the underlying calculation relating to mean weighted average reduction factors.

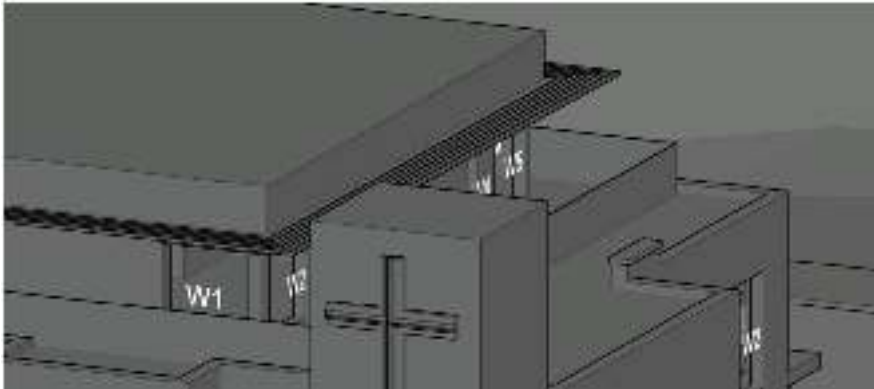
We have asked the applicant to provide this. I do not know the underlying calculation, and would not have the expertise to interpret it, but essentially it seeks to assess the combined impact of all the windows to a room.

28, In their representations apartment 16, 577a Kingston road state the light loss in living area and not the bedroom. Can you confirm?

Yes, the affected room is a living area and is assessed as such in the report. It is true that the report creates confusion by wrongly referring to bedrooms in a later paragraph.



This is a penthouse apartment with abundant light and the impact on this room is very low. It is set back from the boundary. It restricts its own daylight due to the overhang – see below.



Conditions

New conditions

Would the applicant be open to the following conditions:

- No heavy works on the weekend at all. Yes, this can be made part of the construction management plan
Yes, this can be made part of the construction management plan
- Introduction of a resident liaison officer for the build
Yes, this can be made part of the construction management plan
- Through 106 secure warning signs to cyclists approaching the school
This would be covered by the 278 Agreement with Highways and the s106 Agreement
- Through 106 secure zebra crossing to support kiss and walk at the parade of shops opposite.

There is already a crossing in the s106 to be paid for by the applicant.

- Through 106 secure specific drop off and pick up point on Kingston road outside the parade of shops. This would be on the assumption of extended up to the existing double yellow lines. This would be a regulated zone during pick up and drop off hours for school.

This is not recommended by the transport assessment or the council's transport planners and would fall foul of the London Plan. TFL would certainly object as it would encourage unsustainable travel.

- Protect the playground space from being used as a car park.

This would require a change of use application, and the applicant accepts this.

- Specific the internal waste storage to follow the Tower Hamlets model noted in B1 Stage 1 p. 31 onwards

https://ehq-production-europe.s3.eu-west-1.amazonaws.com/9964b7269d47ec39f29f30f37486a5f7f4f6cb31/original/1629906620/486e0be02d0ec2061b48073b46c67a93_210819_1327_TH_RRW_-_SPD_Document_Final_A4.pdf?X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-Credential=AKIA4KKNQAKICO37GBEP%2F20230819%2Ffeu-west-1%2Fs3%2Faws4_request&X-Amz-Date=20230819T200838Z&X-Amz-Expires=300&X-Amz-SignedHeaders=host&X-Amz-Signature=993438a22134c66fd7f58ad8faa526edade4870a31a08f500b6bf3436009d1fa

This is not Merton Policy and the application must be assessed according to our policy. Merton would need to adopt this guidance for us to require it.

- p.87 commercial waste collection should be during the same hours c Merton to avoid community disruption.

This would be onerous as the demands of a commercial unit are dependent on need and circumstances. The details of the plan would however be controlled by s 106 agreement.

- Conditions about screening and dust. The applicant will also need to pay for cleaning of the windows for those properties immediately affected.

Any nuisance or damage to neighbours would be a civil matter but dust is controlled by the Construction Management Plan.

- Those flats above the church should also has specific measures to protect given the balcony use.

As above

Amended conditions

p.63 - amend condition to enable zero emission cars only to secure permits.

This is an area that has been identified as having reasonably high parking pressure. Officers consider that the restriction on any vehicles is necessary to help ensure that parking pressure does not become severe. We therefore would not support a planning condition as there would be insufficient justification. A s106 agreement to this effect would risk creating a precedent if this was enabled in an area of high parking pressure, and it is in any event considered necessary by officers.

On this occasion, and on this particular site, we therefore do not believe that this is appropriate.

p.86 Provision of new tree to be semi-mature

This would be covered by the Landscaping Plan controlled by condition 39.

Officer Response to further questions and requests for clarification from the PAC Chair.

Chair's comments in black and Officer comments in red. These comments follow on from the questions/answers of 21 August 2023

“

On internal waste storage

On the conditions while we don't have a policy for internal storage its an area we are going to be looking at so if we can address and get the applicant aware of the concern I would be grateful. Note: our new environment director wrote the SPD I flagged so we have his support. It's a real concern of mine. Of course we don't reference Tower Hamlets policy but do reference the substance e.g. litres of bin, placement etc etc.

I have amended the condition so that a Waste Management Plan be submitted to include the internal arrangements in the residential units.

On active travel

RE: active travel. It noted the scooter parking could be changed to more cycle parking. What is the review mechanism referenced p.49.

I am still unclear what review mechanism you are referring to on page 49.

For the residential units, since we are putting a condition on to restrict car use it would seem sensible to augment with cargo bike. Can you review this please?

I have asked the applicant whether some cargo bikes can be accommodated outside, and they should have an amended Site Plan at or in advance of the Committee's meeting.

On car parking:-

So I take it the plan does not conform to London plan standards for car parking?

The proposal does comply with the London Plan: no on-site parking is proposed.

On bay size what standard does that conform to?

The London Plan – “Parking spaces designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m wide provided between designated spaces.”

On EV... can you confirm they are at least fast charging? Rated at least 50kw.

Yes, this is the proposal. The Agent confirms “rapid charging would be 50kw and would expect this to be implemented, beyond this would limit supplier options”.

On parking at the parade of shops

I think what we're trying to do is make the space safer. I'll raise with the cabinet member.

Head of Future Merton, commented:-

“On drop off

(Chair of PAC’s email:) “There is a parade of shops a short walk from the school. This would be an ideal drop off point if extended and restrictions put in place to allow very short stay at appropriate time. My concern if we don’t do this are (A) safety (B) the impact on vulnerable children (c) perception we’re anti car (d) the rise in complaints you will receive by not managing this at application. Could this site be looked at to accommodate this. I believe it would also be inline with the re-run of your consultation.”

The applicant has been in pre-app discussions involving access for school pupils via minibus. Like all school applications we will insist on a travel plan (something that recently came to the fore with the neighbouring Dundonald Church contributing to localised congestion and parking stress)

Parking bays opposite are for the use of all motorists and to support the local businesses. There is no realistic method of dedicating these spaces as school drop-off. This concept runs counter to Merton’s School Streets initiatives where we are actively seeking to restrict school drop-offs to reduce road danger and promote cleaner air in the vicinity of schools.

The school will need to deal with drop-off on-site and with parent engagement as part of its travel plan.

In addition, the suggested bays are across the road with no formal crossing point. To implement a crossing point would need to be at the applicants expense, however the exact location of a crossing would be a challenge and may not serve the school’s needs (again, there isn’t a way under the traffic act

of dedicating the bays opposite the shops as school drop-off, so it's a moot point).

I'm afraid that (the suggestion is) unworkable as (an) additional planning condition. Conditions are meant to mitigate the impact of a scheme and make the scheme acceptable in planning, however these run counter to existing policies and set a dangerous precedent. We are unable to support these changes."

In the light of these comments and our own assessment, Officers are concerned that encouraging dropping-off near the school would undermine two key pillars of the transport strategy, namely safety and sustainability.

The proposal would encourage car use which conflicts with the strategic objective to encourage sustainable travel which has informed the transport strategy for this proposal. TFL would almost certainly object to the suggestion for this reason.

There is no evidence that the cars dropping off are more likely to be emission-free, and it would be impossible to enforce this.

Transport and Policy Officers share our concerns about the departure from policy and their assessment is that it is likely to be operationally unworkable.

For the reasons set out above, Officers advise against requesting a planning condition or s106 agreement in the terms proposed.

On residential amenity

What is the amenity space per unit (value) vs the standard. And what is the actual space classed as amenity?

They are balconies/terraces. London Plan standards are 5m² for two beds, then 1m² per additional occupant. These standards have been met.

On the 106 re: drop off point

The travel is sustainable if its zero carbon cars but the point aside these are disabled children and reality is we all know parents will be driving to the site. If we don't sort this now its a future problem. Can this be revisited please? The cabinet member is also in agreement.

Requiring parents to drop off in emission-free cars would be unenforceable.

See Head of Future Merton's comments above.

On zero emission car parking

Again can this be updated please? Both Matt and I agree on this point. The cabinet member is also in agreement.

Head of Future Merton, commented:-

“On condition to restrict permit parking

(Chair’s email:) “Both myself and the vice chair (a ward councillor) are in agreement this is a little heavy handed. Given we’re not prescribing cargo bikes storage for the residential units and our overarching policy is to be anti carbon and not anti car we would like this amended to state permits are allowed but only for zero emission vehicles 1 per property.”

Our policies on transport are centred on road safety, quality of the environment and reducing the impact on traffic from new development. Whilst EVs are a cleaner option for the environment in terms of emissions; they are nonetheless still vehicles that contribute to congestion and impact on road safety.

The proposed scheme is within a CPZ which is at capacity. It would be against our CPZ policies to introduce a new scheme which allows residents to obtain parking permits on the basis of having an EV; eventually EVs will become the norm and will further exacerbate parking pressures for existing residents.

As with any new development which is car-free; buyers have a choice and if they need a vehicle; they can purchase in a development that provides for this. Car free means car-free regardless of its emissions.

Raynes Park is well served by public transport and as the Traffic and Highways team; we can’t support this suggestion.”

Officers maintain that this is a proposal we would advise against.

Questions from Vice Chair

Email of 21 August 2023

“The following measures are proposed by the Applicant which are to be secured by enabling agreement:

- The provision of improved pedestrian crossing facilities near the site to enable better access to Raynes Park Railway Station and the A238 Kingston Road westbound bus stops.

As the Martin Way/Sydney Rd junction is signalled and that allows access to the Merton Mansions bus stop as well, a crossing adjacent to Sydney Rd would be ideal.

- The provision of tactile paving at the David Lloyd / A298 Bushey Road crossing. This allows for people to cross at the informal crossing at this point – though there is also TfL funding for a feasibility study to put in a signalled crossing to Prince George’s Playing Fields from Prince George’s Avenue. If this is to be the Kiss and Ride or Playing field (as Cllr Charles suggested copied in), then we could ask for the

applicant to write in to TfL/work with the owners of the playing field to support this and help bring it to fruition.

- Relocation of the half-on/half-off footway parking on-street, to increase the footway effective width on Kingston Road. It is noted that this may not be possible as it will restrict the flow of vehicle traffic, unless parking is removed in part to introduced relief areas.

Has this been agreed? Obviously it would require consultation so I just wanted to check if this involved removing spaces currently marked as remaining in the TMO.

- Installation of CCTV cameras along the off-road pedestrian / cyclist route, along with more lighting in the tunnel beneath the railway bridge.

The main area of anti-social behaviour/risk to students after emerging from the skew arch is in the parklet which is opposite Prince George's Avenue. If they are already committed to improving lighting in this tunnel, the addition of CCTV to the tunnel mouth/parklet should be the priority"

Officer reply 23 August 2023:-

"You rightly identify that there is a lot of detail to be pinned down here as part of the process of meeting the Applicant's responsibility to make the streets around the Site as safe as possible. The substance of the provision to meet the Healthy Streets Assessment will be explored and costed through the s106 process and in the negotiation and drafting of that agreement so I will ensure that Transport are aware of your comments and your interest so that you can have some input into the detail when it is decided/agreed."

Email of 22 August 2023

"Now that it has been decided that there will not be 9 parking spaces (something that has been part of the project through its design stages), I wonder if we could condition or at least have as an informative, a desire to achieve a sensory play space for the students – it is a SEN school afterall. Via a chat with the chair, it was not clear that thought had been given to what was required in regards to play space at the rear of the site. Whilst before this may have made sense to be a marked mixed-use games area because of the parking potential, it is unclear now whether the site requires this hard standing for vehicle access. Could there be a larger area of turf or garden?"

Officer reply of 23 August 2023:-

"The applicant confirms that the playground is designed by school providers to be a low maintenance, hard wearing space. Grass is problematic and could reduce the accessible areas of play when the weather's not so good.

Given that the rationale has been considered by the school provider and is in line with the purposes of the school (and not to facilitate car parking) I would not seek to challenge their judgment on this.

I will leave the landscaping as is for now unless I hear otherwise."

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Technical Briefing of 21 August 2023

A Technical briefing took place on 21 August with Case Officer Stephen Hill presenting to and answering questions from members of the committee. The Case Officer recalls that the following queries were answered:-

- Internal shower arrangements and pupil privacy are matters for school regulators and building control.
- Applicant Charity intends to occupy and run the buildings.
- No identified location for 'kiss and walk' or school playing fields that the officer knows of, and the precise arrangement for 'kiss and walk' will be monitored by the Travel Plan.
- There is a condition attached which regulates the control of kitchen emissions.
- If the school changes the age range of its intake at a later date, there may be different impacts on travel and Highways. The Officer said we might consider a condition on the pupil intake. On reflection the impacts of a change like this would be managed through the travel plan if it were to occur. All uses change and evolve over time and the council will manage that evolution.
- Conditions must be necessary to make the use acceptable. A restriction on ages would not meet this threshold because the measures taken to ensure pupil safety and facilitate their travel are already rigorous and take into account the school's SEN status. The arrangements would not substantially change.
- The Officer will ask the applicant for an accessible cycling bay.
- All serving and deliveries would take place on the bay at the front of the site including for the community uses.
- The proposed amendment to the s106 on electric vehicles is problematic but of course the committee will ultimately decide.