

PLANNING APPLICATIONS COMMITTEE

11th August 2016

APPLICATION NO.

13/P2192

DATE VALID

10/07/13

Address: Land formerly occupied by the Nelson Hospital, 220 Kingston Road, Wimbledon Chase, SW20 8DB (Phase 2, McCarthy & Stone site)

Ward: Merton Park

Proposal: Discharge of Condition 24, Parking Management Strategy attached to Planning permission ref 12/P0418

Documents: 'BREEAM Travel Plan Revision C' dated 2nd December 2015 and 'Parking Management Strategy Revision B', dated 20 June 2016 compiled by Encon Associates Ltd

Contact Officer: Leigh Harrington (020 8545 3836)

RECOMMENDATION:

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

1. INTRODUCTION

- 1.1 This application for a proposed Parking Management Strategy for Phase 2, the McCarthy & Stone Assisted Living Extra Care development at the Nelson Hospital site is brought back before the Planning Application's Committee because at the December 10th 2015 meeting members deferred the matter to a future meeting in order that officers can seek to secure better provision of visitor parking spaces on site, with a target of 8 spaces if possible (as the extrapolation of existing data shows that visitor space demand is likely to be for 8 spaces). 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 re development of the old 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 Ref 12/P0418.
- 1.3 Condition 24 required a Parking Management Strategy 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 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 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 has been recently completed 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. The revised PMS states that 16 parking spaces will now 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 16.
 - Visitor parking; When the matter was brought before members previously the applicant envisaged that all 19 resident permits may not be required in which case the 3 visitor spaces could be extended accordingly. As members sought more visitor parking the proposal is now to allocate 3 of those resident bays to visitor bays, thereby increasing capacity to 6 visitor spaces. Although it is acknowledged that this represents a shortfall of 2 spaces it is proposed to utilise a Travel plan which will discourage the use of private vehicles for accessing the site and to strike balance between parking provision and restraint to encourage visitors to travel to the site via alternative methods of transport. Additionally the applicant's consultants undertook further parking surveys in order to compile the revised 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 when Manor Gardens, Watery Lane and Sheridan Road were included an average of 14 further spaces were found to be available. The deficit of 2 on-site visitor bays is mitigated by more than 80 pay and display parking spaces available within 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. Whereas previously the possibility of a CPZ was not thought to be likely it is now expected that one may be implemented by the end of the year.

- Staff parking; None is provided on site.
- 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 committee for discharge.

4.3 12/P0483. 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. This is the only condition still requiring discharge.

5. CONSULTATION

5.1 The revised 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 [adopted 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].

National Planning Policy Framework [March 2012]

- 6.4 The National Planning Policy Framework [NPPF] was published on the 27 March 2012 and replaces previous guidance contained in Planning Policy Guidance Notes and Planning Policy Statements. This document is a key part of central government reforms 'to make the planning system less complex and more accessible, and to promote sustainable growth'.

- 6.5 The NPPF supports the plan led system stating that development that accords with an up to date plan should be approved and proposed development that conflicts should be refused. The framework also states that the primary objective of development management should be to foster the delivery of sustainable development, and not to hinder or prevent development.

7. PLANNING CONSIDERATIONS

- 7.1 The planning considerations relate to an assessment of the acceptability of the parking management strategy 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. The Parking Management Strategy will provide 16 residents bays on site. Whilst this does not equate to one for each of the 51 apartments the average age of residents is nearly 82 which is a demographic that typically has lower levels of car ownership and reflects a proportion of car owners that is representative of typical car ownership figures at similar residential developments operated by the applicant.

- 7.3 In terms of visitor parking the amount of on site visitor provision has been increased to 6 bays. In the event that visitor numbers exceed this figure then there would be a need to park on the street. In order to assess the capacity of the local streets to accommodate this the applicant's consultants undertook

further parking surveys in order to compile the revised PMS and the results were shown to demonstrate that there were 80 pay and display parking spaces available within walking distance of the site. A Parking beat survey showed that on average 19 pay and display spaces were available on surrounding roads during the day and that when Manor Gardens, Watery Lane and Sheridan Road were included an average of 14 further spaces were found to be available. The deficit of 2 on-site visitor bays is therefore considered to be mitigated by this available parking in the locality. 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'.

- 7.4 The applicants for Phase 1 have made a section 106 contribution of £30,000 towards a CPZ consultation and implementation if required. This consultation process will begin later this year and if implemented this will significantly limit uncontrolled parking in the area.
- 7.5 It is considered by officers that the proposed PMS will adequately address these policy requirements by providing what is considered a satisfactory number of designated resident and visitor parking spaces within the site (an increase from 3 to 6) with adequate on-street visitor parking available locally for anticipated peak visiting hours.
- 7.6 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.

8. CONCLUSION

- 8.1 The proposed details set out in the Parking Management Strategy represent a reworking of the proposals and information previously put before members. The scheme now provides 6 on site visitor spaces and whilst this is still 2 less than the extrapolated requirement for 8, further work has been undertaken to identify a higher number of available pay and display bays than was previously the case. The details in the PMS have been assessed by the Council's Transport Planning officer and are considered to satisfactorily address the policy demands that were behind the need for a strategy to be approved so that the Council and members can be assured as fully as possible that the parking arrangements both in terms of the physical 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.

9. RECOMMENDATION

Approve the Parking Management Strategies in order to discharge Condition 24 so as to ensure the development is completed and operated in accordance with details set out in the submitted Parking Management Strategy.

To view Plans, drawings and documents relating to this application please follow

[the link](#)

Please note that this link, and some of the related plans, may be slow to load