

PLANNING APPLICATIONS COMMITTEE
16th July 2020

Item No:

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	19/P3085	14/05/2019
Address/Site	300 Beverley Way and 265 Burlington Road New Malden KT3 4PJ	
(Ward)	Dundonald	
Proposal:	PARTIAL DEMOLITION OF B1 OFFICE BUILDING AND CHANGE OF USE OF PART OF OFFICE BUILDING CAR PARK TO FACILITATE THE RECONFIGURATION OF SUPERMARKET CAR PARK TO PROVIDE A TOTAL OF 684 CAR PARKING SPACES (A LOSS OF 19 CAR PARKING SPACES), TO PROVIDE TROLLEY PARKING SHELTERS, CHANGES TO WHITE LINE MARKING AND PROVISION OF A NEW SERVICING AREA AND ALTERATIONS TO OFFICE CAR PARK WITH A LOSS OF 29 CAR PARKING SPACES. THE ALTERATIONS TO THE SUPERMARKET CAR PARK LAYOUT AND ASSOCIATED WORKS HAVE BEEN SUBMITTED IN CONNECTION WITH THE CONCURRENT PLANNING APPLICATION 19/P2387 FOR THE ERECTION OF A MIXED USE DEVELOPMENT COMPRISING 456 FLATS AND 499 SQ.M OF B1 FLOOR SPACE	
Drawing Nos:	D4000 P1, D4001 P1, D4004 P1 and D4100 P1.	
Contact Officer:	Tim Lipscomb (0208 545 3496)	

RECOMMENDATION

Grant Permission subject to conditions

CHECKLIST INFORMATION

- Heads of Agreement: No.
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: Yes (major application)
- Site notice: Yes (major application)
- Design Review Panel consulted: No
- Number of neighbours consulted: 154
- External consultations: Yes
- Conservation area: No

- Listed building: No
- Tree protection orders: No
- Controlled Parking Zone: Yes (RPS)
- Green corridor – Yes (bordering the site to the north)
- Site of importance for nature conservation (SINC) – Yes (bordering the site to the north)

1. **INTRODUCTION**

- 1.1 This application is being brought to the Planning Applications Committee for determination as it is intrinsically linked to the wider proposed redevelopment of part of the Tesco Extra car park under application 19/P2387 which proposes the following:

DEMOLITION OF THE EXISTING BUILDINGS AND ERECTION OF TWO BLOCKS OF DEVELOPMENT RANGING IN HEIGHT BETWEEN SEVEN AND 15 STOREYS AND COMPRISING 456 NEW HOMES, OF WHICH 114 WILL BE ONE BEDS, 290 WILL BE TWO BEDS AND 52 WILL BE THREE BEDS. 499SQM OF B1(A) OFFICE SPACE WILL BE ACCOMMODATED AT GROUND FLOOR LEVEL ALONG WITH 220 CAR PARKING SPACES, 830 CYCLE PARKING SPACES, A REALIGNED JUNCTION ONTO BURLINGTON ROAD, HARD AND SOFT LANDSCAPING AND ASSOCIATED RESIDENTIAL FACILITIES. THE APPLICATION ALSO INCLUDES MINOR CHANGES TO THE LAYOUT AND CONFIGURATION OF THE RETAINED TESCO CAR PARK

2. **SITE AND SURROUNDINGS**

- 2.1 The application site comprises two parcels of land within the car park serving Tesco supermarket to the west of Burlington Road.
- 2.2 The smaller of the two parcels of land comprises a bank of 42 car parking spaces in the central part of the car park.
- 2.3 The larger of the two parcels of land comprises the majority of the car park and includes some 343 parking spaces to serve Tesco, 9 parking spaces associated with Tesco's servicing and delivery and 103 parking spaces associated with the two-storey office and warehouse building within the northern part of the site.
- 2.4 There are a total of 648 spaces to serve Tesco and 103 parking spaces serving the office use.
- 2.5 The site is bound to the east by Burlington Road, commercial properties to the south, a Tesco Extra store to the west and Raynes Park High School to the north. The closest section of the Transport for London Road Network (TLRN) is the A3 Kingston Bypass which runs west of the Tesco store in a north-south direction. The A298 Bushey Road which forms part of the Strategic Road Network (SRN) is located north of Raynes Park High School and runs in an east-west direction.

- 2.6 The wider Tesco car park is bound by Burlington Road (B282) to the east, a large Tesco superstore to the west, Pyl Brook and Raynes Park High School to the north and light industrial buildings to the south.
- 2.7 The site has no local or strategic policy designations, it does not lie within a conservation area and does not contain any listed buildings. At a local level the site forms part of allocated site RP3 within the emerging Merton Local Plan 2015-2030 (second consultation), and is identified as suitable for comprehensive redevelopment to retain the supermarket with the same floor space within a new purpose-built unit and to optimise the remainder of the site for new homes, landscaping and access.
- 2.8 The site has a PTAL of 2/3.
- 2.9 The site is within Flood Zones 2/3.

3. **PROPOSAL**

- 3.1 The proposal is for the following changes to the layout of the existing car park:
1. Re-lining of spaces to provide 2.4m x 4.8m car parking spaces;
 2. Removal of individual tree planters;
 3. Relocation of the existing pedestrian crossing;
 4. Flush kerbs to all new areas;
 5. Relocation of existing trolley bays;
 6. Relocation of the existing black bollards at 2400mm centres;
 7. Relocation of existing signage;
 8. Relocation of existing lamp stands;
 9. Relocation of existing ANPR & trolley prevention systems;
 10. New service road for delivery vehicles and Dot Com vans with associated prohibitive signage;
 11. New turning bay for servicing area;
 12. Changes to the layout of the Dot Com vans loading area;
 13. Fence and 9m wide gate to service area; and
 14. Relocation of the existing Click & Collect bay.
- 3.2 The application has been submitted to facilitate the redevelopment of the eastern part of the Tesco car park, under application ref.19/P2387. It is of note that application 19/P2387 is currently pending with no formal determination having taken place as of yet. Although it has been recommended for refusal by the Planning Applications Committee and is currently being reviewed by the Greater London Authority under the Stage 2 referral process. That application is also the subject of an appeal against non-determination, with a Public Inquiry due to take place in late 2020.
- 3.3 The part of the site where new residential development would be located, if permission were granted, would not continue to accommodate car parking for the Tesco site or for the office/warehouse building (as this would be demolished).
- 3.4 The changes to the car park layout, along with the development proposed under 19/P2387, would result in a total of 579 car parking spaces to serve the Tesco plus 9 for service vehicles. (The parking spaces associated with the office/warehouse building would be removed and 220 parking spaces provided for the residential development

proposed under application ref.19/P2387). This would be an overall reduction of 69 spaces serving the Tesco. However, if the proposal to redevelopment the wider site under 19/P2387 did not go ahead, 648 parking spaces would be retained at the Tesco car park, (the same number as the existing).

- 3.5 However, assuming that application ref.19/P2387 was approved, the layout of the eastern part of the site would be as per the submitted plan showing the proposed relationship with application ref.19/P2387. The impact of that layout is considered under 19/P2387. This current application does not seek to demolish the existing office/warehouse, it simply re-arranges car parking spaces, trolley bays and other small scale elements of car park infrastructure.
- 3.6 The applicant has confirmed that the drainage system will be the same as existing and there would be no increase in non-permeable surfaces.

4. PLANNING HISTORY

- 4.1 19/P1643 - CHANGE OF USE OF UNUSED SECTION OF EXISTING CAR PARK FOR BUSINESS USE, ERECTING 2 x PODS FOR SCRATCH AND GLASS REPAIR CENTRES WITH VEHICLE MANOEUVERING SPACE AND 4 x PARKING BAYS. Grant Permission subject to Conditions 01/10/2019.
- 4.2 Associated applications:
- 4.3 19/P2678 - APPLICATION FOR ADVERTISEMENT CONSENT FOR THE DISPLAY OF 6 x NON-ILLUMINATED VINYL SIGNS. Advertisement Consent Granted 15/11/2019.
- 4.4 19/P2578 - DEMOLITION OF BUILDING AND FORMATION OF TEMPORARY ROAD FOR THE TESCO CAR PARK (2 YEAR PERIOD), PROVIDING PEDESTRIAN AND BICYCLE ACCESS PLUS VEHICULAR EGRESS, WITH ASSOCIATED WORKS INCLUDING THE RELOCATION OF BUS STOP. Pending decision
- 4.5 19/P2387 - DEMOLITION OF THE EXISTING BUILDINGS AND ERECTION OF TWO BLOCKS OF DEVELOPMENT RANGING IN HEIGHT BETWEEN SEVEN AND 15 STOREYS AND COMPRISING 456 NEW HOMES, OF WHICH 114 WILL BE ONE BEDS, 290 WILL BE TWO BEDS AND 52 WILL BE THREE BEDS. 499SQM OF B1(A) OFFICE SPACE WILL BE ACCOMMODATED AT GROUND FLOOR LEVEL ALONG WITH 220 CAR PARKING SPACES, 830 CYCLE PARKING SPACES, A REALIGNED JUNCTION ONTO BURLINGTON ROAD, HARD AND SOFT LANDSCAPING AND ASSOCIATED RESIDENTIAL FACILITIES. THE APPLICATION ALSO INCLUDES MINOR CHANGES TO THE LAYOUT AND CONFIGURATION OF THE RETAINED TESCO CAR PARK. Pending consideration by the GLA - PAC Recommendation for refusal February 2020. The applicant has appealed against non-determination with a Public Inquiry likely to take place later in the year.

5. POLICY CONTEXT

- 5.1 The key policies of most relevance to this proposal are as follows:

- 5.2 National Planning Policy Framework (2019)
- 8. Promoting healthy and safe communities
 - 9. Promoting sustainable transport
 - 11. Making effective use of land
 - 12. Achieving well-designed places
 - 14. Meeting the challenge of climate change, flooding and coastal change
- 5.3 London Plan (2016)
- 4.7 Retail and town centre development
 - 4.8 Supporting a successful and diverse retail sector and related facilities and services
 - 5.3 Sustainable design and construction
 - 5.13 Sustainable drainage
 - 6.3 Assessing effects of development on transport capacity
 - 6.13 Parking
 - 7.2 An inclusive environment
 - 7.4 Local character
 - 7.5 Public realm
 - 7.6 Architecture
- 5.4 Adopted Merton Core Planning Strategy (July 2011)
- CS11 Infrastructure
 - CS14 Design
 - CS15 Climate Change
 - CS16 Flood Risk Management
 - CS18 Active Transport
 - CS20 Parking, Servicing and Delivery
- 5.5 Sites and Policies Plan and Policies Map (July 2014)
- DM R2 Development of town centre type uses outside
 - DM D1 Urban design and the public realm
 - DM D2 Design considerations in all developments
 - 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 impacts of development
 - DM T3 Car parking and servicing standards
 - DM T5 Access to the road network

6. CONSULTATION

6.1 Standard 21-day site notice procedure and individual letters to neighbouring occupiers. No representations have been received.

6.2 LBM Highways:

H10, H13, INF8, INF9, INF12

Please note that their application boundary plan shows public highway within their site which is incorrect.

6.3 LBM Transport Planning:

No response received.

7. PLANNING CONSIDERATIONS

7.1 The main planning considerations concern the principle of the development, the impact on the local highway network, the visual impact of the proposed changes, neighbouring amenity and flooding/surface water runoff considerations.

7.2 Principle of development

7.2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise.

7.2.2 The provision of a mixed use scheme to the eastern part of the site is not assessed as part of this application, as that is being assessed under application ref. 19/P2387 (currently at Stage 2 referral with the GLA).

7.2.3 The impact on the highway network is the key consideration in this assessment.

7.3 Highway, traffic and parking considerations

7.3.1 Core Strategy Policy CS 20 considers matters of pedestrian movement, safety, servicing and loading facilities for local businesses and manoeuvring for emergency vehicles as well as refuse storage and collection.

7.3.2 The proposal would not result in an increase in any commercial or non-commercial floor space and therefore it is not considered that the proposal would result in a material increase in vehicle movements as to have a significant effect on the local highway network.

7.3.3 The reduction in car parking spaces to serve the Tesco shop (from 648 spaces to 579 spaces) would still maintain a significant provision of parking, well above the maximum standards of the London Plan, where food shops over 2500sqm should provide a maximum of 1 parking space per 25sqm of floor space (this would equate to a maximum provision of around 450 spaces). Therefore, officers conclude that there would be no justifiable reason to withhold permission based on a lack of parking for the Tesco store.

7.3.4 The proposal raises no significant issues and is considered to be acceptable in highway terms.

7.4 Character of the Area

7.4.1 The National Planning Policy Framework (NPPF) states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The regional planning policy advice in relation to design is found in the London Plan (2016), in Policy 7.4 - Local Character and 7.6 - Architecture. These policies state that Local Authorities should seek to ensure that developments promote high quality inclusive design, enhance the public realm, and seek to ensure that development promotes world class architecture and design.

- 7.4.2 Policy DM D2 seek to ensure a high quality of design in all development, which relates positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area. Core Planning Policy CS14 supports this SPP Policy.
- 7.4.3 The proposed works are relatively minor in scale, despite the overall site area. The changes would be accommodated within the existing car park, with changes to trolley stores, parking bays, white line marking and servicing roads. The overall visual appearance would be of a surface level car park with ancillary infrastructure, as is the case currently. In terms of magnitude of change, the proposal would have a very slight impact, which would be neutral in its effect.
- 7.4.4 The scheme involves the removal of a number trees within the site, a number of which are which are in planters within the car park. If the wider residential redevelopment scheme goes ahead these trees would be removed and there would be replacement planting and landscaping. The visual impact of the retained car park would be acceptable as existing trees would be retained there.
- 7.4.4 The proposal is considered to not result in material harm to the character and appearance of the streetscene and would comply with Policy DM D2 in terms of visual amenity.

7.5 Neighbouring Amenity

- 7.5.1 Policy DM D2 seeks to ensure that development does not adversely impact on the amenity of nearby residential properties.
- 7.5.2 The proposed works are limited and within the envelope of the existing car park and as such it is considered that the proposed development would not result in material harm to neighbouring amenity.
- 7.5.3 The proposal is considered to be acceptable in terms of the impact on neighbouring amenity.

7.6 Flooding and surface water runoff considerations

- 7.6.1 Policies DM F1 and DM F2 seek to minimise the impact of flooding and help reduce the overall amount of rainfall being discharged into the drainage system.
- 7.6.2 Parts of the site are within Flood Zones 2 and 3, however, the area of impermeable surface on the site would not be increased and the existing drainage systems would be retained on site. Therefore, there is no indication that the scheme would increase flooding or surface water runoff.

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

- 8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms of an Environmental Impact Assessment (EIA).

9. **CONCLUSION**

- 9.1 The principle of development is considered to be acceptable and the proposal would not result in adverse impacts on highway conditions, visual amenity or neighbouring amenity. The proposal would not give rise to increases in surface water run-off.
- 9.2 As such, the proposed development is considered to be acceptable and permission should be granted.
- 9.3 Members should be aware that approving this application would not affect the assessment or determination of the application for the wider site development 19/P2387, which has already been resolved to be refused by Merton PAC.

10. **Recommendation:**

- 10.1 Grant Permission Subject to conditions.
1. A1 Commencement of development (full application)
 2. A7 Approved Plans
 3. H04 Provision of vehicle parking
 4. H10 Construction Vehicles, Washdown Facilities etc (major sites)
 5. H13 Construction Logistics Plan to be Submitted (major Development)

Informatives:

1. Note to Applicant – approved schemes
2. Inf 08 Construction of Accesses
3. Inf 09 Works on the Public Highway
4. Inf 12 Works affecting the public highway
5. Inf This permission relates to alterations to the existing car park and does not purport to grant permission for the residential development shown on drawing D4100 P1.