

PLANNING APPLICATIONS COMMITTEE 16 MARCH 2017

<u>APPLICATION NO.</u>	<u>DATE VALID</u>
16/P4855	15/12/16
Address/Site	Land Adjacent to Railway Bridge near 314 Kingston Road, SW20
Ward	Merton Park
Proposal:	Installation of two charge points with feeder pillar and two designated electric vehicle parking spaces (Retrospective application).
Drawing Nos	SL-002 Rev B
Contact Officer:	Mark Brodie (8545 4028)

RECOMMENDATION

GRANT Planning Permission subject to conditions.

CHECKLIST INFORMATION

- Heads of agreement: No
- Is a screening opinion required: No
- Is an Environmental impact statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice- No
- Site notice- No
- Design Review Panel consulted-No
- Number neighbours consulted – 10
- External consultants: None
- Number of jobs created: n/a
- Archaeology Priority Zone: yes
- Conservation Area – No

1. INTRODUCTION

- 1.1 This application has been brought to the Planning Applications Committee due to the number of objections received.

2. SITE AND SURROUNDINGS

- 2.1 Pavement and two on-road parking bays located on the south side of Kingston Road adjacent to and partially under the existing railway bridge

between 312 and 314 Kingston Road and adjacent to existing access road serving a warehouse at r/o 304 – 312 Kingston Road.

3. **CURRENT PROPOSAL**

- 3.1 Retrospective planning permission is sought for the installation of two electric charge points with standard foundations in association with the use of two of the four existing vehicle bays for electric charging purposes. The charge points are of the following dimensions 1.28 metres high and 308mm width, 382 mm wide including connector. In addition to the charging points a feeder pillar with dimension of 1.27 metres and 380 mm wide has been installed.

4. **PLANNING HISTORY**

- 4.1 None

5. **CONSULTATION**

- 5.1 The application has been advertised by site notice and letters of notification to occupiers of 10 neighbouring properties. 1 objection/petition signed by seven businesses from :-
Wimbledon Chase Business Association – Work has already been carried out by the contractors in two of the four free parking bays. Parking is already is short supply for our customers and to lose the two bays closest to our shops is a trading disaster. We suggest that these should be relocated to spaces less frequently used by our clients and customers. Would appreciate if these electric charge points can be relocated to a more suitable position, especially as they have been installed without consultation or waiting for the planning application to be granted.
- 5.4 Transport Planning & Projects Officer No objection. The charging infrastructure does not obstruct pedestrian passage along the footway. The conversion of the existing parking bay to electric charging bays will not impact on parking on the surrounding area. It is considered that at peak times of retail related parking demand there will be sufficient space to cater on this section of Kingston Road and the surrounding highway network there is sufficient on street parking opportunities to cater for the existing level of parking demand.

6. **POLICY CONTEXT**

- 6.1 Adopted Merton Core Strategy (July 2011)
CS14 (Design).
CS15 (Climate Change)
- 6.2 Sites and Policies Plan (July 2014)
DM D2 (Design Considerations in all Developments);
DM T1 (Support for sustainable transport and active travel)
- 6.3 The London Plan (March 2015)

5.2 (minimizing carbon dioxide emissions).

7.14 (improving air quality)

7. PLANNING CONSIDERATIONS

- 7.1 The main planning considerations concern design, impact on the streetscene, the promotion of sustainable transport and the availability of on street parking
- 7.2 The parking bays are sited next to a wide section of pedestrian walkway, on which there are a number of trees and street furniture elements such as BT cabinets and lamp post. As specified, the charging points and feeder pillar are not of a scale that would be oversized or out of keeping with other objects or the surrounding area overall. As such, it is considered that the charging points do not constitute a form of street clutter resulting in visual intrusion.
- 7.3 The charging points do not appear to have an adverse impact in terms of pedestrian and vehicular circulation. Although there appears to be no direct CCTV surveillance there are good opportunities for natural surveillance from passers by. The applicant has indicated that measures are in place to ensure regular maintenance (every 14 days) and inspections and quick responses to carry out repairs as needed. As such it is not considered that there are specific concerns with regard to security of upkeep of the installations
- 7.4 Core strategy Policy CS15 Climate Change seeks to make Merton a municipal leader in improving the environment, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy, consuming fewer resources and using them more effectively. London Plan policy 7.14 acknowledges the importance of improving air quality and encourages planning policies to achieve reductions in pollutant emissions. The installation is consistent with Merton policy objectives in the promotion of sustainable transport and are consistent with the wider aims of the London Plan.
- 7.5 It is acknowledged that some local businesses have expressed concern at the loss of two of the existing four, free, on-street parking spaces on this side of Kingston Road. However, these are parking spaces that serve the community as a whole and are not for the exclusive use of customers of surrounding businesses. Nor is there any reason why these businesses should not benefit from users of the charging bays. There are also opportunities for “free” parking in several locations in close proximity including the two adjacent parking bays, three spaces outside the co-op at 288 Kingston Road, four bays outside 409 to 415 Kingston Road and six pay and display bays outside 393 to 407 Kingston Road.

8. SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS

- 8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly there is no requirement for an EIA submission.

9. CONCLUSION

- 9.1 Officers consider that the proposal is consistent with local and metropolitan planning policies and will serve to promote sustainable transport and reduce emissions.

RECOMMENDATION

GRANT PLANNING PERMISSION

- A.7 Approved Drawings

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