

# **Merton Council**

## **Planning Applications Committee**

**23 August 2018**

### **Supplementary agenda**

13 Supplementary Agenda - Modifications

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## Planning Applications Committee 23<sup>rd</sup> August 2018 Supplementary Agenda (Modifications Sheet)

### Committee Membership - Front Page of Agenda

Councillor Stephen Crowe is a Substitute Member of the Planning Applications Committee and his name should appear on the front page of the Agenda. Owing to an IT error his name was not printed on the front page of this Agenda.

### Item 5. 162-164 Hartfield Road, Wimbledon SW19 – 18/P2224 – Dundonald Ward.

Proposal correction (Page 7): Demolition of two semi-detached dwellings and erection of a three storey building (with basement) comprising 4 x 2-bedroom flats, 3 x 1-bedroom flats and 1 x studio flat together with associated landscaping.

Recommendation (Pages 7 and 14).

Amend to read - Grant Planning Permission Subject to Conditions. Delete reference to S.106 Agreement as the applicant has now completed a Unilateral Undertaking that four residential units be designated 'Permit Free'.

Paragraph 5.1 (Consultation) a further petition of 87 signatures has been received objecting to the proposed development.

### Item 6. Lee House, 2 Lancaster Avenue, Wimbledon SW19 – 17/P1602 - Village Ward.

Consultation (page 25).

Amend to add the following.

Late letter forwarded by local MP on behalf of a resident of Lee House Care Home stating that she and other residents are concerned at the loss of some of the garden which offers an oasis for residents in their later years.

Existing Para 5.11 becomes Para 5.12

New text for Para 5.11 A further letter has been received from PEP Consultants, acting for the applicant in respect of highway matters in response to the report produced by the objector's transport consultants Paul Mews Associates.

PEP Consultants (acting for the applicant) state that The Paul Mew Associates Highways Rebuttal Statement Addendum and Technical Note raise a number of queries that have been clarified and addressed in this Rebuttal Note.

-PMA incorrectly quote the application of the Merton Methodology and parking stress test. This is because:

- it is applicable to overnight parking assessment for residential development;
- it is not used for assessing daytime commercial/retail related parking activity;
- in any event the Lee House development parking occurs on site/the private road Lancaster Avenue; and

- PMA has not followed the guidelines on the scope of the survey in terms of extents.

-PEP's surveys have been undertaken over a longer period and every half hour rather than hourly and in a more representative time of the year than PMA's surveys.

-The highway officer has accepted the findings of the PEP parking survey and is satisfied that any additional parking demand for the very low additional traffic movements to Lee House can be satisfactorily accommodated on site or by the available on-street parking.

-The proposals accord with relevant transport policies including CS20 in Merton Council's Core Planning Strategy as well as the London Plan in terms of traffic generation, parking, accessibility, servicing and measures for sustainable travel. The additional development at Lee House would not adversely affect pedestrian and cycle movements, safety conditions, the quality of bus movement, on-street parking and traffic management. In transport terms the effect of the development is not 'severe' and is therefore in accordance with the NPPF.

-The adoption and promotion of a Travel Plan for Lee House would encourage an increase in use of sustainable travel modes including walking, cycling, public transport use and car sharing by staff and maximise non-single occupancy car travel. This would result in a reduction in traffic to the site as well as a reduction in parking demand.

-The PEP two-day parking surveys confirm that at any time during the survey periods there was a minimum of 12 car spaces available on the Friday and a minimum of 18 car spaces available on the Saturday on site, on Lancaster Avenue and in the nearby Pay and Display bays. In absolute terms this is sufficient to accommodate the addition of one or two cars parked on-street during the day.

-A maximum of four cars were parked on Lancaster Avenue at any time during the two surveys. Given that Lee House has rights to park on Lancaster Avenue the available parking provides flexibility for visitors to use if necessary.

-Operationally the minimal increase in room numbers at Lee House would not require an increase in delivery and other service vehicles to the site above the current schedule. The additional goods required would be accommodated in the vehicles already delivering to Lee House.

-On the basis of the PEP parking surveys the potential minimal increase in cars resulting from the proposed extension to Lee House would be satisfactorily accommodated on site, Lancaster Avenue or on the available Pay and Display parking within a short walking distance.

Replace table under Paragraph 5.5 with the following table to correct typos:

<u>Room types</u>	<u>Residents</u>	<u>Guests</u>	<u>Staff</u>	<u>Unused</u>	<u>Total</u>
<u>Existing</u>	27	1	1	2	31
<u>Proposed</u>	34	1			35
<u>Net change</u>	+7		-1	2	

**Item 7. 168a Morden Road, Morden SM4 – 17/P3629 – Merton Park Ward.**

No modifications.

## **Item 8. Cricket Green School, Lower Green West, Mitcham CR4 – 18/P0086 – Cricket Green Ward.**

### Current proposals (page 5)

Insert at end of paragraph 3.6.

Indicative facing materials are set out in the applicant's most recent amendments to the Design and Access statement. The DRP sought a re-evaluation of the entrance treatment, prominence and consistency of materiality and colour. Amendments have been made to address this as follows:

- Keeps the existing and new entrances uniform by use of lime coloured door frames, lettering, transparency and a consistent door type
- Highlights the main Block A entrance by providing a generous entrance canopy, Cricket Green School signage and relocating the main school office. This will be main entrance for pupils, staff, parents and visitors
- The main entrance location is clearly visible from the main pedestrian and vehicular entrance to the site. By providing a new location for the main school office, rather than currently hidden away, passive supervision will increase security.
- Uses lime green from the school's logo as a feature colour for all entrances unifies buildings at the same time providing visual contrast vital for SEN environment.

#### Block A.

It is proposed to use dark grey brickwork to the entrance extension as well as the main colour of school's logo -lime green on the lettering and main entrance door. These materials are repeated on Block C extension and the new building Block G.

#### Block C.

It is proposed to use red brick to match existing brick and complement it with dark grey brickwork within a recess to match the proposed Block A extension and Block G brickwork.

#### New block.

The EuroClad silver grey metal cladding with feature colour within the staff room terrace has been proposed to the First Floor and dark grey brickwork at base level creates a plinth. The design is complemented by aluminium doors and windows.

Rather than simply providing a two storey block with monolithic form, the building steps back to create an overhang in the location of the arts and crafts classroom space with feature windows to allow for display and external shelter. The brickwork also will be provided with a feature detailed band to create texture and shadow.

In response to the comments received that many buildings in Mitcham apply layers of detail, the silver grey cladding is expressed by regular vertical seams at approximately 450mm centres that will modulate the façade and create shadow. Horizontal the panels will be formed to create staggered lengths with overlapping joints. This device is commonly use in zinc cladding and will create a façade that has varying scales and rhythmic interest.

Use of dark grey aluminium window frames through all new build and extensions.

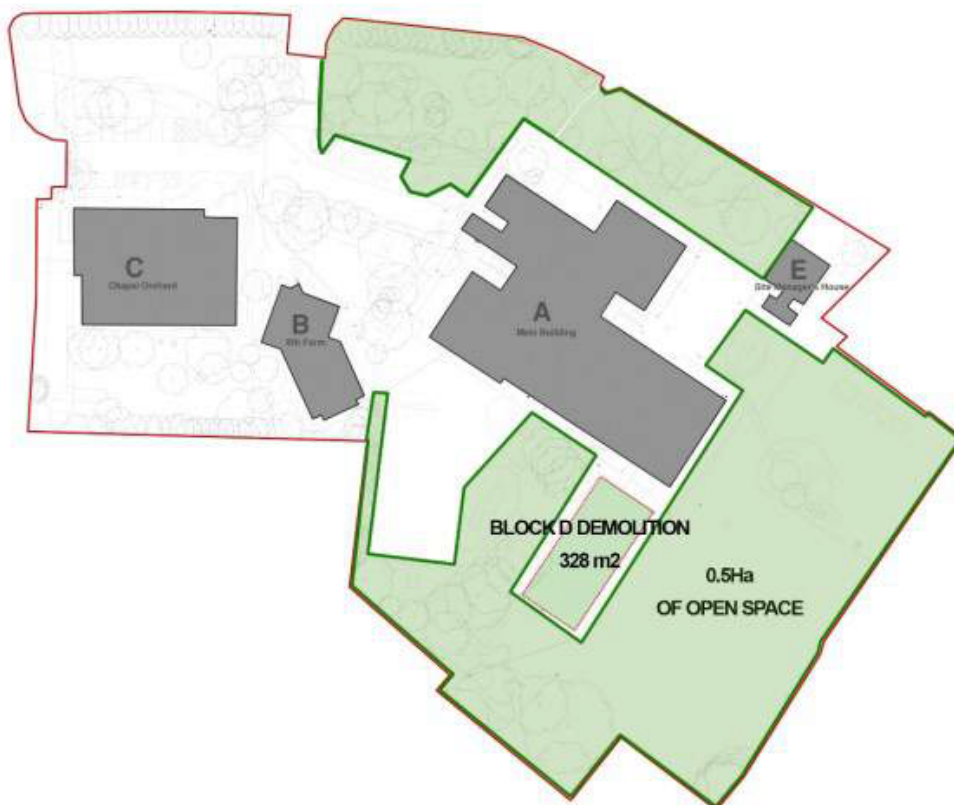
Insert at end of paragraph 3.10.

Open space analysis.

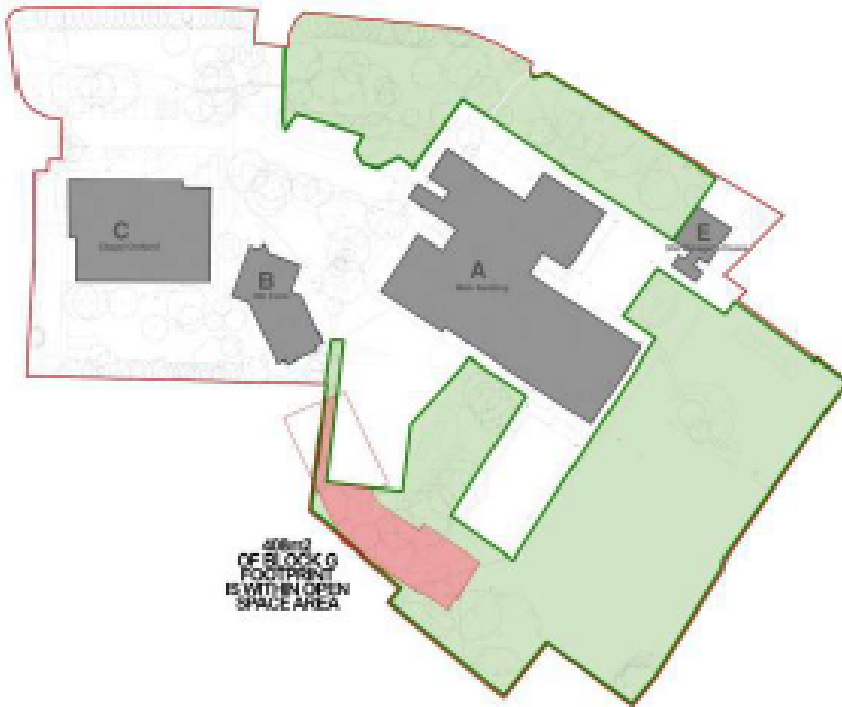
The overall proposed site area is 1.86Ha out of which:

- ⇒ 1553 m<sup>2</sup> is occupied by Main Building Block A  
(105 m<sup>2</sup> extension)
- ⇒ 266 m<sup>2</sup> is occupied by the 6th Form Block B
- ⇒ 742 m<sup>2</sup> is occupied by the Chapel orchard Block C  
(96 m<sup>2</sup> extension)
- ⇒ 325 m<sup>2</sup> is gained from Block D demolition
- ⇒ 106 m<sup>2</sup> is occupied by the Site Managers House Block E
- ⇒ 697 m<sup>2</sup> is occupied by the New Arts and Crafts Block G

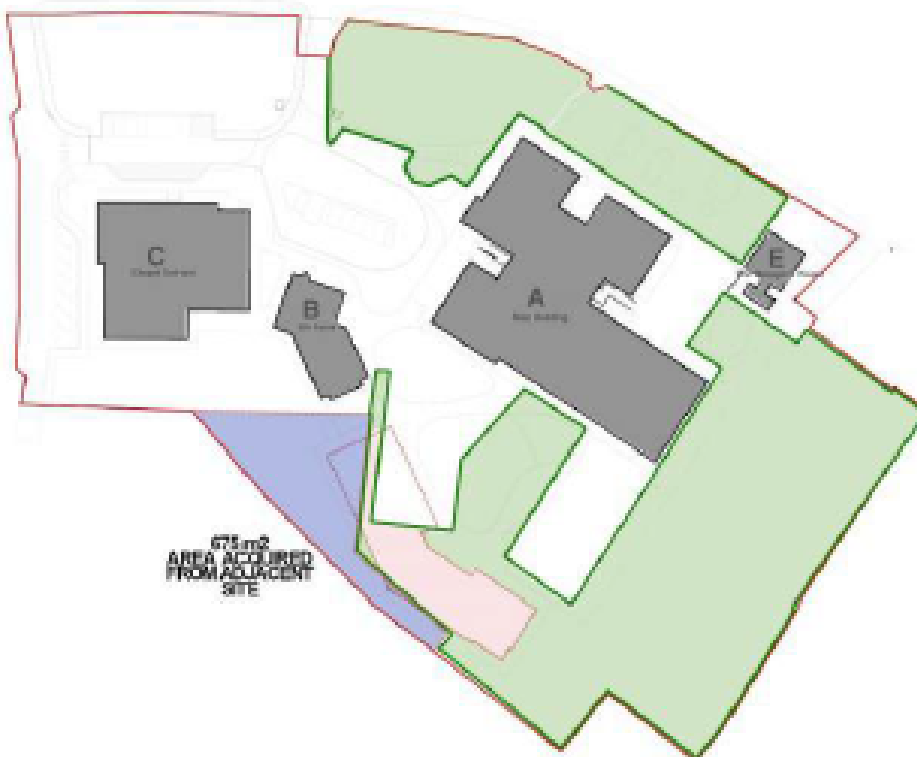
1.



2.



3.



Insert at end of paragraph 3.12

The applicant submitted a written scheme of investigation for an archaeological evaluation on 20/08/18 (subsequent to the publication of the Committee Agenda) so as to address the requirements of the first part of Condition 17 in the officer's recommendation. This has been forwarded to Historic England for comment (response summarised below).

Insert after paragraph 3.13.

The parking arrangements, along with changes during the course of the application have been described by the applicant as follows.

#### Existing Site:

53 car parking spaces in TOTAL: including 29 on land to the north west of the Site, 8 spaces across Chapel Orchard (Block C), 7 spaces in front of the main school building (Block A) and 8 spaces in front of 6<sup>Th</sup> Form (Block B).

#### 2. Proposed Site Layout – as originally submitted:

58 car parking spaces in TOTAL: The parking directly outside Block B (4 spaces) will be relocated in order to improve pupil safety in this area by providing secured line past block B. A total of 9 parallel spaces will be provided along the unnamed road that runs along the western parameter of the Site. 5 Spaces will be retained in the area in front of Block B for use by staff. The proposed changes in this area will also create a one-way route for minibuses operated by the school to drop-off and pick up pupils at the Site. This will improve safety by allowing minibuses to navigate through the Site in forward gear, rather than having to reverse out of the existing minibus drop-off area. The dedicated accessible parking area outside Block C and 8 spaces across will be retained. 29 spaces on land to the North West of the Site will remain as existing. 7 spaces in front of the main school building (Block A) will be retained.

#### 3. Proposed Site Layout – as revised submission:

64 car parking spaces in TOTAL: 21 new car parking spaces proposed along the unnamed road, 6 car parking spaces proposed outside Block B including disabled parking space. The dedicated accessible parking area outside Block C will be retained as well as 8 spaces across Block C. 29 spaces on land to the North West of the Site will remain as existing.

The applicant also notes that 171 potential car parking spaces were identified by SYSTRA in their Transport Statement. The study accompanying the statement took into consideration observed car parking capacity on nearby streets.

#### Consultations (page 12)

Paragraph 5.13 – amend.

Historic England (Archaeology) - Having considered the submitted document (A written scheme of investigation for an archaeological evaluation submitted by the applicant on 20/08/18) I confirm it accords with relevant standards and guidance and that it is in compliance with the condition.

The archaeological condition will not be fully satisfied until all works are complete, including any post-excavation assessment/analysis leading to publication.

#### Recommendation (page 30).

Condition 14 – Amend condition so as to refer to the applicant's written scheme of investigations and subsequent response from Historic England.



**Item 9. Rose Court, 34 Woodside, Wimbledon SW19 – 15/P3293 – Hillside Ward.**

Add paragraph 6.4 (P57):

Tree Officer – No objections subject to conditions relating to tree protection, site supervision and landscaping.

**Item 10. TPO 726 – 49 Murray Road - Village Ward**

No modifications.

**Item 11. Planning Appeal decisions.**

No modifications.

**Item 12. Enforcement summary.**

No modifications.

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