

PLANNING APPLICATIONS COMMITTEE

16 MARCH 2017

APPLICATION NO.

16/P4651

DATE VALID

06/12/2016

Address/Site

The All England Lawn Tennis and Croquet Club
Church Road, Wimbledon, London, SW19

Ward

Village

Proposal:

Demolition of existing 5 x covered tennis courts and erection of a new building comprising of 6 x indoor courts and associated facilities, 6 x outdoor tennis courts, single storey basement for parking (up to 338 vehicle spaces and 60 cycle spaces), 9 external covered car parking spaces, relocation of chiller plant (which services centre court roof) and associated equipment, associated landscaping, hardstanding, access roads, boundary enclosures and amended access arrangements.

Drawing Nos

2500 Rev A, 2501 Rev A, 2510 Rev B, 2511 Rev B, 2512 Rev B, 2513 Rev B, 2520 Rev A, 2521 Rev A, 2522 Rev A, 2523 Rev A, 2530 Rev A, 2531 Rev A, 2532 Rev A, 2533 Rev A, SRC414-GRA-X-100-DR-L-1300 Rev 03, 1301 Rev 03, 1302 Rev 03, 1303 Rev 02, 1304 Rev 02, 1305 Rev 03, 1306 Rev 03, 1307 Rev 03 and 1308 Rev 03.

Contact Officer:

Stuart Adams (0208 545 3147)

RECOMMENDATION

SUBJECT to NO DIRECTION TO THE CONTRARY FOLLOWING GLA STAGE 2 REFERRAL, GRANT Planning Permission subject to S.106 agreement and conditions.

CHECKLIST INFORMATION.

- Heads of agreement: - Staff park and ride, carbon off-setting, sustainable transport and highways improvement works.
- Is a screening opinion required: Yes
- Is an Environmental Statement required: No

- Has an Environmental Impact Assessment been submitted – No
 - Press notice – Yes
 - Site notice – Yes
 - Design Review Panel consulted – Yes
 - Number of neighbours consulted – 204
 - External consultations – Yes (MET police and LB Wandsworth)
 - Number of jobs created – Same as existing
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1. **INTRODUCTION**

- 1.1 The application has been brought before the Planning Applications Committee for consideration, as there have been a number of objections from neighbouring properties and officer recommendation is grant permission subject to conditions and S106 agreement.

2. **SITE AND SURROUNDINGS**

- 2.1 The All England Lawn Tennis and Croquet Club (AELTC) on Church Road, Wimbledon has an overall site area is 17.3 ha, spanning two site areas situated either side of Somerset Road. The larger of the two site areas houses the Championships and the main club facilities and is located on the eastern side of Somerset Road. The smaller site area, which is subject of the current application, is located on the western side of Somerset Road. It is bounded by Marryat Road to the south, Dairy Walk to the west, rear garden boundaries of properties in Newstead Way to the west and Somerset Road to the east.
- 2.2 The application site contains 2 large structures, one built in 1958 and the other in 1989, fronting onto Somerset Road and housing 5 indoor tennis courts with ancillary facilities. Chillers for centre courts are currently located to the rear of the right hand side indoor tennis court building.
- 2.3 Outside the Championships, the indoor tennis facilities are used by the members of the AELTC and the site also provides car parking for staff and contractors. During the Championship, the courts are used by tournament players as a warm up area. The site also acts as the main transport hub for the fleet of courtesy cars that operate during the Championships, as well as housing the VIP accreditation areas, a ticket collection area, member's car parking, bus drop off and a BBC aerial camera hoist.
- 2.4 Ground level car parking is provided in the form of hard standing car parking areas to the front and north of the covered courts building. The grassed areas to the north, west and south are used intensively during the Championship period as parking areas.

- 2.5 The grassed area to the south of the indoor courts adjacent to Murray Road, slopes steeply on the west side, reducing gradient to a more gentle slope to the east. The grassed area becomes Car Park 1 (CP1) for the duration of the Championships accommodating the bus drop off and parking area, overflow member parking from CP3 and location of the BBC hoist. From May to August the area is also used for set up and dismantling for preparation of the annual Championships.
- 2.6 Car Park 2 is located to the west between the rear of the existing indoor courts building and Dairy Walk. CP2 operates as the main car park for the fleet of courtesy cars. This area is covered with aluminium tracking in the build up to the championships.
- 2.7 Car Park 3 is located to the north of the site between the existing indoor courts building and properties in Newstead Way. CP3 is used predominantly as members parking. A security tent to check courtesy cars and their occupants is also erected on this part of the site each year.
- 2.8 The tracking to all three car parks is typically removed during August, allowing these areas to return to grass, however CP2 and CP3 remain in use year round for visitor/contractor parking.
- 2.9 The eastern site area comprises the main leisure and recreational facility of the AELTC. This area accommodates a variety of different functions used in connection with members use throughout the year and the annual Wimbledon Tennis Championship. Further to the of the main site, is Wimbledon Park, this area is identified as MOL, a green corridor, open space and site of importance for nature conservation within Merton's Sites and Policies Plan (2014).
- 2.10 To the north of the application site, the terraced houses in Newstead Way sit at a considerable higher position due to the topography of the site. Their rear gardens directly abut the northern boundary of the application site.
- 2.11 To the south, houses face towards the site from across the opposite side of Marryat Road.
- 2.12 Immediately to the west of the site lies Dairy Walk, a public footpath separated from the site by mature hedging and trees, lined on the other side by more planting and fences to the gardens to the detached houses in Burghley Road beyond. These properties in Burghley Road are sited within the Wimbledon North Conservation Area with their rear gardens forming the Conservation Area boundary.

- 2.13 Both the application site on Somerset Road and the main AELTC site are identified as open space within the adopted Merton Sites and Policies Plan (2014). Wimbledon North Conservation Area is adjacent to the western boundary and Dairy Walk. All existing trees on site are protected by Tree Preservation Order (MER 161).

3. **CURRENT PROPOSAL**

- 3.1 The proposal is to demolish the existing 5 x covered tennis courts and erect a new building comprising of 6 x indoor courts and associated facilities, 6 x outdoor clay tennis courts, single storey basement for parking (up to 338 vehicle spaces and 60 cycle spaces), 9 external covered car parking spaces, relocation of chiller plant (which services centre court roof) and associated equipment, associated landscaping, hardstanding, access roads, boundary enclosures and amended access arrangements.

Covered Courts

- 3.2 The proposed covered courts building would accommodate six indoor tennis courts aligned side by side with ancillary tennis facilities. The principle eastern elevation is orientated towards Somerset Road and the main site thereafter. The frontage of the proposed building would be set back from the Somerset Road by at least 47.4m to allow for six external clay courts, soft landscaped areas and a vehicle front drop off area with 9 covered car parking spaces.
- 3.3 Pedestrian access to the covered court building would be from gates on Somerset Road. Vehicular access points are provided on Marryat Road and Somerset road, both providing access to the basement.
- 3.4 The proposed building adopts a modern design approach with a first floor internal viewing gallery, front balcony and elegant curved standing seam roof design, split into six distinctive segments which are separated by glass roof lights. The modern building would have rendered walls, painted aluminium louvers, glass balustrades with stainless steel rail to first floor balcony, painted steel columns, exposed timber soffit, green aluminium flashing to front edge, roof lights and green standing seam roof.

External courts

- 3.5 The proposal would include six new external clay courts which have no floodlighting. The clay courts would be located in front of the proposed covered courts building. The four southern and central courts (3,4, 5&6) would have step free access between the indoor and outdoor courts. The two southern courts would be screened by hedging. The two northernmost courts (1 and 2), due to the sloping nature of the site, would

be set at a raised level and would be accessed from the first floor of the covered courts building. Beneath the raised courts sits a player reception, covered car parking and access to the existing tunnel beneath Somerset Road to the Millennium Building within the main grounds.

Basement

- 3.6 Beneath the footprint of the indoor and outdoor courts, a single storey basement car park is to be constructed which will accommodate up to 338 vehicles. This car park connects via a short ramp to the eastern perimeter road and can also be accessed via a ramp to the south of the indoor courts which will primarily be used during The Championships. The basement also accommodates 60 secure cycle parking spaces.
- 3.7 The eastern part of the car park would be used for the courtesy car operations during The Championships. This relocates the fleet of courtesy cars underground and out of sight, thus providing a significant visual improvement at ground level. For the remainder of the year, part of the car park is to be used as staff and contractor parking, removing parking that currently occurs within Car Parks 2 and 3. The western part of the basement car park is to be used for Members parking during the Championships. Outside of The Championships, the space will be used as storage for some of the tournament overlay.
- 3.8 At the front of the car park, under the eastern edge of the clay courts, there is a protected route for pedestrians from the car park to the arrivals forecourt and main entrance. The ticket collection and accreditation operations which currently run from a temporary marquee will be relocated to this area. This removes the need for the marquee and moves pedestrian queueing from the Somerset Road highway.

Boundary treatment

- 3.9 Currently the boundaries are a mixture of hedges, trees, and chain link fences in a slightly ad hoc arrangement. The proposals seek to enhance the boundaries to Somerset Road and Marryat Road with new railings similar to those installed around the perimeter of the golf club on the Church Road side of the Championship site. Enhanced planting to the Dairy Walk boundary and improved screening planting to the boundaries with rear gardens in Newstead Way and to the southern boundary with Marryat Road is also proposed.
- 3.10 A new manually operated bi-folding vehicular gate set 6m back from Somerset Road and gatehouse will replace the existing northern access point (shown as gate A).

- 3.11 New manually operated vehicular and pedestrian gates and a new gatehouse will be introduced on the Somerset Road frontage (shown as gate B). This replaces the existing entrance and will be slightly further north to align with gate 13 on the main site on the opposite side of Somerset Road.
- 3.12 A new manually operated vehicular gate set 6m back from Somerset Road and new gatehouse will be introduced on the Somerset Road frontage (shown as gate D). The gate will enable direct access to the basement car park. Will be used by courtesy cars during the Championship and staff/contractor vehicles the rear of the year.
- 3.13 A new manually operated vehicular gate and new gatehouse will be introduced on the Somerset Road frontage (shown as gate E). This replaces the existing barrier access point but will be located slightly further south. The exit will be used for buses and member vehicles during the Championship and will be locked outside the Championship.
- 3.14 A new manually operated vehicular gate and new gatehouse will be introduced on the Marryat Road frontage (shown as gate G). This replaces the existing gates, but would be set further back from the street frontage. The entrance will be used for buses during the Championship and will be locked outside the Championship.

Landscaping

- 3.15 The overall approach to the Somerset Road site is the feeling of 'Tennis in an English Garden'. It has been identified that all existing trees on site are protected by Tree Preservation Order (MER 161). A total of 147 individual trees have been recorded on site, 121 of which were within the site boundary and 36 outside but within the immediate vicinity. The majority of individual trees are categorised as B (trees of a high quality with an estimated life expectancy of at least 20 years) and C (trees of a low quality of at least 10 years or young trees with a stem diameter below 150mm), with the groups categorised evenly between B, C and U (those in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years).
- 3.16 As part of this application, 10 trees would need to be removed on site for arboricultural reasons, and 39 trees would need to be removed to facilitate the proposed development, however, the majority would be retained and 86 new trees are proposed as part of the comprehensive landscaping scheme.

Chillers

- 3.17 The existing Centre Court chillers and associated plant, with the exception of occasional testing, are only utilised during the two week period of The Championships and then only when Centre Court roof is closed. These are to be relocated to the north of the proposed covered courts building. Associated electrical services are also proposed to be relocated to this position.
- 3.18 The Centre Court chiller plant would be sited at a minimum distance of 19m from the closest residential boundary (42 Burghley Road). The compound makes use of the natural topography of the site band and is partly set into the natural ground level and behind a retaining wall to the north. The compound would be screened by vertical fins over the top of the chillers with a landscaped zone beyond.

Highway works along Somerset Road

- 3.19 The proposals also involve the creation of a raised crossover along Somerset Road. To better integrate the Somerset Road site to the main grounds the entrance to the proposal will be realigned with Gate 13 of the main site. To further enhance this visual and physical link a raised crossing point is proposed between these entrance gates across Somerset Road. This will have the added advantage of slowing vehicular traffic along Somerset Road thus improving pedestrian safety particularly during the Championships. This work is beyond the AELTC's site ownership and as such is proposed to be secured by way of a Section 278 agreement.

Role during the Championships

- 3.20 The Somerset Road site will continue to play a key role in the delivery of The Championships and the Centre Court chillers and associated plant are retained in a new location as part of the proposed redevelopment of the site. The Somerset Road site will continue to act as the main transport hub for the fleet of courtesy cars that operate during The Championships. These vehicles are proposed to utilise the basement car park alongside the Members car parking. During The Championships the upper floor of the Clubhouse building will act as the dispatch area for the courtesy car drivers, as well as providing space for the drivers to sit and relax in whilst they wait. The southern section of the site will continue to be utilised for bus drop offs and collection which will operate in a similar manner as the existing arrangements.
- 3.21 In addition, the site will continue to house the VIP accreditation areas, a ticket collection area and will be the location for the BBC aerial camera

hoist. In the build up to The Championships, the site will also act as the main lay down area and security check for all items being brought onto the main site as part of The Championships overlay.

- 3.22 The indoor courts have been designed as a self-contained facility which allows them to be utilised by Members and Players during The Championships. Unlike the current arrangements where the clay courts are out of operation as these are covered by corporate hospitality tents during The Championships and Overlay period, the proposal will allow the external courts to continue to be used throughout the Overlay period.

4. **PLANNING HISTORY**

- 4.1 16/P2750 - Application for a certificate of lawfulness for existing use (implementation of planning approval 11/P2865) – Issue - 23/08/2016
- 4.2 14/P0632 - Replacement of existing portacabin and erection of 2 x portacabins on plantroom roof, including associated hard and soft landscaping – Grant - 09/04/2014
- 4.3 11/P2865 - Erection of a new covered court facility over three levels containing six new indoor tennis courts to replace the existing building containing 5 indoor courts to be demolished, formation of new access to Somerset Road, car parking facilities at ground floor / undercroft levels, replacement bar/lounge/changing facilities and new tree planting and landscaping – Grant by planning applications committee - 18/02/2014
- 4.4 11/P2864 - Pedestrian tunnel between car park 3 and the millennium building, erection of a new single storey front extension with canopy to the millennium building and associated works connecting the tunnel with the player entrance at ground level – Grant - 10/01/2012
- 4.5 11/P0300 - Removal of an existing timber outbuilding in car park 4 (gate 20) and hardstanding, and the construction of new stepped terrace concrete floor slab bases for temporary portacabin building during the annual championships together with the construction of a strengthened grass hardstanding for an articulated outside broadcasting vehicle and equipment, involving construction of a retaining wall within an existing embankment and an inclined strengthened grass area to the remainder of the embankment plus new security fence, gate and security cabin - Grant - 07/03/2011.
- 4.6 10/P2911 - Erection of a temporary pedestrian access area, vehicle access areas at the covered courts on Somerset Road/Marryat Road, operational compounds, technology cabins at court 3 facilities building and security fencing for the purposes of hosting the test event and the

London 2012 Olympic games at the all England lawn tennis club - Grant - 14/01/2011

- 4.7 10/P2300 - alterations and extensions to east and west elevations of millennium building to refurbish and improve facilities including provision of new internal staircase, alterations and two storey extension on eastern side of building above part of competitors garden to form improved lounge and larger reception area, construction of a covered outdoor plant space to service the new extension and relocation of the press writing room into an extension along the western facade above competitors drop off point, involving removal and replacement of two trees – Grant - 21/10/2010
- 4.8 86/P1326 - Erection of a new three court covered tennis hall building with two level bar seating area/changing/ viewing area linked to existing 2 court building including layout of car parking areas with landscaping and planting around the building and along the Somerset Road frontage – Grant - 09/04/1987
- 4.9 No other relevant planning history

5. **CONSULTATION**

- 5.1 The application has been advertised by major press notice procedure and letters of notification to the occupiers of neighbouring properties.
- 5.2 17 letters of objection have been received (including one from the Wimbledon Society & Parkside Residents Association) raising concern about the following:

Design

- Overall scale of development is excessive, with increase from 5 tennis courts to 12.
- New courts will partly obstruct views.
- Overdevelopment
- No existing plans to make a comparison in terms of height of proposed building.

Highways

- Massive increase in parking and other associated facilities
- Increase in the number of cars that can be parked outside the championship. The additional traffic will result in harmful pollution. Whilst the car park may help during the Championship it is the other 50 weeks of the year that is a concern.

- Potential use of Newstead Way and Somerset Road from AELTC Gate 16 to Wimbledon Parkside as a means of access and or egress for heavy vehicles. These roads are quite unsuitable to large vehicles and any planning consent should impose a restriction on the use of these roads.
- The Design and Access Statement and Transport Statement do not address the impact that the proposed reorganisation of coach, taxis and VIP vehicles on the site will have on Somerset Road and other surrounding residential roads. Visiting coaches often line up, parked along a considerable length of this part of Somerset Road, creating considerable noise and pollution, often blocking access to our drives.
- There appears to be no plan showing the routes designated for construction traffic in the residential areas around the site, particularly for heavy goods vehicles, although there is mention that there will be something agreed with the LB Merton. This is a major issue for residents, often being disturbed from the noise of vehicles in the upper part of Somerset Road, which use the road as a means of access to the AELTC at 6.00am in the morning and often park on the road until they are able to offload. Request a suitable condition is appended to any permission, requesting a traffic circulation plan (layout) for the area affected by the proposed development of the site, showing details and construction access to the site be submitted for further consultation with local residents.
- Request that the AELTC provide a travel and transport plan and any other stakeholders in are consulted.
- The proposed restricted parking zone to be instigated before any works start on this development as the extra traffic in the area will compound the issues and make access down Somerset Road impossible.

Plant & New Courts

- Proximity to Newstead Way. 2 of the proposed tennis courts would be within 19m of border, will spoil the open spaces and vistas in the area, request that these 2 courts are removed. The courts will create noise from calling scores, talking, grunting, children of the players, supporters, visitors and matches both during the week and weekends. Problems 7 days of the week as well as longer days and nights in the summer.
- Relocation of cooling plant and power plant very close to Newstead Way side of the site. Distance from plant to boundary is 12m not 17m. Noise from the cooling plant and electricity plant for the site have been put even closer to Newstead Way. Security lights on the chillers will cause light pollution. The existing electrical plant buzzes continuously (not just during the Wimbledon Tennis Championship) and can be heard from distances of 30m or more. Doubt that sufficiently effective

sound-deadening could be put in place. Request details of the usage of the electrical plant, and the noise (of plant and chillers) when operating at all times. Locating on the other side closer to Marryat Road would have no negative effect.

- Health concerns with electrical plant being so close to neighbouring properties. SAGE, the government and electricity industry-funded advisory body on electric and magnetic fields has recommended as a precautionary measure that electrical sub-stations be sited away from homes (reasonably practicable efforts be made to site substations distant from homes). Electromagnetic radiation from power
- It should be demonstrated that there will be no noise from the covered courts and underground parking.
- It should be demonstrated that there will be no light pollution from the covered courts building or security lighting. Although it is not stated in the application, it is assumed that the external courts will not have floodlights and play will be restricted to day time periods. This should be clarified by the applicant.

Construction

- Construction of development would need to be strictly enforced by condition in regards to construction noise, traffic, dust, damage and other associated issues.
- Impact during construction. Concerns about noise and dust and damage to neighbouring properties. When the tunnel under Somerset Road was built, there was damage to houses. As part of any approval it is requested that the LPA make party wall agreements essential in the process with independent surveys being done on all of the houses backing onto the site before construction begins (at the expense of the AELTC).
- Impact upon neighbouring buildings from piling, excavation and any other works that might cause land movement and or excessive vibration. If permission is granted, there should be an explicit statement of steps that must be taken to prevent such damage, to reimburse owners of properties sustaining such damage and to reimburse them for professional services such as surveyors to deal with these issues.

Basement

- Ground water and water table disturbed during the construction period given the depth and amount of excavations
- Ground stability and drainage. The land in question incorporates a steeply sloping bank and there is subterranean water flows. The bottom of the site is regularly in flood throughout the year. The garden patio of our property already floods in a heavy downpour of rain, as

the soil is clay, and geographical we are in a bowl of hills and the surface water cannot drain away quick enough.

Proximity of facilities

- Over dense occupation and significantly sized building, tennis courts and mechanical engineering units being sited closer to the boundaries of the properties in Burghley Road and Newstead Way.

Use of facilities

- Use of facilities and hours of operation. Hope that the existing restrictions on light and noise pollution & hours & use of operation will be continued to ensure that neighbours can continue to use the amenities in the area. Requested that all activities cease by 10.30pm and the site should never be used for parties and events, as already agreed with AELTC.
- The AELTC have allowed the neighbours to use the site for dog walking, children learning to ride a bicycle, neighbourhood picnics, car parking to enable street parties and even tobogganing. They have also granted vehicular access to the back of some properties when needed by the householder. The loss of this amenity is of great concern. Whilst we acknowledge that during construction such access will not be possible, once the site is completed we would like the planning process to ensure that this amenity will continue.
- Catering and social facilities in the new building might create an unacceptable level of noise, particularly in the summer when neighbouring residents are entitled to peaceably enjoy their gardens. Commitment to have no electronically amplified sound or music at any time.
- Local residents don't want the facility to be made available for public use. Already concerns about the increase in traffic, security and other activity and this would make it much worse.

Open Space

- Merton's planning policies seek to protect and enhance open space and improve access. The proposed development would result in loss of open space and loss of existing access. Established legal right of way over the access.

Trees

- Damage to much loved English Oak tree at the rear of 25 Newstead Way and disrupt woodpeckers, owls and other unusual wildlife that uses the tree. The tree is described as having high bat roosting potential) having seen bats flying close to the tree. Impact from the

development on the tree roots of trees along the Western Perimeter Road.

- Loss of existing trees, reduction in areas of green and natural habitat, the applicant should further demonstrate the sustainability of losing so much existing amenity to local residents. This is quite a major departure from the principles and ethos of tennis in an English garden as a basis for the Master Plan. If it is not possible to retain more existing trees, further replacement trees and soft landscaping should be implemented.

Community Involvement

- Lack of visuals at community involvement stage. The AELTCs consultation and plans have been misleading about the location of the electrical plant/sub-station close to the boundary with neighbours.

Other matters

- Under the original application for the covered courts the AELTC stated that there would be no further development on this site.
- Loss of value to neighbouring properties.

5.2.2 A petition (19 signatures – properties/owners in Newstead Way) which raises the following objections

- Development is so close to the boundary with our properties would have an unreasonably detrimental impact on residential amenity.

5.3 Wimbledon Society

- The site is zoned in the Council's Sites and Policies Plan as Open Space. Planning policy DMO1b says that existing designated open space should not be built on, unless the loss would be replaced by equivalent or better provision. Policy DMO1 says that any development should not harm the character, appearance or function of the open space and should preserve the character and function of leisure walks.
- This proposal occupies a somewhat larger footprint than the existing facilities, and for example much reduces the amount of open space beside Marryat Road that is now available for public access. The width of the open space appears to be reduced from some 75m to some 40m.
- Whilst there is a significant amount of private open space locally, public access to open space is currently limited to the green space on the site beside Marryat Road.
- The proposals do not conform to the Council's approved planning policies, and it also removes a significant number of trees.

- It has been suggested that consideration should be given to the following
 - Formalising the public access to the Marryat Road open space
 - Ensuring that the new recreational facilities are available to the general public as much as possible
 - Planting new trees that will equate with the tree years of those that are to be lost
 - In conjunction with the two Councils improving the walking and cycling routes to the site from the two rail stations, together with Dairy Walk
 - Basement works, noting the local watercourse and lakes on higher ground, should comply with Policy DMD2c on hydrology.

5.4 Parkside Residents Association

- We are not aware of any support amongst local residents to these new facilities becoming available for public use. Quite the contrary. The existing facilities are not for public use. This is private land and the new facilities are being provided for AELTC and Championship use. A requirement for public access will materially increase disturbance, traffic and parking issues will significantly alter their impact locally, to the detriment of neighbour amenity.

5.5 One letter of comment

- Part of the works include moving the Centre Court chiller plant. At present, works are in progress to install a retractable roof to number 1 court, where will the chiller plant for this be located, and will it need to be moved too?

5.6 London Borough of Wandsworth

5.6.1 No response

5.7 Design Officer Overview

- ##### 5.7.1
- The current arrangement of buildings has evolved over time in an ad-hoc manner and the site is inefficiently used. The proposal creates a plan for the efficient use of the whole site. It also included practice courts currently located on the main site. Moving these to the Somerset Road site is key to realising the masterplan proposals for the main site, improving the facilities and alleviating pedestrian congestion around the site.

Urban design principles

- ##### 5.7.2
- These higher level principles are not particularly relevant to this site. However, the proposals attempt to reduce the severance of the two sites by the road, but introducing some traffic calming features, particularly at

the main link between the two sites. This is welcomed.

Siting, density, scale, height

- 5.7.3 The existing site is characterised by two large uncoordinated structures housing 5 courts. These are light in colour, one in concrete and the other in fabric. Although the concrete building has some architectural merit, neither feel like part of the landscape and their position only vaguely follows the street alignment. The buildings have no visual interest and are intrusions into the landscape rather than assets to it or an integral part of it. Being of different styles, they are also visually discordant with each other. This is an important point given the topography of the site and views from surrounding housing.
- 5.7.4 The proposed building takes the opportunity to create a cohesive overall design and layout for the whole site, remove the parking underground and better order the site in general. The removal of the surface parking is essential to achieving this intensification of use on the site.
- 5.7.5 The position of the main building at the rear of the site allows for views over its roof, rather than having a large, prominent building on the frontage. Essentially the building 'nestles' into the hillside. The open courts at the front provide a transitional zone towards the street and create a sense of privacy for the main building. This arrangement also allows for a considerable amount of landscaping at the front of the site and to achieve the sense of the building being in a garden.
- 5.7.6 The building is larger than either of the two existing buildings and houses one extra court. It is also no higher than either of the existing buildings. Whilst the existing buildings, by their design, shape, colour and siting, are visually prominent towards the front of the site, the new building should be far more unobtrusive. This is due to a number of factors, such as the siting to the rear, the green roof and the graceful, shallow curve to the roof, which is a single structure for the whole building. The building, although large, fits seamlessly into the landscape.

Massing, rhythm, proportions, materials

- 5.7.7 The building is essentially long and low-lying in its appearance, with strong horizontal emphasis. Vertical emphasis is given by the fenestration and the dividing up of the roof to signify the six courts underneath. However, these are secondary to the horizontal feel, the overhanging eaves line of the roof being a distinctive feature of this.
- 5.7.8 Various elements of the building are divided up into ever finer features that come together as a coherent and pleasing whole and offer visual interest at the human scale. Glazing bars, timber louvres and the seams on the roof are examples of this.

- 5.7.9 Materials are predominantly timber, particularly on the inside, though the green metal roof will be a distinctive feature. This, along with the green painted finish that proliferates on the main site, are the key materials used on the site. The way these materials are executed gives the whole building a clean, crisp contemporary feel, grounded in the tradition of the AELTC.

The local urban context and historic context

- 5.7.10 The design and materials of the proposed building are clearly designed to be seen as part of the family of buildings that is the AELTC. The appearance of the site at the moment clearly does not convey this. This is considered the primary local urban and historic context and it is clearly well integrated into this local character.

Architecture

- 5.7.11 The existing buildings have a temporary feel to their architecture, particularly the fabric roof. The concrete building does have a graceful roof form, but is a pavilion building and therefore not easily extended. Indeed to extend this in the same architectural style would result in a pastiche building not of its time. The new building is defined by its elegant and graceful roof form, which has a clear link to its use in its form and materials. Internal metal beams do intrude into this

Landscape

- 5.7.12 The proposal has an overarching landscape strategy for the whole site which is commended. The applicant calls this “tennis in an English Garden”. This is based on nestling the main building well into the topography of the site and setting it within a comprehensively soft landscaped perimeter. This is considered very successful and is part of how such a large structure can fit onto the site well.

The public realm

- 5.7.13 This is generally little affected by the proposals. Pedestrian traffic between the two sites will be limited to private use most of the time. Proposals to traffic calm parts of Somerset Road along with the perimeter landscaping will visually enhance the boundary and improve the character of the street.

Biodiversity & sustainability

- 5.7.14 In terms of design, the proposals create a greener footprint to the whole site which is good for biodiversity. This is largely made possible by relocating parking underground, which leads to a far greener and calmer feel to the whole site.

Summary

5.7.15 This is clearly a high quality building, well designed for its context. It fits a great deal onto the site in an efficient manner whilst maintaining good separation to the surrounding properties. The landscape and appearance is much improved and the site is intensified in a sensitive way. The most recent proposed changes to relocate the chiller units and alter the car park is an improvement to the efficiency and impact of the design.

5.8 Environmental Health

No objection subject to the following conditions:

1) Any external lighting, which shall not include external floodlighting, shall be installed in accordance with the External Lighting Proposal February 2017 unless otherwise agreed in writing with the Local Planning Authority. The external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.

2) No external public address system shall be provided at the site other than during The Championships.

3) Prior to the commencement of development a further noise assessment shall be undertaken during The Championships and shall be submitted to the Local Planning Authority for approval. This Noise Assessment shall demonstrate that the proposed chiller plant (which services Centre Court roof) and associated equipment will not exceed 10 dB(A) above the existing typical measured background noise level over a measurement period not exceeding 15 minutes (LAF90, 15 minutes) at locations representative of the nearest noise sensitive dwellings.

4) Details of the acoustic barrier adjacent to the most southerly courts (labelled as Courts 5 and 6 on Drawing No. 2512 Rev B) shall be submitted to and approved in writing by the local planning authority prior to the occupation of the development. The acoustic barrier should ensure that noise from the proposed use will not exceed 5 dB(A) above the existing typical measured background noise level over a measurement period not exceeding 15 minutes (LAF90, 15 minutes) at locations representative of the nearest noise sensitive dwellings

5) Details of the External Clay Court Management Strategy, which shall be in accordance with the principles outlined in the Noise Impact Assessment – Part 2 dated January 2017, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development hereby permitted.

The External Clay Court Management Strategy shall:

- restrict the usage of the two most northerly courts (labelled as

Courts 1 and 2 on Drawing No. 2512 Rev B) to no earlier than 09:00 and no later than 18:00 on any day, with the exception of 12 instances per year where Courts 1 and 2 shall be used no later than 20:00, unless it can be shown to the Council's satisfaction by way of ongoing noise assessments that the residential amenities of neighbouring properties shall not be adversely affected.

- restrict the two usage of the two most northerly courts (labelled as Courts 1 and 2 on Drawing No. 2512 Rev B) on weekends and bank holidays to no more than 40 'instances' per year, unless it can be shown to the Council's satisfaction by way of ongoing noise assessments that the residential amenities of neighbouring properties shall not be adversely affected;
- outline measures to encourage players to use Courts 3, 4, 5 and 6 (labelled as such on Drawing No. 2512 Rev B) instead of Courts 1 and 2 (labelled as such on Drawing No. 2512 Rev B).

Informative: 'The Championships' refers to the two week period each year when The Championships, Wimbledon tennis tournament is in operation at the All England Lawn Tennis Club, Church Road, Wimbledon, SW19 5AE. It shall also include the one week period prior to The Championships.

Informative: 'Instances' refers to play on Courts 1 and 2 on a Saturday, Sunday and Bank Holiday. For the avoidance of doubt play on Courts 1 and 2 on a Saturday, Sunday and Bank Holiday within one weekend constitutes one 'instance'.

The proposed electrical transformer plant is 11Kv. This would have no adverse impact on health based on current studies and publications.

5.10 Future Merton – Climate Change Officer

No objection subject to conditions

5.11 Tree Officer

No objection subject to conditions about tree protection, replacement trees and the comprehensive replacement landscaping scheme.

5.12 Design and Review Panel (15th March 2016).

Pre-application scheme

- 5.12.1 The Panel welcomed the existence of a masterplan for the whole AELTC site which was rooted in a landscape theme of the 'English country garden'. They also commended the AELTC on assembling a good team to achieve this element of its masterplan.

- 5.12.2 The Panel considered the architecture of the new main building to be very elegant and simple which would be exciting when viewed from inside. They also liked the 'tennis racquet' analogy of the feel of the interior, but felt that the steel beams could undermine this. They recommended refining the design further in this regard. The Panel also felt that care needed to be taken to ensure the transition from curved to flat roof was done as elegantly as possible so as not to undermine the overall effect.
- 5.12.3 Although the siting of the main building was questioned, it was generally felt that positioning it at the rear of the site, and the general layout gave it the feel of the main campus, linking it, in form, appearance and style. With this layout, particular care was needed to ensure the boundaries of the site, where they abut existing housing, did maintained and improved a green boundary for the amenity of residents.
- 5.12.4 The Panel noted that the proposal was laid out in a rectangular form leaving some awkward 'left over' land around the site edges. It was important that these were fully integrated into the landscape design and used to improve the relationship between the site and surrounding residential areas. It seemed to the Panel that there was some inefficiency and perhaps unnecessary complexity in the routeing of vehicles through the site, which had the potential for simplification and maximising green space, yet not undermining security needs.
- 5.12.5 The Panel asked various questions about the operation of the site and car and coach parking, which the applicant responded to, with the general answer being that the impact during the Championships would be the same in terms of parking, but would be better ordered and much of the parking transferred from the main site, would be out of sight.
- 5.12.6 The Panel did not seem to take particular issue with the answers to their questions, however it was felt that it was important to improve walking and cycling facilities on nearby roads and to the site for the main part of the year. It was also felt that there needed to be better clarity on how the coach parking area adjacent to Marryat Road would be made greener than present throughout the year and how it would accommodate coaches during the tournament and enable it to 'return to green' afterwards.
- 5.12.7 The Panel asked that there should be more CGI views provided from different locations, most notably from the lake in Wimbledon Park. Overall the Panel were very supportive of the proposals.

VERDICT: **GREEN**

5.13 Historic England – No objection.

5.14 Greater London Authority – the Stage 1 response advises:

- Principle of development - the proposal to provide modernized facilities to support the world class sporting event is strongly supported
- Urban design – the layout and design of the new facility is well considered and is supported .
- Inclusive access. Applicant's commitment to implementing inclusive design principles are welcomed and should be secured by condition
- Climate change – carbon savings fall short of London plan climate change targets. Investigation of the feasibility of making further savings should be undertaken and if no further carbon reductions can be made then the shortfall should be offset by a financial contribution
- Transport. A comprehensive car park management plan and travel plan are required to ensure that car parking provision is appropriately managed and restricted and to minimize impact on the highway network. Further details should be submitted regarding cycle parking and electric vehicle car charging points.

Request for stage II referral prior to decision..

5.15 Future Merton – Transport Planning

5.15.1 The proposals are for the demolition of the existing indoor courts and the construction of new indoor courts and relocation of the existing clay courts. The proposals are unlikely to increase trip generation or visitors to the championships during the fortnight. The main details of this application relate to operational changes to vehicular movements during the championships, none of which will generate a perceivable impact during the championships.

Cycle Parking

5.15.2 The proposals contain 60 new cycle parking space for visitors and staff which are located in the basement, this is deemed secure, weather proof and reasonably convenient. Existing cycle parking in the other car parks is retained. The travel plan will monitor the cycle parking and should it consistently exceed 90% occupancy further cycle parking will be added, this level of monitoring demand is welcomed and will promote genuine shifts in modal split to active travel.

Car Parking

5.15.3 Over all day to day car parking will be reduced when compared with the existing levels on site, this is welcomed. The current parking bay sizes are slightly bigger than the minimum standard dimensions, which will make the parking more fit for purposes due to the larger nature of many of the vehicle which use the on site members parking areas. Electric vehicle

charging points (34) have also been incorporated. A car parking management plan has been submitted which highlights the change in car parking provision on site during normal operation and during the championship. Monitoring of the car park and its operation will be undertaken and the car park management plan will be altered in response of the monitoring undertaken.

Disabled parking

- 5.15.4 Seventeen disabled parking spaces have been provided (10% of total) however during the championship the applicants will manage the requirement for disabled parking on a demand led basis, this is something which occurs at present, and ensures efficient use of the available parking facilities.

Public Realm

- 5.15.5 The impact on the public highway is confined to the re alignment of the southern gate on Somerset Road, this will be moved slightly to the south, the re alignment will aid pedestrian movement between the two sites. There is also a raised table proposed at this point. This will also fortify the pedestrian passage of movement between the two sites at this point.

Pedestrian/Cycle movement

- 5.15.6 As stated above there are public realm works to improve the passage of movement between the two sites, these are welcomed. The travel plan should explore the possibility of active travel choices from popular public transport locations to aid visitors to use active travel instead of other types of public transport which are currently operating at capacity.

Servicing Refuse

- 5.15.7 Servicing and refuse movements or operations will not change in connection with the application. The existing will remain.

Construction Phase

- 5.15.8 Banksman will be provided to manage the conflict between vulnerable road users and vehicles entering/ exiting the site. Banksman will also ensure that vehicles do not obstruct traffic. Just in time deliveries have been mentioned, this type of booking system will reduce the likelihood of multiple vehicles delivering at once and impacting on the operation and safety of the surrounding highway network.
- 5.15.9 The traffic management aspects of the CLP will require further detailed comment from my colleagues in highways on the network impacts. I note that all vehicles are to be FORS, CLOCS and Safer Lorry Scheme affiliated.

- 5.15.10 Contractor vehicles will not be permitted to park on site, this is welcomed however as a large amount of the surrounding highway network is not covered by a controlled parking zone vehicles can park on the surrounding highway network legally. This will impact on day time on street parking stress levels. The travel plan should address this future impact during the construction phase and provide facilities on site to securely store tools so that contractors can use sustainable travel to access the site on a daily basis. This will in turn reduce on street parking stress during the day.

Travel Plan

- 5.15.11 The travel plan sets out robust targets to encourage modal shift by visitors and staff, currently there is no mention of members. While we appreciate that they have specific travel patterns, the travel plan should be extended to include members possibly providing them with a bespoke travel planning service. As stated above the travel plan should explore the possibility of active travel choices from popular public transport locations to enable visitors to use active travel instead of other types of public transport which are currently operating at capacity.
- 5.15.12 We have no objection to the above application as the proposals will not result in any extra trip generation. There are a number of alterations to the travel plan and construction management plan to encourage modal shift and the promotion of active travel.

6. POLICY CONTEXT

- 6.1 The relevant policies within Merton's Sites and Policies Plan (2014) are:

DM R5 Food and drink / leisure and entertainment uses
DM R6 Culture, arts and tourism development
DM C1 Community facilities
DM E4 Local employment opportunities
DM O1 Open space
DM O2 Nature conservation, trees, hedges and landscape features
DM D1 Urban design and the public realm
DM D2 Design considerations in all development
DM D4 Managing heritage assets
DM EP2 Reducing and mitigating noise
DM EP3 Allowable solutions
DM EP4 Pollutants
DM F1 Support for flood risk management
DM F2 Sustainable urban drainage systems (SUDS) and; wastewater and water infrastructure
DM T1 Support for sustainable transport and active travel
DM T2 Transport impact of development
DM T3 Car parking and servicing standards

DM T5 Access to the Road Network

6.2 The relevant policies within the Merton Core Planning Strategy (July 2011) are:

CS 11 Infrastructure,
CS 12 Economic Development
CS 13 Open Space, Nature Conservation, Leisure and Culture
CS 14 Design,
CS 15 Climate change,
CS 16 Flood Risk Management
CS 18 Active transport
CS 19 Transport
CS 20 Parking, Servicing & Delivery

6.3 The relevant policies within the London Plan (July 2011) are:

2.18 Green Infrastructure: The Network of Open and Green Spaces
3.19 Sports Facilities
4.6 Support for and enhancement of arts, culture, sport and entertainment
5.1 Climate change mitigation
5.3 Sustainable Design and Construction
5.7 Renewable energy
5.12 Flood Risk Management
5.13 Sustainable drainage
6.3 Assessing Effects of development on Transport Capacity
6.8 Coaches
6.9 Cycling
6.10 Walking
6.13 Parking
7.3 Designing out crime
7.4 Local character
7.5 Public realm
7.6 Architecture
7.8 Heritage assets and archaeology
7.13 Safety, security and resilience to emergency
7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
7.18 Protecting open space and addressing deficiency
7.19 Biodiversity and access to nature
7.21 Trees and Woodlands
8.2 Planning obligations
8.3 Community infrastructure levy

7. PLANNING CONSIDERATIONS

7.1 The main principal planning considerations in this case are: the principle of development, the design of the building & its impact on the character and appearance of the Somerset Road street scene, adjacent Wimbledon North Conservation Area, impact on neighbouring amenity, open space, trees, construction of basement, flooding and parking/traffic and sustainable transport considerations.

7.2 Public Meeting

7.2.1 In 2013 (April – June) the AELTC had a number of public consultations in relation to the club's long terms vision for the next 20 years, 'Wimbledon Master Plan'. In terms of the redevelopment of the Somerset Road section of the site, in accordance with the vision of the Wimbledon Master Plan and subject of the current application, a number of events between April and October 2016 were held by the club prior to the submission of the full planning application.

7.2.2 The applicant held meetings for the Somerset Road redevelopment with the heads of local resident's associations and 'residents workshops' for residents in Newstead Way, Burghley Road and Marryat Road at the club on 21st and 22nd April 2016. The applicant held a further meeting with ward Councillors (Cllrs Bowcott, Moulton, Howard and Holden) on 11th October 2016.

7.2.3 Following comments received from the Design Review Panel, discussion with officers at LB Merton and the Greater London Authority and comments received from the Residents Workshop a public consultation was held on the 12th and 13th October 2016. Residents from a wider area were invited of which 58 individuals attended. On the 1st December 2016 a letter sent by the AELTC to all residents who attended the Residents Workshops or Public consultation events or those who had expressed an interest in the proposals stating that the planning application will be submitted on Friday 2nd December 2016 and outlined the ways in which the AELTC had sought to overcome residents' concerns.

7.2.4 In conclusion, a number of comments and objections were received during the consultation proceed carried out by the AELTC. The AELTC states that they have sought to overcome residents' concerns through various changes in the design of the scheme from the initial set of plans to the current proposals. As an overview of the comments received, the applicant states that residents have welcomed the design of the proposal and relocation of car parking below ground level and that one of the key concerns was the relocation of the Centre Court chillers and associated plant.

7.3 Principle of Development

- 7.3.1 The existing buildings have limited architectural merit and have come to the end of their economic life, resulting in inadequate environments for tennis. The proposal seeks to demolish the two existing indoor courts buildings and replace with six high quality indoor courts with ancillary facilities, six outdoor clay courts, relocated plant/chillers and reorganise ground level parking in a more organised manner with limited ground parking (9 covered car parking spaces) and a single storey basement (up to 338 car parking spaces). In terms of the principle of development, the proposal seeks to enhance the existing sporting facilities and improvement car/pedestrian movement in and around the site.

11/P2865

- 7.3.2 The principle of redeveloping the site for replacement covered courts facilities has already been established under planning application 11/P2865. Known as the 'populous scheme', the development effectively replaced the existing facilities like for like, with 147 car parking spaces beneath the covered courts and an underground connection to the Millennium Building on the main site. The populous scheme was developed under the AELTC Long Term Plan which was commissioned in 1993 and completed in 2011. The Long Term Plan has subsequently been replaced with the Wimbledon Master Plan (see details below). The populous scheme has been implemented (valid start) as confirmed by the issuing of a lawful development certificate (16/P2570).

Masterplan

- 7.3.3 The Wimbledon Master Plan, replacing the former Long Term Plan, sets out the AELTC Club vision for the future of the site over the next 20 years. The master plan is guided by 'Tennis in an English Garden' which seeks to develop the finest setting and facilities for the entertainment and enjoyment of all visitors. The Wimbledon Master Plan seeks to open up of the Southern Apex of the main site to create a new public entrance and improvement spectator movement within the grounds. To facilitate the changes, the existing clay courts would need to be relocated, with the logical place for the relocation being on the Somerset Road section of the site. The applicant has confirmed that it is not feasible for the populous scheme to incorporate the clay courts within the approved design.
- 7.3.4 The vision to enhance the Championships is supported at a national, regional and local level. Whilst the Wimbledon Master Plan is not an adopted plan by the Council, the Council supports its principles of maintaining the site as the premier tennis grass tournament in the world.

- 7.3.5 The Somerset Road redevelopment seeks to deliver the next major phase of improvements to the site in line with the vision of the Wimbledon Master Plan. The redevelopment will allow the Somerset Road site to be used more efficiently and effectively; it will provide world class indoor courts to be utilised by Members year round and by Players for practice during inclement weather in the run up to and during The Championships; to relocate the existing clay courts from the Southern Apex of the main site in line with the key aspirations of the Master Plan; to relocate the existing surface level car parking below ground; and to better integrate the site with the main grounds.

7.4. Design/Neighbours Amenity

Covered Courts

Design

- 7.4.1 The proposed position of the main building at the rear of the site allows for views over its roof, rather than having a large, prominent building on the frontage. Essentially the building 'nestles' into the hillside. The open courts at the front provide a transitional zone towards the street and create a sense of privacy for the main building. This arrangement also allows for a considerable amount of landscaping at the front of the site and to achieve the sense of the building being in a garden.
- 7.4.2 Although the building is larger than the two existing buildings, housing one extra court, it is no higher than either. Whilst the existing buildings, by their design, shape, colour and siting, are visually prominent towards the front of the site, the new building would be far more unobtrusive. This is due to a number of factors, such as the siting to the rear of the site, the green colour of the roof and the graceful, shallow curved form, which is a single structure for the whole building. The building, although large, is considered to fit seamlessly into the landscape.

Massing, rhythm, proportions, materials

- 7.4.3 The building is essentially long and low-lying in its appearance, with strong horizontal emphasis. Vertical emphasis is given by the fenestration and the dividing up of the roof to signify the six courts underneath. However, these are secondary to the horizontal feel, the overhanging eaves line of the roof being a distinctive feature of this.
- 7.4.4 Various elements of the building are divided up into ever finer features that come together as a coherent and pleasing whole and offer visual interest at the human scale. Glazing bars, timber louvres and the seams on the roof are examples of this.

- 7.4.5 Materials are predominantly timber, particularly on the inside, though the green metal roof will be a distinctive feature. This, along with the green painted finish that proliferates on the main site, are the key materials used on the site. The way these materials are executed gives the whole building a clean, crisp contemporary feel, grounded in the tradition of the AELTC. The layout and design works well with existing site levels and boundaries.
- 7.4.6 The proposed new covered courts would provide the world class indoor tennis facilities required to enhance the site's tennis heritage. Visually the proposed buildings have been designed to respect to the setting of the site and its surrounding which high quality built form that would enhance the visual amenities of the area. The design of the proposed building is therefore fully compliant with planning policy DM D2 (Design considerations in all development). It should be noted that the scheme has received the full support of the Council's Design Officer, received a GREEN verdict from the Design Review Panel and is also supported by the GLA.

Neighbour Amenity

- 7.4.7 The application site sits within a bowl such that surrounding neighbouring properties in Newstead Way, Burghley Road and Marryat Road as the immediate neighbours sit at various higher ground levels. Whilst sited closer to the northern and western boundaries, the proposed building has been designed to nestle into the contours of the site to lessen its impact upon the neighbouring properties. The proposed indoor courts will also have a roof height no higher than the existing courts on site thus maintaining the sense of openness from surrounding properties.
- 7.4.8 In terms of the noise levels from the existing covered courts, the current facilities do not meet modern standards in terms of acoustic properties. The new covered court building, whilst being located closer to neighbouring properties, is a purpose built facility that would meet modern acoustic standards that will be considerably less audible than the existing situation. The indoor courts will be naturally ventilated further reducing the potential for noise and disturbance. Planning conditions relating to noise levels can be attached to any planning permission to ensure that there is no undue loss of amenity.

Newstead Way

- 7.4.9 Due to the contours of the site and surrounding area, the properties in Newstead Way sit on considerably higher ground level compared to the application site. The proposed building would be orientated at a right angle

to these neighbouring properties (flank elevation 47.9m wide). It would be set back between 38m and 46m from the rear garden boundary of properties in Newstead Way. The proposed roof would have an elegant curve and would be no higher than the existing structures. The proposed development would therefore have a limited impact upon outlook from properties in Newstead Way, due to separation distances, good quality design and effective use of the site topography. The building's elegant green roof design and extensive soft landscaping proposals would ensure that the site would retain a sense of openness with no undue impact upon neighbouring properties in Newstead Way.

Burghley Road

7.4.10 Dairy Walk forms a physical barrier between the application site and the rear gardens of properties in Burghley Road. Properties in Burghley Road also sit on higher ground level compared to the application site. The proposed building would be set back between 17m and 25m from the rear gardens of properties in Burghley Road. This would offer a reasonable level of separation between the proposed development and properties in Burghley Road. In addition to the level of separation, the existing vegetation, new landscaping and the public footpath Dairy Walk would offer relief between sites to assist in screening the proposed development.

7.4.11 There are 8 slim roof lights within the proposed roof structure with 8 small window openings and timber louvers below the eaves of the building in the west elevation. Given the limited amount of glazing proposed it is not considered to create adverse light pollution.

Marryat Road

7.4.12 Properties in Marryat Road are situated to the south of the application site. Part of the street at the western end sits at a higher level than the application site. The proposed building would be orientated at a right angle to these neighbouring properties. The flank elevation of the proposed building would be distanced at least 65.3m from the site boundary. The level of separation and proposed new landscaping would ensure that there would be no undue loss of amenity.

7.5 Landscape/Trees

7.5.1 Planning policy DM O2 (Nature conservation, trees, hedges and landscaping) of Merton's Sites and Policies Plan (2014) seeks to protect trees, hedges and other landscaping features of amenity value and to secure replacements in instances where their loss is justified.

Landscaping

- 7.5.2 The proposed landscaping has a fundamental influence on the open space nature of the site, how the building integrates into the landscaping and therefore has benefits of improving the visual amenities of the area and would help partly screen the proposed development. Through a combination of the retention and enhancement of existing spaces and proposed new planting, the landscaping proposals are considered to create an aesthetically pleasing landscape.
- 7.5.3 The overall approach to the landscaping of the Somerset Road site is informed by the notion of Tennis in an English Garden. Large feature trees, clusters of focal tree groups, formal ornamental shrub and herbaceous planting, clipped hedges to provide screening to the outdoor courts and specimen multi-stem Amelanchier trees would provide a formal character to the east of the site and Arrival Court.
- 7.5.4 Wildflower mixes, native hedge planting and improved woodland boundary treatment are used to create a wildlife and wood land character to the western, northern and southern boundaries. Reinforced grass is intended to be used for the areas of maintenance hard standing for the Centre Court chiller compound to reduce hard paved areas and reduce site wide surface water runoff. The Southern lawn is retained as amenity grass planting but improvements in drainage should ensure that it is accessible year round.
- 7.5.5 The proposed landscaping is considered to be a positive element of the proposal which will enhance the visual amenities of the site and have a significant impact upon the overall high quality development.

Trees

- 7.5.6 Policy DM O2 (Nature conservation, trees, hedges and landscaping) seeks to protect trees, hedges and other landscaping features of amenity value and to secure replacements in instances where their loss is justified. It advises that development may be permitted when the removal of the tree is necessary in the interest of good arboricultural practice or the benefits of the development outweighs the tree's amenity value.
- 7.5.7 The existing trees on the site are protected by Tree Preservation Order (MER 161) and are considered to have public amenity value. The redevelopment of the site would involve the removal of 10 trees for arboricultural reasons and 39 trees to facilitate the proposed development. The acceptability of the loss of these trees must therefore be assessed against the benefit of the proposed development.

- 7.5.8 The development seeks to deliver the next major phase of improvements to the site in line with the vision of the Wimbledon Master Plan. The redevelopment will allow the Somerset Road site to be used more efficiently and effectively; it will provide world class indoor courts to be utilised by Members year round and by Players for practice during inclement weather in the run up to and during The Championships.
- 7.5.10 The Somerset Road proposal is considered to deliver a high quality development of local and national importance. The proposal would produce high quality buildings with enhanced landscaping and move the vast majority of ground level car parking to basement level (only 9 covered ground level car parking to remain). The proposed development is therefore considered to have visual benefits locally and is a vital element of the wider masterplan and improvements to the main site which will assist the AELTC in maintaining its status as the premium tennis tournament in the World.
- 7.5.11 It should also be noted that the proposal would retain 72 trees and 86 new trees would be planted. The overall arrangement of soft landscaping would comprise a range of tree species including native and non-native trees. Most of the trees are proposed to be planted at semi-mature size, which will give a visual appearance of maturity to the finished scheme.
- 7.5.12 The vision to enhance the Wimbledon Tennis Championships is both supported at a national, regional and local level. The Council's Tree Officer has confirmed that she has no objection to the scheme subject to suitable conditions being imposed. Although some larger trees are lost, there would be a net increase of 37 trees on the site as well as new soft landscaped character areas. The proposed buildings and landscaping are considered to be high quality and well considered that contribute to improving the visual amenities and facilities at the AELTC site which would be beneficial locally and nationally. Therefore in this instance, given the above consideration, the proposed development is considered to outweigh the loss of trees.

7.6 External Courts

Design

- 7.6.1 Of the six proposed courts, four would be located at ground level, thus allowing step free access between the indoor and external courts. Due to the sloping nature of the site, two of the external courts are located at a raised level. These courts would be accessed from the first floor of the indoor courts building. The design of the courts would meet modern standards. Given their modest size, flat nature and interaction with the

proposed landscape strategy, they would have a limited impact upon the visual amenities of the area.

Use

- 7.6.2 The AELTC states that the level of proposed external courts would continue to meet the needs of the Club. Whilst there would be a net loss of two external clay courts (if the Wimbledon Master Plan is fully implemented) the existing clay courts cannot be used from circa April to August each year as this section of the Main Grounds is covered by corporate hospitality tents. In comparison the proposal would allow the six new external clay courts to be utilised year round thus increasing the opportunities for play.

Neighbour Amenity

- 7.6.3 Concerns have been expressed about noise and disturbance to properties in Newstead Way from Courts 1 and 2. In relation to the current use of the existing clay courts, the following information has been provided.

- Overall the level of usage is low - 455 matches were played in 2016, which is an average of 1.2 matches per day.
- The majority of matches (68%) take place on weekdays with 32% occurring on the weekends.
- The majority of these matches take place in the mornings and afternoon (98% overall - 57% were played in the morning, 41% were played in the afternoon). Only 2% were played in the evenings all of which were during the week.
- On bank holidays in 2016 (of which there were 8 days) only 11 matches took place. The breakdown was as follows: 1st January (no play), 25th March (3 matches were played – all in the morning), 28th March (no matches), 2nd May (6 matches – four in the morning and two in the afternoon), 30th May (0 matches), 29th August (2 matches, one in the morning one in the afternoon), 26th and 27th December (no matches). There were no evening matches on bank holidays.

- 7.6.4 No floodlighting is proposed for the external courts, which will limit their use to daylight hours, reducing the potential for disturbance at unsociable times. In order to avoid the potential for unacceptable noise and disturbance arising from use of courts 1 and 2 closest to the boundary, the following condition has been agreed with the Council's Environmental Health Officer

Details of the External Clay Court Management Strategy, which shall be in accordance with the principles outlined in the Noise Impact Assessment – Part 2 dated January 2017, shall be submitted to and approved in writing

by the Local Planning Authority prior to use of the development hereby permitted.

The External Clay Court Management Strategy shall:

- restrict the usage of the two most northerly courts (labelled as Courts 1 and 2 on Drawing No. 2512 Rev B) to no earlier than 09:00 and no later than 18:00 on any day, with the exception of 12 instances per year where Courts 1 and 2 shall be used no later than 20:00, unless it can be shown to the Council's satisfaction by way of ongoing noise assessments that the residential amenities of neighbouring properties shall not be adversely affected.*
- restrict the two usage of the two most northerly courts (labelled as Courts 1 and 2 on Drawing No. 2512 Rev B) on weekends and bank holidays to no more than 40 'instances' per year, unless it can be shown to the Council's satisfaction by way of ongoing noise assessments that the residential amenities of neighbouring properties shall not be adversely affected;*
- outline measures to encourage players to use Courts 3, 4, 5 and 6 (labelled as such on Drawing No. 2512 Rev B) instead of Courts 1 and 2 (labelled as such on Drawing No. 2512 Rev B).*

7.6.5 It should be noted that the retaining wall forming the northern boundary of Courts 1 and 2 is between 17 and 31m away from the site boundary and the rear gardens of properties in Newstead Way, which sit at an elevated level and that the courts are sited in an area currently used for overflow parking during the championships. Subject to suitable conditions being imposed, it is not considered that there would be unacceptable noise and disturbance arising from use of the external courts.

7.7 Centre Court Chiller Plant and Sub-Station

The Centre Court chiller plant and sub-station already exist on the site. The chiller plant is only operational for the two weeks during the Championships and then only when the Centre Court roof is closed. Public consultation on the overall scheme highlighted concerns about the position of the main covered court building, which was consequently moved further south, necessitating re-location of the plant and sub-station to the north due to engineering and physical constraints.

Visual Impact

7.7.1 The compound and sub-station has been designed to sit partly below the existing levels of the sloping land. The structures are modest in height and additional soft landscaping between the compound and sub-station and the site boundary would further reduce their visual impact. The chiller compound would be a minimum of 17m away from the rear boundary and 44m from the nearest rear elevation. The electrical sub-station is an enclosed structure with a green roof and is a minimum of 11m from the

site boundary and 3m from the nearest rear elevation. The compound boundary fence will also include climbing plants and vertical fins on top of the chillers. Given the level of separation from neighbouring properties and modest size and design and additional soft landscaping it is considered that there would be no undue loss of amenity.

Noise

- 7.7.2 The existing Centre Court chillers and associated plant, with the exception of occasional testing, are only utilised during the two week period of The Championships and then only when Centre Court roof is closed. The Council's Environmental Health Officer raises no objection to the proposal being conditioned to require a further noise assessment being undertaken during The Championships before any development commences which demonstrates that the proposed chiller plant (which services Centre Court roof) and associated equipment will not exceed 10 dB(A) below the existing typical measured background noise level over a measurement period not exceeding 15 minutes (LAF90, 15 minutes) at locations representative of the nearest noise sensitive dwellings. Suitable noise conditions would be imposed.

Health Concerns

- 7.7.3 A number of neighbours have raised concern with the health effects from the substation close to neighbouring properties. The AELTC in response state that the Engineering and government studies state that there is no evidence to support any ill health effects of 11kV installations on members of the public, local residents or indeed those who regularly work within the substations. Indeed, the magnetic fields will likely to be similar to those generated by typical household appliances such as vacuum cleaners and hairdryers.
- 7.7.4 The Council's Environmental Health Officer has also confirmed that he has no objection to the siting of the sub-station based on health grounds.

7.8 Conservation Area

- 7.8.1 The application site is adjacent to the Wimbledon North Conservation Area which runs along the western boundary of the application site (Burghley Road). Planning policy DM D4 (Managing heritage assets) of Merton's Sites and Policies Plan (2014) states that proposals are required to conserve and where appropriate enhance Merton's heritage assets and distinctive character. When viewed from the Wimbledon North Conservation Area, the proposed building would be partly screened by existing and proposed new landscaping and has been designed to nestle into the natural ground levels and design of buildings are considered to be

a high quality. Overall it is considered that the proposed development would conserve the setting of the adjoining Wimbledon North Conservation Area and would not detract from views into or out of the area.

7.9. Biodiversity

7.9.1 Planning policy DM D2 (Design considerations in all developments) of Merton's Sites and Policies Plan (2014) states that all proposals will be expected to conserve and enhance the natural environment, particularly in relation to biodiversity and wildlife habitats and gardens.

7.9.2 The applicant has submitted a Habitat report by AGB Environmental which contains details relating to surrounding area and confirms the number of records of wildlife within 1km of the site. The methodology, findings and recommendations of the submitted Ecological Appraisal are considered acceptable. The Council's Biodiversity Officer has confirmed that he has no objection to the scheme subject to conditions relating to tree works, landscaping, site clearance, bird/bat boxes, stag beetles and lighting.

7.10 Sports Facilities

7.10.1 The application site forms part of an existing tennis facility. Planning policies at national, regional and local level seek to support development that increase or enhance the provision of sports and recreation facilities and proposals that result in a net loss of sports and recreation facilities, including playing fields should be resisted.

7.10.2 As a standalone application, the redevelopment of the Somerset Road site would increase the number of indoor courts by one, provide 6 new external clay courts and would provide updated high quality facilities. The development is therefore considered to enhance the existing facilities.

7.10.3 Whilst not forming part of the current application, it must be noted that the redevelopment of Somerset Road site sits within an overarching 20 year vision of the AELTC to implement their Wimbledon Master Plan. As set out above, the Wimbledon Master Plan seeks to maintain the site as the premier tennis grass tournament in the world with the finest setting and facilities for the entertainment and enjoyment of all. The redevelopment of the Somerset Road site is an integral part of implementing the Wimbledon Master Plan. By relocating the existing clay courts on the main site to Somerset Road, the space will be able to be efficiently used to carry out the vision of the Wimbledon Master Plan.

7.10.4 The proposal seeks to provide six external clay courts and six indoor courts (currently 5 indoor courts). The 6 clay courts would replace 7 on the main site - a net loss of one clay court. The existing clay courts are used for hospitality purposes from April to August which limits how much they are in use for tennis purposes. The proposed six clay courts would allow more playing opportunities than exists year round. The proposal is therefore considered to provide the ability of providing more tennis time than currently exist on new high quality courts with high quality ancillary facilities.

7.10.5 The proposed new facilities would be for private use by members of the club and players preparing for and participating in the annual Wimbledon Championships. The proposal does not seek to make the facilities public, and this has been raised as a concern from local residents. Officers have taken into account AELTC's overall programme of activities within the Borough, including the purpose built state of the art facility provided in Raynes Park, the Wimbledon Junior tennis initiative which delivers a fitness lifestyle and sports education programme for children in Merton and Wandsworth, visits free of charge by WJTI coaches to state primary schools and free tennis coaching to local school children most weekends of the year. Looking at the AELTC's contribution to the Borough across the whole range of their activities and new facilities, officers consider that the spirit of the Council's policies in terms of promotion of healthy lifestyles and providing access to facilities is being fulfilled.

7.11 Open Space

7.11.1 The application site is identified within the Sites and Policies Plan (2014) as open space. Planning policy DM O1 (Open space) of Merton's Sites and Policies Plan (2014) seeks to protect and enhance open space and to improve access to open space. The justification text for policy DM O1 (open space) states that proposals to redevelop buildings in open space should be of high quality design, and of a scale, height and massing that is appropriate to their setting.

7.11.2 It is acknowledged that the proposed development would result in increased built form on the site resulting in a loss of open space. However it must be noted that the site has already been partly built on already and Merton's Open Space Study 2010-2011 does not identify the subject land as surplus.

7.11.3 It is considered that the proposal will not harm the character, appearance or function of the existing open space but enhance the space through improved landscaping around the perimeter of the site and English garden flower beds throughout the site. Public access is improved from the site to the neighbouring Wimbledon Site through a new raised table pedestrian

connection gate and existing access points to the site are to be maintained. It is considered that subject to the proposed conditions relating to the biodiversity value, the site will be enhanced and this will result in an improved biodiversity value of the area, positively contributing to the Wimbledon park green chain and green corridor situated to the north of the site.

- 7.11.4 Although the proposed re-development will result in the loss of open space; the open space on the site will be enhanced from its existing state through the proposed landscaping and boundary treatment. The proposal would be a high quality design, and of a scale, height and massing that is appropriate to its setting which would result in enhanced provision of sporting facilities that will outweigh the partial loss of open space. The proposed development is therefore considered to be in line with planning policy DM O1 (Open space) of Merton's Sites and Policies Plan (2014).

Public Access

- 7.11.5 A number of objections received have raised concerns that the proposals would not allow public access on the site. Neighbours have stated that access to the site has been an established practice for many years and that they believe that there is an established right of way. Other representations have expressed concern about wider public usage in relation to noise and disturbance.

- 7.11.6 The AELTC have advised that the site is private land and although access by the public has been provided as a gesture of goodwill, on the advice of the Metropolitan Police Counter Terrorism Security Advisors, it is proposed to secure the full perimeter of the site with the same approach as is currently the case on the main grounds to prevent access by the public for security reasons.

7.12 Basement

- 7.12.1 The proposed basement is one level deep and its primary function is to provide basement car parking. The space can also be used for storage or other ancillary purposes associated with the operation of the AELTC. The only elements visible from ground level would be the vehicle entrances to the front and side of the building. The basement would therefore have a limited impact upon the visual amenities of the area.
- 7.12.2 Neighbours have expressed concerns in relation to the proposed basement and its impact upon flooding, drainage, land stability and the structural stability of adjacent properties. The applicant has commissioned an independent structural engineer to produce a Basement Impact Assessment (Fordham Consulting Ltd) and a Site Investigation Report (by

Albury S.I Ltd) which provides details for the preparation and construction of the basement. The Council's Flood Officer and Structural Engineer have confirmed that they have no objection subject to suitable conditions being imposed.

7.13 Sustainability

7.13.1 London Plan Policy 5.2 requires new development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green; use renewable energy

7.13.2 Since the publication of the London Plan 2015, the GLA Guidance on Preparing Energy Statements (April 2015) has revised the policy target for non-domestic buildings to 35% below Part L of Building Regulations 2013. Para 5.4 of the guidance acknowledges that some building types will find it harder than others to achieve this target on-site without the use of carbon off-setting payments.

7.13.3 The scheme (as proposed) delivers a 26.83% reduction over the baseline emissions rate. This is achieved via a combination of measures designed into the scheme (which include a CHP system). The identified shortfall of 8.17%, when assessed against the Part L required 35% reduction, equates to 16.05 tonnes of CO₂ per year.

7.13.4 As part of the original analysis, the applicant's energy consultant (ME) has assessed options for incorporating renewable energy measures within the proposed scheme to address this shortfall. This included option relating to the install photovoltaic panels on the roof to the new indoor courts and options for incorporating new measures within the wider AELTC estate should be investigated.

7.13.5 Overall, ME concludes that the installation of photovoltaic panels will not be practicable or appropriate on the roof of the proposed Somerset Road site. However, following further detailed modelling, a series of alternative measures (including the provision of photovoltaic panels) could be implemented on the main AELTC site, either individually or in combination, to off-set the 16.05 tonnes of CO₂ per annum short-fall identified.

7.13.6 A number of alternative methods to off-set the identified short-fall on other parts of the AELTC estate have been investigated. These include, but are not limited to the following:

- implementation of PV panels on other buildings within the AELTC estate;
- replacement of existing HVAC plant in older buildings on the site with more efficient technology; and
- replacement of existing luminaire along with introduction of occupancy lighting control.

7.13.7 The Councils Climate Officer has confirmed that alternative measures to offset the identified shortfall of 8.17% on the main site can be achieved but would wish this to be achieved by identification of sites for PV's on the main site since it is easier to calculate the CO2 saving compared to lighting or a heat pump project. Details of the offsetting can be controlled via a S106 agreement.

7.15 Highways

Site Context

7.15.1 The site is located on Somerset Road and adjoins the main All England Lawn Tennis and Croquet Club site to the east. The site is located approximately 2km south of the A3 West Hill which is the nearest section of Transport for London Road Network (TLRN). The site is bound by residential properties to the north, Somerset Road to the east, Marryat Road to the south and residential properties to the west. There is 1 bus route within an acceptable walking distance of the site. The site has a public transport accessibility level (PTAL) of 1a, on a scale of 1 to 6 where 6 is most accessible.

Existing Use

7.15.2 Outside the Championship, the Somerset Road site provides formal and informal car parking for staff and contractors. During the championships, there is material change in the level of activity on the site with a significant increase in car parking and trip generation. During this period, there is grade parking within Car Parks 1, 2 and 3 for courtesy cars, Members, Committee Members and Park & Ride bus services. The car parks are operational between 06.00 – 23.00 and the estimated car park capacity of 517 (Car Park 1& 2 - 380 spaces) and (Car Park 2 - 137 spaces).

Proposed Use

7.15.3 The proposals will formalize the existing car parking arrangement by providing a single level basement car park that will provide for up to 338 vehicles. In addition, nine at grade spaces are proposed in the arrival forecourt area. The western part of Car Park 1 would continue to act as an overflow parking area during peak times, as per the existing situation.

Out of Championship

- 7.15.4 Only the eastern section of the basement car park would be used for parking for members and visitors and the western section would be used for storage. Members would also make use of the nine at grade parking spaces that area located in the arrival forecourt area.

In Championships

- 7.15.5 During the Championships the basement car park will be split into an eastern and western section. The western section would be used by members and the eastern section by Courtesy Cars.
- 7.15.6 The courtesy car operation has a fleet of 165 cars and some executive mini-buses. The operation is active for a 3 week prior to, and, for the 2 weeks period during the Championship. The proposal seeks to integrate Player and VIP drop off within the Somerset Road site therefore removing Player drop off at the Millennium building which will help to reduce the number of vehicle movements made by courtesy cars on Somerset Road. The

Car Parking/travel

- 7.15.7 A total of 338 parking spaces are proposed within a single storey basement plus 9 parking spaces provided at grade within the arrival forecourt. This equates to a net reduction from the current parking provision by around 170 spaces. Vehicular access to the site will generally remain as existing, with the southern gate on Somerset Road relocated slightly further to the south and the internal access arrangements to be modified to incorporate the proposed basement parking. The internal access arrangements are expected to reduce the total number of vehicle movements on Somerset Road during the Championships. The number of trips generated outside of the Championships is significantly lower.

Buses/Coaches

- 7.15.8 The proposals seek to retain/enhance the existing bus and coaches arrangement within the eastern section of Car Park 1 currently accommodates a bus pickup/alighting point and turnaround area during the Championships.

Park and Ride

- 7.15.9 The erection of three new three covered tennis courts was granted planning permission on 09/04/1987 (planning application reference

86/P1326). The permission was granted permission subject to conditions and a S106 agreement. The development resulted in the loss of 258 car parking spaces to facilitate the new practice courts. To mitigate concerns with on street car parking and impact upon local highway networks and neighbouring amenity, to compensate the loss of car parking space, it was considered necessary to provide a park and ride scheme for staff. The planning obligation was linked to the status of the covered courts tennis remaining on the land. Therefore as the existing covered courts are to be demolished, the linked S106 (staff park and ride) is also removed upon demolition. The annual championships are a larger and more intensive operation compared to those in 1986 and the amount of staff is likely to be greater, therefore the transfer of the staff park and ride scheme to the new covered courts facility is considered appropriate. The location of the original staff park and ride in 1986 was the University of London's Athletic Ground at Motspur Park, however the AELTC have an agreement with Merton that staff (and visitor) park and rides operate from Morden Park. The details and location of the park and ride attached to the new covered courts facility will reflect the current situation.

Cycle Parking

- 7.15.10 The proposals include 60 cycle parking spaces for staff and visitors within the basement car park. The level of cycle parking is in excess of London Plan (2016) standards which require 1 space per 8 staff and 1 space per 100sqm.

Walking

- 7.15.11 The proposals will provide an underground pedestrian passageway which connects the proposed drop-off area at the arrival forecourt with the Millennium Building on the main site, allowing players and VIPs access to the main site without crossing Somerset Road. Public realm improvements on Somerset Road are considered to be acceptable.
- 7.15.12 The proposed basement would provide a secure parking facility with up to 338 car parking spaces. Whilst the proposals would result in a reduction in the total number of car parking spaces on the site, the basement would provide a secure, under cover and directly linked to the facility that would offer a more attractiveness parking facility than the existing parking arrangements. Therefore in order to encourage walking to and from the site, inside and outside the Championships and to promote the use of sustainable modes of transport to the site, it is considered appropriate that the AELTC make a financial contribution towards sustainable transport.
- 7.15.13 The Chamber of Commerce, supported by the Council, are promoting the Wimbledon Way project, which is a marked walking route from Wimbledon

station to the AELTC. The purpose of the Wimbledon Way is to increase the footfall within the town centre and the village, to provide a marked route linking Wimbledon station, Wimbledon Hill and Wimbledon Village to the AELTC, to promote Wimbledon before, during and beyond 2012 and to encourage walking. The Wimbledon Way project seeks to increase sustainable modes of transport by improving walking conditions in and around Wimbledon and to the AELTC site. This would be a suitable project to benefit from the proposed contribution towards sustainable transport.

Construction Vehicles

- 7.15.14 The Council can control and limit impact upon neighbouring properties by imposing planning conditions in relation to a Construction Management Plan and vehicle routing.

8. Local Financial Considerations

- 8.1 The proposed development is liable to pay the Merton and Mayoral Community Infrastructure Levy (CIL), the funds for which will be applied by the Mayor towards the Crossrail project. Merton's Community Infrastructure Levy was implemented on 1st April 2014. This will enable the Council to raise, and pool, contributions from developers to help pay for things such as transport, decentralised energy, healthcare, schools, leisure and public open spaces - local infrastructure that is necessary to support new development. Merton's CIL has replaced Section 106 agreements as the principal means by which pooled developer contributions towards providing the necessary infrastructure should be collected.

9. **SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS**

- 9.1 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms on EIA submission.

10. **CONCLUSION**

- 9.1 The principle of the development is strongly supported in strategic terms, forming a key component of the overall masterplan for the wider site and the future of the Wimbledon Championships as a world class tournament, allowing for re-location of the clay courts to provide an improved southern entrance to the main grounds as well as high quality indoor sports facilities within an energy efficient and attractive building. The appearance of the building is considered to be a vast improvement on the existing structures.

It also allows for a rationalisation of the parking and logistical arrangements during the Championships. The development is considered to be sensitive to the context of the site. The retention of the majority of trees and significant new planting will help ensure that the site preserves its open and leafy character and enhances its ecological value. The impact on the amenities of adjoining residential properties is considered to be acceptable subject to suitable conditions relating to noise and appearance being imposed. Accordingly, it is recommended that planning permission be granted subject to referral to the GLA, completion of a S.106 Agreement and the conditions set out below.

RECOMMENDATION

1. **FOLLOWING STAGE 2 REFERRAL TO THE GLA IN ACCORDANCE, WITH THE MAYOR OF LONDON ORDER 2008 AND NO DIRECTION TO THE CONTRARY, GRANT PLANNING PERMISSION SUBJECT TO**
:

2. completion of a Section 106 Agreement covering the following heads of terms:-

1. Staff park and ride facility.
2. Sustainable transport (Wimbledon Way)
3. Carbon off-setting on main aelc site
4. Highway improvement works
4. Paying the Council's legal and professional costs in drafting, completing and monitoring the legal agreement.

and subject to the following conditions:-

1. A.1 Commencement of Development
2. A7 Approved plans
3. B.1 External Materials to be Approved
4. Details of Surface Treatment
5. Details of boundary treatment
6. D.1 Hours of use

7. D.9 No External Lighting
8. D.11 No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenities of the area and occupiers of neighbouring properties and to ensure compliance with policy PE.2 of the Adopted Merton Unitary Development Plan 2003.
9. E.5 The premises shall only be used for indoor tennis and for no other purpose, (including any other purpose within Class D2 of the Schedule to the Town and Country Planning (Use Classes Order) 1997), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: The Local Planning Authority would wish to retain control over any further change of use of these premises in the interests of safeguarding the amenities of the area and to ensure compliance with policy BE.15 and PE.2 of the Adopted Merton Unitary Development Plan 2003.
10. H.6 Cycle Parking implemented
11. H.9 Construction Vehicles
12. H.10 Construction Vehicles, washdown facilities etc (major sites)
13. H.11 Parking Management Plan
14. H.13 Construction Logistics Plan to be Submitted (Major Developments)
15. Tree Protection: The details and measures for the protection of the existing trees as specified in the approved document 'Arboricultural Survey, Impact Assessment & Method Statement' reference '35.52E' dated February 2017 including sheets 1, 2 & 3 of the drawing titled: 'Tree Protection Plan' numbered '35.52.02D Rev.D' shall be fully complied with. The methods for the protection of the existing trees shall follow the sequence of construction and tree protection as set out in the document. The details and measures as approved shall be retained and maintained until the completion of site works.

Reason: To protect and safeguard the existing trees in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2015, policy CS13 of Merton's Core Planning Strategy 2011 and policies DM D2 and 02 of Merton's Sites and Policies Plan 2014;

- 16 F8 Site Supervision (Trees)
- 17 Basement & foundations – No work shall be commenced until details of the proposed design, materials, and method of excavation and construction of the basement and foundations to be used within 12 metres of the two existing retained Corsican Pine trees (T29 & T30) shall be submitted to and approved in writing by the LPA. Such details shall have regard to the BS 5837:2012 and shall include an addendum to the Arboricultural Method Statement, Site supervision and the Tree Protection Plan. The work shall be carried out in accordance with the approved details.
18. The trees shown on the approved drawing number 'SRC414-GRA-X-100-DR-L-5100 Rev.04' shall be planted in accordance with the approved details. The works shall be carried out in the first available planting season following the completion of the development or prior to the occupation of any part of the development, whichever is the sooner, and shall thereafter be maintained in accordance with the approved Landscape Management Plan.
- 19 Landscape Management Plan – Prior to the occupation of the development a landscape management plan including the long term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the LPA. The landscape management plan shall be carried out in accordance with the approved scheme unless otherwise agreed in writing by the LPA.
- 20 Landscaping/planting scheme – No development shall take place until full details of the landscaping and planting scheme shown on the approved drawing number 'SRC414-GRA-X-100-DR-L-5100 Rev.04' has been submitted to and approved in writing by the LPA and the soft landscaping work shall be carried out in accordance with the approved details. The details shall include on a plan, full details of the size, species, spacing, quantities and location of proposed plants. The works shall be carried out in the first available planting season following the completion of the development or prior to the occupation of any part of the development, whichever is

the sooner. The planting shall be maintained in accordance with the approved Landscape Management Plan.

21. Tree Felled timeframe
22. Vegetation clearance timeframe
23. Foundations, holes or deep pits (mammal safety)
24. Heras fencing
25. Removal of non-native species by qualified contractor
26. Planting in accordance with landscape strategy
27. Bird nesting boxes
28. Bat boxes
29. Stag beetle logger
30. Lighting locations
31. No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority and in consultation with Thames Water. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards. Where a sustainable drainage scheme is to be provided, the submitted details shall:
 - i. Provide information about the design storm period and intensity, the method employed to attenuate flows either to sewer at a combined rate of no more than 46.8l/s with an attenuation volume provision of no less than 795m³. Appropriate measures must be taken to prevent pollution of the receiving groundwater and/or surface waters;
 - ii. Include a timetable for its implementation;
 - iii. Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime;

vi. All sewer diversions and any new connections are undertaken to the satisfaction of Thames Water.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

32. Any external lighting, which shall not include external floodlighting, shall be installed in accordance with the External Lighting Proposal February 2017 unless otherwise agreed in writing with the Local Planning Authority. The external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.
33. No external public address system shall be provided at the site other than during The Championships.
34. Prior to the commencement of development a further noise assessment shall be undertaken during The Championships and shall be submitted to the Local Planning Authority for approval. This Noise Assessment shall demonstrate that the proposed chiller plant (which services Centre Court roof) and associated equipment will not exceed 10 dB(A) below the existing typical measured background noise level over a measurement period not exceeding 15 minutes (LAF90, 15 minutes) at locations representative of the nearest noise sensitive dwellings.
35. Details of the acoustic barrier adjacent to the most southerly courts (labelled as Courts 5 and 6 on Drawing No. 2512 Rev B) shall be submitted to and approved in writing by the local planning authority prior to the occupation of the development. The acoustic barrier should ensure that noise from the proposed use will not exceed 5 dB(A) above the existing typical measured background noise level over a measurement period not exceeding 15 minutes (LAF90, 15 minutes) at locations representative of the nearest noise sensitive dwellings
36. Details of the External Clay Court Management Strategy, which shall be in accordance with the principles outlined in the Noise Impact Assessment – Part 2 dated January 2017, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development hereby permitted.

The External Clay Court Management Strategy shall:

- restrict the usage of the two most northerly courts (labelled as Courts 1 and 2 on Drawing No. 2512 Rev B) to no earlier than 09:00 and no later than 18:00 on any day, with the exception of 12 instances per year where Courts 1 and 2 shall be used no later than 20:00, unless it can be shown to the Council's satisfaction by way of ongoing noise assessments that the residential amenities of neighbouring properties shall not be adversely affected.
- restrict the two usage of the two most northerly courts (labelled as Courts 1 and 2 on Drawing No. 2512 Rev B) on weekends and bank holidays to no more than 40 'instances' per year, unless it can be shown to the Council's satisfaction by way of ongoing noise assessments that the residential amenities of neighbouring properties shall not be adversely affected;
- outline measures to encourage players to use Courts 3, 4, 5 and 6 (labelled as such on Drawing No. 2512 Rev B) instead of Courts 1 and 2 (labelled as such on Drawing No. 2512 Rev B).

Informative: 'The Championships' refers to the two week period each year when The Championships, Wimbledon tennis tournament is in operation at the All England Lawn Tennis Club, Church Road, Wimbledon, SW19 5AE. It shall also include the one week period prior to The Championships.

Informative: 'Instances' refers to play on Courts 1 and 2 on a Saturday, Sunday and Bank Holiday. For the avoidance of doubt play on Courts 1 and 2 on a Saturday, Sunday and Bank Holiday within one weekend constitutes one 'instance'.

37. restriction on parking area in basement outside championship period
38. provision of electric vehicle charging points
39. Travel Plan
40. Inclusive access
41. Carbon savings
42. Future connection to district heating network
43. Further details of CHP
44. Noise condition - covered court building
45. Restrictions on times of use of chiller plant for Centre Court

Planning Informative:

1. No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).
 2. INF9 Works on the Public Highway
 3. INF12 Works affecting the Public Highway
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[Click here](#) for full plans and documents related to this application.

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