

PLANNING APPLICATIONS COMMITTEE
12th February 2015

SUPPLEMENTARY AGENDA

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	14/P4301	14/11/14

Address: Land formerly occupied by the Nelson Hospital, 220 Kingston Road, Wimbledon Chase, SW20 8DB

Ward: Merton Park

Proposal: Application for the discharge of Condition 24, Parking Management Strategy, attached to planning permission ref 12/P0418 for the proposed redevelopment of the Nelson Hospital, former nurses home and associated car parking to provide Site 1) construction of a new local care centre with 68 parking spaces to the rear, Site 2) construction of 51 assisted living units with associated communal facilities and associated parking, Site 3a) alterations including new landscaping to the Rush and Kingston Road and Site 3b) alterations including new landscaping to Blakesley Walk and Kingston Road.

Documents: 'Parking Management Strategy' compiled by TPC Ltd, dated February 2015

Contact Officer: Leigh Harrington (020 8545 3836)

RECOMMENDATION: Approve discharge of condition 24, Parking Management strategy for Site 1 (Local Care Centre).

1. INTRODUCTION

1.1 At the meeting of the Council's Planning Applications Committee in September 2012 members resolved to grant planning permission for the above development subject to the completion of a S106 agreement to ensure the delivery of public realm improvements in The Rush and Blakesley Walk and a financial contribution towards a controlled parking zone as well as various conditions.

1.3 Condition 24 required a Parking Management Strategy be submitted and approved for each phase of the development and members resolved that a decision on this condition be made by the Planning Applications Committee.

- 1.4 The Parking Management Strategy for phase 1 has recently been received following negotiation between Council officers and the applicant. Phase 1 is due to open imminently and the details are therefore being reported to Committee as an urgent item so as to enable their review and a decision to be taken by members in advance of the new local care centre opening in April.

2. SITE AND SURROUNDINGS

- 2.1 The Nelson Hospital site, covering a total area of 1.3 hectares and fronting Kingston Road, comprises two adjoining areas of land, separated by Blakesley Walk. To the east of the footpath are the former hospital buildings, dating from 1911 which are currently being redeveloped with some façade retention and the construction of the new medical facilities on the majority of the site. This part of the application site is located within the Merton Hall Conservation Area and is bordered to south and east by the John Innes Merton Park Conservation Area.
- 2.2 The surrounding area is predominantly residential, with small scale commercial frontages on the opposite side of Kingston Road and in the adjacent Merton Park Parade that fronts The Rush.

3. CURRENT PROPOSAL

- 3.1 Condition 24 of planning permission 12/P0418 states “For the relevant phase: Prior to occupation of the relevant phase of the development hereby permitted, a Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority and measures as approved shall be implemented and maintained for the duration of the use unless the prior written approval of the Local Planning Authority is obtained to any variation”. Given the different nature of the use of the two key phases (the local care centre and the assisted living units) separate Parking Management Strategies (PMS) have been submitted for both phases. This report only considers that for the local care centre.
- 3.2 The PMS covers issues relating to parking & access, parking rights, essential car user parking, staff car parking permits, the various types of parking provision on site, access control and the general management of the car park. Its development has been undertaken in consultation with the Council’s Transport Planning officers.
- 3.3 The PMS proposes the following:
- Parking and access; the main car access will be from Kingston Road with a service vehicle only access from watery lane in line with the original consent. 68 parking spaces will be provided with 41 for essential user and staff parking and 27 for visitors. Space will also be provided for ambulance service vehicles. The applicants made a Section 106 contribution of £30,000 towards a CPZ consultation and implementation if required. However following a round of initial consultations it appears that the majority of residents who expressed an interest did not support the creation of a new CPZ in the area and consequently it is currently considered unlikely that one will be adopted.
 - Essential user parking; A scheme for prioritising the issue of non-essential staff parking permits has been formulated and the issue of essential user

permits will be subject to criteria approved by the Nelson Health Centre Project Board and managed on a daily basis by a Centre Manager. Staff that are issued with permits will need to display them and this will be scrutinised by porter/security staff to ensure full compliance and no staff parking in patient bays. Staff access will be via a swipe card system.

- Disabled parking; Five blue badge bays will be provided and supervised by portering and security staff.
- 27 Patient/visitor bays will be provided and would be subject to a fee charging structure with entrance to the car park being by ticket with a pay on exit system. A patient drop off zone will be provided on site with a 20 minute grace period.
- Electric vehicle charging points will be provided for four vehicles.
- Parking facilities for 44 cycles will be provided on site, some of which will be secured and covered, others in view of overlooked locations.
- General management; The car parking arrangements will be reviewed after six months in order to ensure the best use is made of the on-site car parking. The site will be subject to a 5mph speed limit. The Centre manager will manage the issue of permits and the overall management of the car park will either be the responsibility of that person or contracted to a car park management company. Porters will ensure parking areas are well maintained and clear of litter. There will be a direct intercom link between the service access barrier and the staff member responsible to permit or deny access for servicing vehicles from Watery Lane.
- Parking charges will be in line with fees set by the Council and reviewed annually.
- The PMS will be reviewed in consultation with the Council.

4. PLANNING HISTORY RELEVANT TO THIS APPLICATION.

- 4.1 12/P0418. Planning permission granted by Planning Applications Committee in respect of the proposed redevelopment of the Nelson Hospital site, including the former nurses home and associated car parking area comprising the following: 1) Construction of a new two/ three storey (5600 sq m) Local Care Centre (LCC), (incorporating retention of three pavilion buildings) and new access route, with 68 car parking spaces to the rear. 2) Construction of a new part two/ part three storey Assisted Living Extra Care Development (51 units) with associated communal facilities, dedicated vehicle access and 21 car parking spaces, involving demolition of all existing buildings on this part of the site; 3) Alterations, including new landscaping to The Rush, Blakesley Walk and Kingston Road.
- 4.2 The Committee resolved that the discharge of condition 24 attached to this consent be brought before the committee for discharge.
- 4.3 12/P0483. Conservation Area Consent granted in connection with the demolition of buildings on Site 1.
- 4.4 13/P0402 Application for discharge of conditions 5 (hard surfacing), 7 (site levels), 8 (recycling and waste), 13 (landscaping), 18 (vehicle access), 22 (cycle parking), 46 (access arrangements), 48 (passing bay) and 49 (public realm improvements) attached to LBM planning application 12/P0418 dated

18/12/2012 in relation to site 1 - local care centre and site 3a the rush and Kingston Road of the redevelopment of the nelson hospital site, (including former nurses home and associated car parking area) comprising:- site 1) construction of a new two/three storey (5600m2) local care centre, (incorporating retention of three pavilion buildings) and alterations to access route with 68 car parking spaces to the rear, ("LCC"). Conditions discharged.

- 4.5 13/P0403 Application for the discharge of conditions 2 (phasing details), 6 (boundary treatments), 15 (tree works protection), 23 (construction method), 34 (noise report) 39 (noise report for sub-station) and 44 (surface water drainage) attached to LBM planning 12/P0418 dated 18/12/2012 relating to site 1 i.e. the local care centre and site 3a the rush and Kingston Road of the redevelopment of the nelson hospital site, (including former nurses home and associated car parking area) comprising:- site 1) construction of a new two/three storey (5600m2) local care centre, (incorporating retention of three pavilion buildings) and alterations to access route with 68 car parking spaces to the rear, ("LCC"). Conditions discharged.
- 4.6 13/P0447 Application for discharge of condition 4 (external materials) attached to LBM planning application 12/P0418 dated 18/12/2012 relating to the redevelopment of the nelson hospital site, (including former nurses home and associated car parking area) comprising:- site 1) construction of a new two/three storey (5600m2) local care centre, (incorporating retention of three pavilion buildings) and alterations to access route with 68 car parking spaces to the rear, ("LCC").
- 4.7 13/P0855 Application granted for non-material amendments to planning application 12/P0418 in respect of changes to conditions 18, 46 & 49 so that they are not required to be discharged prior to commencement of development.
- 4.8 14/P4189 Application for discharge of conditions 18 (vehicular access), 46 (access signage) & 49 (public realm improvements) attached to LBM planning application 12/p0418 dated 18/12/2012 relating to the proposed redevelopment of the nelson hospital site, including former nurses home and associated car parking area comprising:- site 1) construction of a new two/three storey (5600m2) local care centre, (incorporating retention of three pavilion buildings) and alterations to access route with 68 car parking spaces to the rear, ("LCC").site 2) construction of a new two/three storey assisted living extra care development (51 residential units) with associated communal facilities, dedicated vehicle access and 21 car parking spaces, involving demolition of all existing buildings on this part of the site, ("ALEC"). site 3a) alterations, including new landscaping to the rush and Kingston Road and site 3b) alterations, including new landscaping to Blakesley Walk and Kingston Road. Conditions discharged.

5. CONSULTATION

- 5.1 The parking management strategy has been considered and revised in consultation with the Council's Transport Planning Manager and Highways section and consider the details acceptable.

6. POLICY CONTEXT.

The London Plan [July 2011].

- 6.1 The relevant policies in the London Plan [July 2011] are 6.13 [Parking].

Merton LDF Core Planning Strategy [July 2011]

- 6.2 The relevant policies within the Council's Adopted Core Strategy [July 2011] are CS.18 [Active Transport] and CS. 20 [Parking servicing and delivery].

Merton Sites and Policies Plan [adopted July 2014]

- 6.3 The relevant policies within the Sites and Policies Plan are as follows: DM T1 [Support for sustainable transport and active travel], DM T2 [Transport impacts of development] and DM T3 [Car parking and servicing standards].

National Planning Policy Framework [March 2012]

- 6.4 The National Planning Policy Framework [NPPF] was published on the 27 March 2012 and replaces previous guidance contained in Planning Policy Guidance Notes and Planning Policy Statements. This document is a key part of central government reforms 'to make the planning system less complex and more accessible, and to promote sustainable growth'.
- 6.5 The NPPF supports the plan led system stating that development that accords with an up to date plan should be approved and proposed development that conflicts should be refused. The framework also states that the primary objective of development management should be to foster the delivery of sustainable development, and not to hinder or prevent development. Paragraph 32 states that 'development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'

7. PLANNING CONSIDERATIONS

- 7.1 The planning considerations relate to an assessment of the acceptability of the parking management strategies in terms of their ability to minimise the impact of parking from these developments on the safe and efficient operation of the local road network and the convenience of local residents and businesses in the local area.
- 7.2 Core Strategy Policy CS 20 and Sites and Policies Plan policies DM T2 and DM.T3 seek to ensure that the level of residential and non-residential parking and servicing provided is suitable for its location and managed to minimise its impact on local amenity and the road network. It is considered by officers that the proposed PMS will adequately address these policy requirements by providing a satisfactory number of designated and strictly controlled parking spaces within the site for longer term parking whilst the drop off grace periods will allow for access to the site for dropping off and collecting patients, visitors and staff without the need to find suitable spaces in on-street spaces.

- 7.3 London Plan policy 6.13, Core Strategy policy CS 18 and Sites and Policies Plan policy DM T1 all promote the use of sustainable transport modes. Phase 1 will provide four electric charging points, which whilst not meeting the London Plan requirement for 1 in 5 i.e. 13 spaces, is considered adequate for this development and the PMS is subject to further future review which could result in the addition of more bays if demand dictates.
- 7.4 Phase 1 will provide 44 cycle spaces with a London Plan requirement of 1 per 5 staff and 1 per 10 visitors. The planning application estimated around 164 staff generating a requirement of 33 cycle spaces. Percentages of staff cycling to work were previously recorded at around 10% in the applicant's transport assessment and allowing for this percentage to double would still ensure adequate provision of additional cycle parking for visitors. The provision of 5 Blue Badge spaces will exceed the 6% requirement in the London Plan.

8. CONCLUSION

- 8.1 The proposed details set out in the Parking Management Strategy have been amended and clarified in conjunction with advice from the Council's Transport Planning Manager and are considered to satisfactorily address the policy demands that were behind the need for a strategy to be approved so that the Council and members can be assured as fully as possible that the parking arrangements both in terms of the physical provision and the management of that provision will result in minimal disruption to the road network and the convenience and amenity to local residents and businesses.

RECOMMENDATION

Approve the Parking Management Strategy for Site 1 in order to partially discharge Condition 24.