

PLANNING APPLICATIONS COMMITTEE

15th July 2021

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>Item No:</u> <u>DATE VALID</u>
	20/P3635	11/11/2020
Address/Site	The All England Lawn Tennis and Croquet Club Church Road, Wimbledon, London, SW19 5AE	
(Ward)	Village	
Proposal:	Reconfiguration/alteration/extension of the existing millennium building including new/altered plant, new atrium, link to existing Somerset Road tunnel, provision of a roof level extension and associated new landscaping.	
Drawing Nos	0005 Rev P02, PL011 Rev P03, 012 Rev P01, 201 Rev P03, 202 Rev P03, 203 Rev P03, 204 Rev P03, 205 Rev P04, 206 Rev P04, 207 Rev P01, 224 Rev P03, 225 Rev P03, 226 Rev P03, 227 Rev P03, 301 Rev P01, 302 Rev P01, 303 Rev P01 and 304 Rev P01.	
Contact Officer:	Stuart Adams (0208 545 3147)	

RECOMMENDATION

GRANT Planning Permission subject to conditions and S106 agreement.

CHECKLIST INFORMATION.

- Heads of agreement: - Zero Carbon contribution, Highway works (278 agreement) and Travel Plan.
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted – No
- Press notice – Yes
- Site notice – Yes
- Design Review Panel consulted – No
- Number of neighbours consulted – 37

- External consultations – No.
 - PTAL score – 1a/1b
 - CPZ – VNS (Somerset Road) – VN (Marryat Road)
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1. **INTRODUCTION**

- 1.1 The application has been brought before the Planning Applications Committee for consideration in light of the number and nature of objections received against the application and officer recommendation of grant permission subject to conditions and S106 agreement.
- 1.2 The application was not heard at the June Planning Committee due to the late finish of the meeting. It was therefore deferred to the July Planning Committee.

2. **SITE AND SURROUNDINGS**

- 2.1 The application site comprises the site of The All England Lawn Tennis and Croquet Club (AELTC) on Church Road, Wimbledon. The whole site area is 17.3 ha, however the AELTC site spans across two site areas situated either side of Somerset Road. The main (larger) of the two site areas is located on the eastern side of Somerset Road and the smaller site area is located on the western side of Somerset Road.
- 2.2 The area located to the east of Somerset Road comprises the main leisure and recreational facility of the AELTC. This part of the site accommodates the existing Millennium Building and is subject of the current application. The Millennium Building, constructed for the year 2000 fronts onto Somerset Road and is located in the western part of the main AELTC site between Gates 13 and 16 and south of the Broadcast Centre. To the north is the AELTC's Broadcast Centre. Planning permission was granted for a new Media Pavilion in August 2020 (Ref: 20/P0420) which will link in to the Millennium Building.
- 2.3 The Millennium building has direct internal links to the Broadcast Centre to the north, in addition to direct underground internal links to Centre Court below St Mary's Walk. The approved Media Pavilion will link into the Millennium Building with two new connecting bridges at level 4 and an external stair from level 3. The Millennium Building also has external pedestrian bridge links to Centre Court at level 2, 3 and 4. An underground servicing network (the 'buggy route') exists below ground level and runs through the basement of the Millennium Building, connecting the North East to the wider route.

- 2.4 The Millennium Building can be accessed directly from Somerset Road via Gates 14 and 15, with a player and VVIP Drop Off area running adjacent to the main entrance area. The building is predominately used for competitor facilities during The Championships, including an accreditation reception, gym, physio, medical rooms, café, and lounge and dining facilities for both competitors and members. The building also currently hosts media facilities during The Championships including working rooms, dining and interview spaces and back of house facilities.
- 2.5 The area located to the west of Somerset Road is currently being redeveloped, known as the covered courts site. All buildings have been demolished and building are been implemented in accordance with planning approval 16/P4651. This permission granted full planning permission for demolition of the former 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, 9 external covered car parking spaces, relocation of chiller plant (which services centre court roof) and associated soft/hard landscaping.
- 2.6 The application site is designated as Open Space under the Council's Policies Map. The area to the north, is designated as Metropolitan Open Land (MOL). The site is not within a Conservation Area.
- 2.7 Merton's Draft New Local Plan is in an advanced stage with Stage 2 consultation being undertaken in late 2018 / early 2019. The Draft New Local Plan proposes to remove the MOL designation from the AELTC site, and a new site allocation is proposed (Site Wi3) which recognises the importance of The Championships to Wimbledon and supports the continued upgrade improvement of the AELTC's facilities.

3. **CURRENT PROPOSAL**

- 3.1 Reconfiguration/alteration/extension of the existing millennium building including new/altered plant, new atrium, link to existing Somerset Road tunnel, provision of a roof level extension and associated new landscaping.
- 3.2 The proposal has a number elements which can be summarised as follows:
- Improvements to the external façade design to enhance the character of the site and reinforce the established 'English garden' feel of the AELTC site;
 - Consolidation of the building's plant solution and an upgrade to a number of building systems. The quantity of plant in the

building will be reduced by linking into the Somerset Road development;

- The provision of a roof level extension to the building at level 5 to accommodate enhanced competitor facilities;
- Integration of the Millennium Building with the Somerset Road development by creating an entrance point to the existing tunnel for Competitors and VIPs. This will allow the relocation of the existing competitors entry point and accreditation facilities into the Somerset Road building and lead to a reduction in vehicular movements at the Millennium Building;
- Better linkages between the proposed building and the approved Media Pavilion to resolve existing privacy and security issues;
- General upgrading and modernisation of the existing Millennium Building to improve facilities for Competitors, Media and Members.

- 3.3 The proposal seeks the creation of one additional storey, with the existing roof removed and replaced with an upper floor level and a new curved roof over. The overall height of the curved roof ridge will increase from 41.845m AOD to 46.118m 7.3.7 AOD (an increase of approximately 4.3m), whilst the height of the eaves to Somerset Road will increase from 38.917m to 41.558m (an increase of approximately 2.7m).
- 3.4 A number of minor extensions are proposed to the footprint of the building to provide enhanced layouts and improved floor areas for the key user groups. The overall internal GIA of the Millennium Building will increase from 10,599 sqm to 13,725 sqm (an increase of 3,166 sqm).
- 3.5 The Millennium Buildings external fabric of the building will be largely replaced. The new roof will be constructed from prefabricated glue laminated timber (glulam) arranged in a diagrid structure. The roof structure has been designed to integrate with the existing character of the Millennium Building. The existing curtain walling will be replaced with aluminium curtain walling and windows will be replaced with thinner, better performing glass to reduce energy loss. Further internal material amendments, such as insulated rendered walls, have been incorporated into the building to improve the overall environmental performance.
- 3.6 The distinctive ground to eaves height climbing Boston ivy will be retained on the western façade and introduced to the new sections of the northern and southern elevations.

4. **PLANNING HISTORY**

- 4.1 18/P0971 - Extension and alterations to ground floor of the millennium building – Grant - 11/05/2018
- 4.2 16/P2302 – Elevation alterations at level 3 on North West section of centre court building and removal of enclosures on the existing bridge link – Grant - 12/08/2016
- 4.3 13/P1812 - Application for discharge of conditions 3, 6, 9 and 10 attached to LBM planning application 11/P2864 dated 10/01/2012 relating to the 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 - 06/11/2013
- 4.4 13/P1352 - Application for discharge of condition 5 attached to LBM planning permission 11/P2864 relating to the formation of a 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 - 22/07/2013
- 4.5 12/P0729 - Erection of external canopy at main entrance to players' facility at the millennium building, facing Somerset Road – Grant - 06/06/2012
- 4.6 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
- 4.7 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

Other relevant planning history within AELTC grounds

- 4.8 20/P0420 - Erection of a two storey media pavilion, replacement of temporary cabins with a dedicated technical services room (tsr), and

reconfiguration of gate 20 including the relocation and widening of existing access/egress, relocation of existing gatehouse building, new accreditation hut and gatehouse building, landscaping and associated works – Grant - 11/08/2020

- 4.9 18/P2667 - Non-material amendments to LBM planning permission 16/P4651 (6 indoor and 6 outdoor tennis courts and associated facilities). Changes relate to internal alterations, omission/new/relocated doors, windows & stairs, relocated/new flues, amended lifts & lift over-run and changes to louvres & timber cladding – Grant - 25/07/2018
- 4.10 16/P4651 – 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 – Grant subject to conditions and S106 agreement – 29/05/2018.
- 4.11 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
- 4.12 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

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 6 letters of objection and 2 letters of comment have been received from neighbouring residential properties.
- 5.2.1 The 6 letters of objection (including one from the Newstead Way & Somerset Road Residents' Association (NWSRRA) raise the following concerns:

- Loss of light.
- Residents have a right to continue to experience their current levels of daylight and sunlight.
- Residents potentially affected should have the opportunity and time to commission their own light study to be done by a specialist consultancy.
- Overlooking.
- Light pollution from lights in the building as lights are never turned off (in response to a complaint the club pulled blinds which had no effect).
- Could be just a refurbishment rather than extension of Millennium building.
- Disruption due to continued work on the AELTC site.
- Disruption during works to the Somerset Road tunnel. Request monitoring of movement to houses until all construction work is done. For the most affected houses a party wall agreement of some sort should be required.
- Cumulative effect of the works on the West side of the Club (Somerset Road).
- Request for pre-work time added into the timescales.
- The AELTC's lack of regard to its neighbours during the consultation and planning process. The consultation was thrust upon us virtually, with a very short period to comment. Received presentation booklet after the comment deadline and December submission deadline of Christmas Eve speaks for itself.
- Overdevelopment of AELTC site (loss of green space)
- Air and noise pollution.
- Considerably enlarged structure and because of its design, height, bulk and massing will have an unacceptable negative impact on the Somerset Road street scene.
- Request for suitable Construction traffic management plan. Para 4 of the draft construction management plan should be conformed to minimise disturbance to residents.

The 2 letters of comment raise the following points:

- Must be a condition that all access to the development site is via the Church Road entrance and through the AELTC site. Not from Somerset Road at all. This will reduce the dirt and disruption for residents that we have suffered with all the previous works including the closure of our road for six months. The mud and dirt from contractor's vehicles can then be dropped within the AELTC grounds.
- Request to cut back Cedar tree in Newstead Way as its causing

light issues.

5.3 Councils Transport Planner

Observations:

Development Proposals

The proposals for the Millennium Building Project include the refurbishment and enhancement of an existing building on the western edge of the All England Lawn Tennis Club's Championships site in Wimbledon.

On highway perspective the proposals include to make small changes to the vehicular accesses (Gates) adjacent to the Millennium Building on Somerset Road.

- Gate 15

Is proposed to be widened from approximately 4.2m to 8.0m.

- Gate 13

The vehicular gate is proposed to be widened from approximately 6.5m to 8.6m. However, the existing footway crossover is larger than necessary and consequently the proposals include reducing the footway crossover which currently is approximately 11.2m.

The carriageway adjacent to Gate 15 and 13 is provided with double yellow line on-street parking / waiting restrictions and therefore the proposed changes will not have an impact on existing non-street parking bays.

As the proposed scheme will facilitate connection to the Somerset Road tunnel, the vehicular use of the area adjacent to the Millennium Building will change. Outside of The Championships, the front of house access road and drop off point in front of the Millennium Building will have occasional use by pedestrians and vehicles relating to servicing and maintenance as well as emergency vehicles. During The Championships, vehicular access is predominantly limited to occasional drop off for VIPs and emergency vehicles, as the new pedestrian tunnel from the Somerset Road covered courts project will provide the entry point for competitors.

Other than occasional access via Gates 16, 15, 14 and 13, most access to the Millennium Building will be by foot either via the tunnel

link under Somerset Road directly in to the Millennium Building, or from other areas of the AELTC site.

Vehicle Parking

Whilst there is provision for the Media within the Millennium Building, parking for Media vehicles and associated equipment requirements relative to the broadcasting functions of the Media are provided for via the Media Development Project which obtained planning permission in May 2020 (Ref: 20/P0420).

Following the completion of the Somerset Road redevelopment (Ref: 16/P4651), some vehicle-based activity (including AELTC Members and Staff) will be diverted to the Somerset Road underground car park which will result in these vehicles no longer using Gate 16.

Cycle Parking

The Somerset Road site when finalised will include 60 cycle parking spaces for staff and visitors that are located within the basement level car park. In addition, cycle parking is available on the main site under the Museum Building and Centre Court.

Travel plan

The application includes a draft travel plan and this is broadly welcomed. The details of the travel plan should be subject to detailed agreement and monitoring over a five year period. A sum of £2,000 (two thousand pounds) is sought to meet the costs of monitoring the travel plan over five years, secured via the Section106 process.

Informative: It is Council's policy for the Council's contractor to construct new vehicular access. The applicant should contact Council's Highway Team on: 0208 545 3829 prior to any work starting to arrange for this works to be done.

Highways must be contacted prior to any works commencing on site to agree relevant licences, and access arrangements – no vehicles are allowed to cross the public highway without agreement from the highways section.

Recommendation: The proposal is unlikely to have a significant impact on the surrounding highway network. Raise no objection subject to:

- Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be

- submitted to LPA for approval before commencement of work.
- Travel Plan (A sum of £2000) is sought to meet the costs of monitoring the travel plan over five years.
 - To enter into Sec. 278 agreement for all necessary highway works. All costs including legal costs payable by the applicant.

5.4 Environmental Health Officer – No objection subject to conditions

5.5 Councils Flood Risk Officer

The applicant has appropriately updated and revised the drainage strategy and have included SuDS and attenuation to address climate change allowances. I am now able to recommend the following conditions and to seek implementation of the SuDS and Drainage strategy (Ref: 51335- AKT-2650-ZZ-RP-C-00001).

Below ground attenuation and a flow control device will be provided on one particular catchment, to enable the overall discharge rate for the site to be maintained at the present day base case, even accounting for a future 40% increase in rainfall intensity as a result of climate change. The flow control and attenuation tank will be constructed to intercept an existing below ground 400mm diameter surface water drain that collects the flows from the eastern portion of the Millennium Building in a 300mm pipe at high level 24, before dropping below ground at the St Mary's staircase. The flow control structure will accommodate a weir wall to allow free discharge once the water level rises above the top of the attenuation tank.

The calculation for ensuring that future flows with climate change stay at the present baseline is presented in the Drainage Strategy in Figure 1.3 below. It has been estimated that a volume of 80m³ would be required on the attenuated catchment to achieve this, to be confirmed by detailed design.

SuDS interventions are proposed through a small section of blue roof, and the construction of an attenuation tank and flow control on an existing surface water drain.

No objection subject to condition

5.6 Councils Climate Officer – No objection subject to conditions & S106 Agreement

5.7 Councils Tree Officer – No objection subject to conditions

5.8 Thames Water

Waste Comments

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:

“A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section”.

Thames Water would advise that with regard to waste water network and sewage treatment works infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission.

“Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development”.

5.9 Metropolitan Police – No objection subject to condition

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 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 (2021) are:

- SD10 Strategic and local regeneration
- D1 London's form, character and capacity for growth
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D8 Public realm
- D10 Basement development
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- D14 Noise
- S4 Play and informal recreation
- S5 Sports and recreation facilities
- E1 Offices
- E2 Providing suitable business space
- E3 Affordable workspace
- E10 Visitor infrastructure
- HC1 Heritage conservation and growth
- HC3 Strategic and Local Views
- HC4 London View Management Framework
- HC5 Supporting London's culture and creative industries
- HC6 Supporting the night-time economy
- G1 Green infrastructure
- G3 Metropolitan Open Land
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- SI 1 Improving air quality
- SI 2 Minimising greenhouse gas emissions
- SI 3 Energy infrastructure

SI 4 Managing heat risk
SI 5 Water infrastructure
SI 12 Flood risk management
SI 13 Sustainable drainage
T1 Strategic approach to transport
T2 Healthy Streets
T3 Transport capacity, connectivity and safeguarding
T4 Assessing and mitigating transport impacts
T5 Cycling
T6 Car parking
T6.4 Hotel and leisure uses parking
T6.5 Non-residential disabled persons parking
T7 Deliveries, servicing and construction
T9 Funding transport infrastructure through planning

6.4 Other

- National Planning Policy Framework 2019
- National Planning Practice Guidance 2014
- Planning and Compulsory Purchase Act – 2004
- Draft Local Plan 2020

7. **PLANNING CONSIDERATIONS**

7.1 The principal planning considerations in this case are: the principle of development, visual impact/design, impact on neighbouring amenity, highways, open space, landscaping, ecology, climate change and flooding and drainage.

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 Planning Policy HC5 (Supporting London's culture and creative industries) of the newly adopted London Plan states that the continued growth and evolution of London's diverse cultural facilities and creative industries is supported. It highlights that London is internationally-renowned for its historic environment and cultural institutions, which are major visitor attractions as well as making an enormous contribution to the capital's culture and heritage. There are many areas in London which are rich in cultural heritage and have a unique cultural offer. These act as key visitor hubs for Londoners and domestic and

international tourists and as such should be protected and promoted. The AELTC provides the Borough with significant visitor numbers during the annual Wimbledon tennis championship as well tours and visits to the onsite museum outside the Championships. The continued evolution of the site to maintain its national and international status is therefore fully supported by the Council.

- 7.2.3 Planning Policy DM R6 (Culture, arts and tourism development) of Merton's Sites and Policies Plan aims to protect and provide additional arts, culture and tourism uses in the borough. These uses will also create economic and social benefits for the borough by attracting tourist and business visitors to Merton. The policy encourages improvements or expansions to existing cultural, arts and tourism in Merton.
- 7.2.4 Merton's Draft Local Plan 2020 identifies the AELTC main site with a new site allocation (Site Wi3) which recognises the site as a world class sporting venue of national and international significance and supports the continued upgrade and improvement of the AELTC's facilities within the borough.
- 7.2.5 The proposal seeks to improve the facilities and function of a nationally important sporting event both during and outside the Wimbledon fortnight Championship. The proposed works form part of the AELTC wider aspirations for the site (see below) which will help the AELTC maintain its position as the finest stage in world tennis. The principle of the development is considered to be in line with the wider Wimbledon Master Plan and would help maintain economic and social benefits the Wimbledon Championships brings to Merton and London. The proposals are welcomed and supported in principle.

Wimbledon Master Plan

- 7.2.6 In order to maintain Wimbledon's leadership position as the finest stage in world tennis, it is acknowledged that the AELTC needs to work hard to further improve the facilities and that standing still is not an option. In 2011, The Club commissioned Grimshaw to develop a Master Plan to guide the further long term development of The Club and its facilities. The 'Wimbledon Master Plan' sets out the vision for the future of the grounds and is a framework against which new development will be assessed and refined. Whilst the Wimbledon Master Plan is not an adopted plan of the Council, it sets out the club's direction of development over a 20-year period.
- 7.2.7 The proposal is a critical part of the Master Plan in allowing for the enhancement and upgrade of the wider AELTC grounds. This will

improve the offering to competitors, media and members and allow the site to compete with other tournaments, as well as improve the appearance of a major building on site. The proposals will allow the existing building to interlink with the surrounding Somerset Road, improve the internal and external spaces of the building and improve the usability of the building for a number of key stakeholder groups. The proposal would form part of the wider project of implementing the Wimbledon Master Plan and is therefore supported in principle.

7.3 **Design**

- 7.3.1 The National Planning Policy Framework sets out that achieving high quality places and buildings is fundamental to the planning and development process. It also leads to improvements in the quality of existing environments. It 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.
- 7.3.2 Planning policy DM D2 (Design considerations in all development) of Merton's Site and Polices Plan 2014 requires all development to relate positively and appropriately to the siting, rhythm, scale, density, proportions, heights, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area.
- 7.3.3 The proposal is considered to be a high quality design with many of the existing AELTC features being introduced into the redesign of the building including green render and climbing ivy. At street level, the existing 2.1m high Hornbeam hedge would partly screen the building. Whilst the building would be increased in size, the increase in height and massing is not considered to be excessive. The proposed building would respond satisfactorily with the existing pattern of development within this international sporting facility. The distinctive curved roof form would be retained within the design, which is a key part of the buildings design and appearance. Due to the high quality design and appearance of the front elevation, the proposal would continue to respect the Somerset Road street scene.

7.4 **Impact on neighbouring amenity**

- 7.4.1 Core Planning Strategy policy 14 and SPP policy DM D2 seek to ensure new developments do not unacceptably impact on the amenities of the occupiers of any adjoining and nearby surrounding properties. Planning policy DM D2 (Design considerations in all developments) states that amongst other planning considerations that proposals will be expected to ensure provision of appropriate levels of

sunlight and daylight, quality of living conditions, amenity space and privacy, to both proposed and adjoining buildings and gardens.

Sun and Daylight Report

- 7.4.2 The applicant has commissioned an independent sun and daylight report by eb7. The report concludes that neighbouring properties will see no noticeable reduction in the amount of daylight received within each of the neighbouring windows / rooms, with the results showing levels in excess of the BRE criteria. The assessment of sunlight to neighbouring windows has also shown full compliance with the BRE criteria.
- 7.4.3 Some of the objections received state they have a right to continue to experience their current levels of daylight and sunlight. It has to be noted that the context of the site and its surroundings is urban in form and therefore the vast majority of development, whether it be small or large will impact on light levels in some ways or another. It would not be practical in planning terms to only grant planning permission if a development results in no loss of light. The applicant has provided a sun and day light report with the application. The report using BRE guidance to assess the development, this is an industry recognised tool used to help evaluate light considerations from development on residential properties. BRE sets targets (including other factors to be considered) whereby loss of light can be considered unnoticeable and reasonable. The applicants sun and day light report demonstrates that the development would be within the BRE guidance and therefore officers are content that there development would not result in adverse loss of neighbouring amenity to warrant refusal of planning permission.

Light Pollution

- 7.4.4 Some of the objection received relate to light pollution from the proposed building based on lights being left on in the existing building. The applicant has stated that internal lighting system will have proximity sensors and timers to ensure lights do not stay on unnecessarily. Light scenes will be used to provide internal illumination in front of house and public areas whilst the building is in operation. Further, there will be some minimum lighting requirements for emergency lighting. After hours, a central lighting control system will ensure that all the lights are switched off overnight except for the low level of security lighting which remains on inside the building
- 7.4.5 The applicant has provide an external lighting assessment. It stated that "...for the external lighting there will be daylight sensors to

ensure no lighting is on when there is enough daylight. The different areas will be zoned...; each zone will have timeclock control to bring lights on and off in line with curfews. Areas for staff use only will also have presence detection to only bring the lights on when required. The system will also allow for central manual switching of lights”.

- 7.4.6 Whilst there would naturally be some light pollution from lights being on during low light level hours, the proposed building is set away from neighbours and the Somerset Road elevation does not have excessive levels of glazing or excessive external lighting that would cause adverse harm to surrounding neighbouring properties. The applicant has also stated that internal lighting would have proximity sensors and timers so they do not stay on unnecessarily.

Newstead Way

- 7.4.7 Neighbouring properties to the west of the site in Newstead Way are orientated at an oblique angle to the application site and the proposed Millennium building. Therefore outlook from these neighbouring houses would remain largely unaffected by the proposed increase in height and mass of the Millennium building. Some of the houses closest to the application site at the eastern end of Newstead Way would be partly orientated toward the Millennium building. However the design of the proposed building would be high quality, existing landscaping would help screen views, there is a good level of separation between the neighbouring houses and the proposed building and the public highways (Newstead Way and Somerset Road) form a physical barrier between the neighbours and the application site. The combination of the above would ensure that there would be no undue loss of amenity.

7.5 **Highways**

- 7.5.1 Planning Policy T1 (Strategic approach to transport) of the newly adopted London Plan states that all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated
- 7.5.2 At a local level Policy CS.19 of the Core Planning Strategy states that the Council will ensure that all major development demonstrates the public transport impact through transport assessments. Travel plans will also be required to accompany all major developments.
- 7.5.3 Core Planning Strategy policies CS20 and CS18 and SPP policy DM T2 seek to reduce congestion of road networks, reduce conflict between walking and cycling, and other modes of transport, to increase

safety and to not adversely effect on street parking or traffic management

Travel Plan

- 7.5.4 The applicant has submitted a Travel Plan with the application which has been designed to enable employees and visitors to the Millennium Building, outside of The Championships, make informed decisions about their travel to the site. The document links to other Travel Plans in operation across the estate and in combination the Travel Plan's aim will be to minimise vehicle movements to and from the site. This is achieved by setting out a strategy for eliminating barriers which keep employees and visitors from making use of sustainable and in particular active modes.
- 7.5.5 The Travel Plan's overriding objective is to engage with and encourage employees and visitors to use more sustainable ways of travelling to / from the site through more effective promotion of active modes. This will minimise the impact of the site on the surrounding highway and public transport network.
- 7.5.6 The key action targets are set out below:
- A Travel Plan Coordinator will be appointed at least one month prior to the buildings becoming operational.
 - To launch this travel plan when the building opens.
 - Each monitoring survey will occur within one month of the anniversary of the baseline survey in each survey year (i.e. Years 1, 3 and 5).
- 7.5.7 The aim targets of the Travel Plan are focused predominately on the employees based in the buildings outside of The Championships. The targets are set to measure progress towards the main objectives over five years. These targets are to be achieved within five years of the launch of the Travel Plan. The Councils Transport Planner has requested that the Travel Plan is secured via S106 agreement to ensure sustainable modes of travel are given the best chance of success.

Construction Management Plan

- 7.5.7 Planning policy T9 (Deliveries, servicing and construction) of the newly adopted London Plan states that development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not

possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

7.5.8 The application has submitted a draft Construction Management Plan which set out the intention for construction logistics, giving initial plans for construction traffic management, both off and on the estate, and the aspirations to use modern construction methods to minimise disturbance to the surrounding area. Due to the nature of the building and the proposals, the Millennium Building will be treated as a programme of works, with the overall scope being broken down into smaller projects, as opposed to one multi year contract.

7.5.8 Neighbours have expressed concerns with impact during the construction process and impact on the highway and neighbouring properties. The draft draft Construction Management Plan includes some details on Delivery Procedure and Traffic Management. These are set out below:

Delivery Procedure

The Contractor will be encouraged to use a 'just in time' delivery system. Any vehicles needing to be 'held' will wait in the tunnel to ensure vehicles are not waiting on the highway. It is the intention that all deliveries will be made using the tunnel.

Traffic Management

All site deliveries and vehicles will arrive at site using Gate 1 off Church Road, vehicles will then be directed to site via the tunnel for off loading adjacent Gate 15/16. The intention is for the majority of vehicles to exit the estate via Gate 14, further down Somerset Road away from residents. There may be an occasional need for larger vehicles to leave via Gate 16, the Contractor will be instructed to use Gate 14 as much as possible. It is not anticipated that a Contractor will have any requirement for abnormal loads. Should this change the logistics will be reviewed with LB Merton in the first instance.

7.5.9 The Councils Transport Planner has confirmed no objection subject to conditions. A planning condition requiring full details of Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) will need to be submitted to LPA for approval before commencement of work to

ensure minimal impact on the highway network and neighbouring amenity.

Cycle Parking

7.5.10 The application provides no new cycle facilities within the scope of this application. However, The Somerset Road site when finalised will include 60 cycle parking spaces for staff and visitors that are located within the basement level car park. In addition, cycle parking is available on the main site under the Museum Building and Centre Court. As part of the Travel Plan, the cycle parking across the site will be actively monitored and if demand warrants (i.e. if over 90% of the stands are full at any time) additional cycle parking stands will be continuously provided. During The Championships, cycle parking is currently provided for visitors within Car Park 8 (public) and within Car Park 4 for accredited staff.

Vehicle Parking

7.5.11 The application provides no new vehicle parking facilities within the scope of this application. Whilst there is provision for the Media within the Millennium Building, parking for Media vehicles and associated equipment requirements relative to the broadcasting functions of the Media are provided for via the Media Development Project which obtained planning permission in May 2020 (Ref: 20/P0420). Following the completion of the Somerset Road redevelopment (Ref: 16/P4651), some vehicle-based activity (including AELTC Members and Staff) will be diverted to the Somerset Road underground car park which will result in these vehicles no longer using Gate 16.

Transport Conclusion

7.5.12 In conclusion, the proposed development seeks to alter the existing building with an additional floor space, however the site overall has sufficient capacity to accommodate visitors and staff travel options within close proximity of the Millennium building. Securing the travel plans aims will also help promote sustainable modes of travel. The Council's Transport Planner has raised no objection to the proposals, subject to conditions and S106 securing the travel plan.

7.6 **Open Space**

7.6.1 Planning policy G4 (Open space) of the newly adopted London Plan states that proposals should not result in the loss of protected open space and where possible create areas of publicly accessible open space, particularly in areas of deficiency.

- 7.6.2 The application site is identified as open space within the Sites and Policies Plan (2014). 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.
- 7.6.3 The proposals seek to improve the appearance of the Millennium building with predominately changes to the external appearance of the building, a new roof top extension and some minor extensions. The proposed development is considered to be of high quality design, and of a scale, height and massing that is appropriate to its setting. Whilst some extensions are proposed under this application, these either sit within footprint of the existing building or are so modest in scale that they do not materially alter the open space aspect on this part of the AELTC site.
- 7.6.4 The northern part of the AELTC is within Metropolitan Open Land (MOL) designation; however the site subject to this application is not within the MOL. Whilst the site is not within MOL, it is important to consider the potential impact on the nearby MOL. The proposed extensions to the existing building have been designed to ensure they are modest in scale and would not have an adverse impact on the nearby MOL.
- 7.6.5 The proposal is therefore considered to be compliant with Policies 7.17 and 7.18 of the London Plan, and local policies CS13 and DM O1 in that there is no resultant loss of designated Open Space or impact on the adjacent MOL but rather a replacement and improvement on what already exists.

7.7 **Landscaping**

- 7.7.1 Planning Policy DMO2 (Nature Conservation, Trees, hedges and landscape features) of Merton's Sites and Policies Plan seeks to protect and enhance biodiversity, particularly on sites of recognised nature conservation interest. To protect trees, hedges and other landscape features of amenity value and to secure suitable replacements in instances where their loss is justified
- 7.7.2 The existing trees and hedge to the west of the building will be retained and areas of low level ornamental and decorative planting beds and boxes will be refreshed with new sets of a similar nature. The distinctive ground to eaves height climbing Boston ivy will be retained and introduced to the new sections of the west façade.

7.7.3 The proposal include an extensive landscaping strategy of high quality that will have multiple functions including help reduce the massing of the buildings from neighbouring properties, enhance visitor experience and complement the design and settings of buildings and spaces. The Councils Tree Officer has confirmed no objection subject to conditions.

7.8 **Ecology**

7.8.1 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.

7.8.2 The applicant has submitted a Preliminary Bat Roost Assessment and Ecological Appraisal which sets out a comprehensive set of recommendations relating to Habitats (Habitat Retention and Protection & Biodiversity Enhancement), Protected / notable species (Roosting Bats, Nesting Birds & Terrestrial Mammals including Hedgehogs) and Invasive plant species.

7.8.3 The Council welcomes the recommendations in the Preliminary Bat Roost Assessment and Ecological Appraisal as this would conserve the natural environment. A planning condition requiring evidence that recommendations set out in the Preliminary Bat Roost Assessment and Ecological Appraisal have been implemented can be secured via planning condition.

7.9 **Climate Change**

7.9.1 Planning Policy SI 2 (Minimising greenhouse gas emissions) of the newly adopted London Plan states major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

- 1) be lean: use less energy and manage demand during operation
- 2) be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
- 3) be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
- 4) be seen: monitor, verify and report on energy performance.

- 7.9.2 Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.
- 7.9.3 A minimum on-site reduction of at least 35 per cent beyond Building Regulations¹⁵² is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:
- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
 - 2) off-site provided that an alternative proposal is identified and delivery is certain.
- 7.9.4 Planning policy CS15 (climate Change) of Merton's adopted Core Planning Strategy (2011) seeks to tackle climate change, reduce pollution, develop low carbon economy, consume fewer resources and use them more effectively.
- 7.9.5 The applicant has provided a detailed energy strategy that states that the proposals have been designed with an underlying principle of improving the sustainability of this key building and upgrading the dated energy strategy throughout the Millennium Building. The building design incorporates good passive design principles such as natural ventilation and will replace the existing structure with highly sustainable and efficient materials.
- 7.9.6 The existing plant on site will be removed and replaced with modern, efficient equipment and a number of sustainable features will be incorporated, such as low energy lighting, occupancy detection, daylight dimming and low-flow water fixtures will be installed. Integrated photovoltaic panels will be introduced on the new roof and the renewal of external fabric will contribute to an enhanced energy performance of the overall building.
- 7.9.7 The Council's Climate Change Officer has confirmed that the updated energy statement is acceptable and the carbon offset contribution required by Planning Policy SI 2 (Minimising greenhouse gas emissions) of the newly adopted London Plan is £4,045.
- 7.10 **Flooding and Drainage**

7.10.1 Planning policy SI 12 (Flood risk management) of the newly adopted London Plan states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Planning Policy SI 13 (Sustainable drainage) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy:

- 1) rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)
- 2) rainwater infiltration to ground at or close to source
- 3) rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens)
- 4) rainwater discharge direct to a watercourse (unless not appropriate)
- 5) controlled rainwater discharge to a surface water sewer or drain
- 6) controlled rainwater discharge to a combined sewer

7.10.2 Merton's policy CS 16 and SPP policies DMF1, DM F2 and DMD2 all seek to ensure that adequate flood risk reduction measures, mitigation, and emergency planning are in place to ensure there is no increase in flood risk offsite or to the proposed development.

7.10.3 The application site is located within flood zone 1, which is considered to be at low risk of flooding from pluvial sources, groundwater, artificial sources, and sewer surcharge. The applicant has provided an independent Drainage Strategy by AKT II Ltd. The Council's Flood Officer has confirmed no objection subject to condition.

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**

10.1 In conclusion, it is considered that the principle of development is acceptable with the new proposals contributing towards the continued success of the AELTC. The design, size and height of the proposed Millennium building is considered to be high quality. The residential amenities of adjoining residential properties will be preserved to a satisfactory level given the design, size and siting of the proposed buildings. The proposal has also demonstrated that the development would respect, with no undue adverse impact and would comply with relevant planning policies relating to highways, open space and MOL, ecology, climate change and flood and drainage. Accordingly, it is recommended that planning permission be granted subject to S.106 Agreement and conditions set out below.

RECOMMENDATION

GRANT PLANNING PERMISSION

Subject to the completion of a Section 106 Agreement covering the following heads of terms:-

1. Zero carbon offset contribution (£4,045)
2. To enter into Section 278 agreement for all necessary highway works. All costs including legal costs payable by the applicant.
3. Travel Plan
4. The developer agreeing to meet the Councils costs of preparing, drafting and monitoring the Section 106 Obligations.

And the following conditions:

1. A.1 Commencement of Development
2. A7 Approved plans
3. B.1 External Materials to be approved

- 4 B4 Details of surface treatment
- 5 D10 External Lighting
- 6 D11 Construction Times
- 7 F01 Landscaping/Planting Scheme
- 8 F05 Tree Protection
- 9 F08 Site Supervision (Trees)
- 10 F09 Hardstandings
- 11 Due to potential impact on the surrounding locality from the development the recommendations and criteria to protect noise impact on the surrounding noise sensitive properties as specified in the Max Fordham, Noise Impact Assessment Report dated 27th October 2020, shall be implemented and maintained as a minimum standard.
- 12 A Demolition and Construction Method Statement shall be submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period.
13. Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) shall be submitted to Local Planning Authority for approval before commencement of work.
- 14 Ensure that a SBE is appointed to carry out a Blast Mitigation Impact Assessment (BMIA) to provide the following information for the proposal:
- Evaluation of the buildings envelope to the effects of blast
 - Provide performance specifications for pre-manufactured systems subject to the identified blast loading (i.e. precast panels, windows, etc.)
 - Information to the structural engineer and other design team members on how to incorporate the blast analysis results in to the building design
 - A copy of the report to be provided to the CTSA upon completion of the BMIA for verification purposes

- 15 Preliminary Bat Roost Assessment and Ecological Appraisal
- 16 Prior to the commencement of development, a detailed surface water drainage and SuDS design which is in accordance with the approved outline drainage strategy (Ref: 51335- AKT-2650-ZZ-RP-C-00001) shall be submitted to, approved and implemented in writing by the local planning authority.
- 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.
- 17 Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby approved shall be used or occupied until a Post-Construction Review Certificate issued by the Building Research Establishment or other equivalent assessors confirming that the non-residential development has achieved a BREEAM rating of not less than the standards equivalent to 'Very Good', and evidence demonstrating that the development has achieved CO2 reductions in accordance with those outlined in the approved Energy Statement dated 24th June 2021, has been submitted to and acknowledged in writing by the Local Planning Authority.'
- Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply the following Development Plan policies for Merton: policy 5.2 of the London Plan 2016 and policy CS15 of Merton's Core Planning Strategy 2011
- 18 Be Seen
- 19 No development shall commence until the applicant submits to, and has secured written approval from, the Local Planning Authority on evidence demonstrating that the development has been designed to enable connection of the site to an existing or future district heating network, in accordance with the Technical Standards of the London Heat Network Manual (2014).'
- Reason: To demonstrate that the site heat network has been designed to link all building uses on site (domestic and non-domestic) and to demonstrate that sufficient space has been allocated in the plant room for future connection to wider district

heating in accordance with London Plan (2016) policies 5.5 and 5.6.

Informative

- 1 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section".
- 2 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
3. 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). No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.
4. Carbon emissions evidence requirements for Post Construction stage assessments must provide:
 - Detailed documentary evidence confirming the Target Emission Rate (TER), Building Emission Rate (BER) and percentage improvement of BER over TER based on 'As Built' BRUKL outputs and bespoke model outputs; AND
 - A copy of the Building Regulations Output Document from the approved software and the bespoke modelling outputs based on the agreed bespoke modelling methodology. The output documents must be based on the 'as built' stage of

analysis and must account for any changes to the specification during construction.

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