

PLANNING APPLICATIONS COMMITTEE

14th May 2020

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>Item No:</u> <u>DATE VALID</u>
	20/P0420	20/01/2020
Address/Site	The All England Lawn Tennis and Croquet Club Church Road, Wimbledon, London, SW19 5AE	
(Ward)	Village	
Proposal:	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.	
Drawing Nos	0010 XX DR A / 0001, 0010 03 DR A / 0020, 0010 04 DR A / 0021, 0010 05 DR A / 0022, 0010 04 DR A / 0023, 0010 05 DR A / 0024, 0010 03 DR A / 0030, 0010 04 DR A / 0031, 0010 05 DR A / 0032, 0010 04 DR A / 0033, 0010 05 DR A / 0034, 0010 XX DR A / 0050, 0010 XX DR A / 0071, 0010 03 DR A / 0203, 0010 04 DR A / 0204, 0010 05 DR A / 0205, 0010 ZZ DR A / 0240, 0010 ZZ DR A / 0241, ZZ DR A / 0270, 0010 ZZ DR A / 0271, 0010 ZZ DR A / 0272, 0010 ZZ DR A / 0273, 0010 ZZ DR A / 0320, 0010 04 DR A 0201, 0010 05 DR A 0202, 0010 ZZ DR A 0220, 0010 ZZ DR A 0221, 0010 ZZ DR A 0224, 0010 ZZ DR A 0240, 0010 ZZ DR A 0241, 0010 05 DR A 0020 and 0010 XX DR A 0021.	
Contact Officer:	Stuart Adams (0208 545 3147)	

RECOMMENDATION

GRANT Planning Permission subject to conditions and S106 agreement.

CHECKLIST INFORMATION.

- Heads of agreement: - Highway works (double yellow lines)
 - 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 – 160
 - 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 Application 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.

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 is subject of the current application. To the Northwest and North of the application site is Oakfeild Estate (residential tower blocks including Burghley & Somerset House). To the West and Southwest, on the opposite of Somerset Road, are detached and terraced houses in Somerset Road and Newstead Way.
- 2.3 The area located to the west of Somerset Road is currently being redeveloped which is 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.

- 2.4 The application site is partly designated as Metropolitan Open Land (MOL), Open Space and a Green Corridor within Merton's adopted Sites and Policies Plan 2014. The site is not within a Conservation Area.

3. **CURRENT PROPOSAL**

- 3.1 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.

3.2 Gate 20

- 3.2.1 The Gate 20 compound is approximately 3000m² of back of house space for the AELTC. It is located at the northern most point of Somerset Road, adjacent to the Broadcast Centre and Court 18.

- 3.2.2 The existing Gate 20 area is treated as a back of house area and has an untidy appearance. Outside of The Championships, the existing Gate 20 compound is currently used for the haphazard storage of miscellaneous items of machinery and is used as the primary access and egress for vehicles accessing Car Park 4 further to the east. During The Championships, the Gate 20 area is used on an ad hoc basis for the parking of some broadcast/media vehicles and the primary access and egress point for staff and AELTC Members accessing Car Park 4.

- 3.2.3 The proposed compound for the Gate 20 area seeks to serve two primary purposes, as follows:

Outside The Championships

For the majority of the year (outside the annual Championships period) the compound will be used for the storage of the AELTC's stock of plants and trees. The plants and trees are used as part of The Championships and currently stored in various locations both on and off the site. The new compound will allow for the organised, tidy and efficient storage of these plants and trees.

During The Championships

The new compound will enable the relocation of broadcast vehicles from the Broadcast Centre service yard which is accessed via Gate

16 (further to the south in Somerset Road) to Gate 20 which will free up space in the existing service yard. The broadcast vehicles will arrive on site up to 4 weeks prior to The Championships and will pack up and leave within 1 week after The Championships (usually the day after due to the media going on to other sporting events). A new accreditation hut is proposed to the north east of the compound which will be used for the accreditation of media who will then pass through a secure line to the Broadcast Centre to the south.

3.2.4 In order to accommodate the new compound area, the following physical works are proposed:

- Relocation and widening of the existing Gate 20 access/egress point further north west along Somerset Road and adjusting of the internal access road to accommodate the relocated access;
- Relocation of the existing gatehouse which fronts Somerset Road to be adjacent to the amended access/egress point, and provision of a new gatehouse further within the site along the internal access road. Both gatehouses have a footprint of approximately 6sqm and a maximum height of 3.2m;
- Levelling parts of the compound to create a series of terraces which will improve access and provide level areas for the broadcast vehicles to park on during The Championships;
- New surfacing to all areas within the compound including distinct surfaces to identify pedestrian priority areas;
- Provision of a new Accreditation Hut to the north of the compound adjacent to the relocated Gate 17 (within the site) to provide pedestrian access for media through to the Broadcast Centre and main site. The Accreditation Hut is approximately 3.5m in height and has a footprint of 50sqm;
- A new path from the relocated Gate 17 to the Broadcast Centre adjacent to the existing trees which is known as the 'Woodland Walk'. This will involve the removal of three existing trees which will be replaced elsewhere within the application site boundary; and
- Installation of services and amenities to support the year round storage of plants and the temporary broadcast vehicles overlay during The Championships.

Highways

3.2.5 With regards traffic and transport works/operations, the proposal includes:

- (a) Moving Gate 20 and gatehouse west along Somerset Road

(b) Reinstating the existing footway crossover as footway and extending the footway on the eastern side of Somerset Road to the relocated Gate 20.

(c) Altering the existing highway arrangement i.e. installing double yellow lines on the eastern side of Somerset Road

(d) Levelling parts of the site which will improve access and parking

(e) New surfacing to all areas within the compound

(f) Adjusting the location / alignment of the access road to suit the new Gate 20 location

(g) Installing a new Accreditation and Security Hut to the north of the compound adjacent to a relocated Gate 17 which provides pedestrian access into the AELTC site

3.2.6 There will be three small buildings in the Gate 20 compound which will be permanent. The existing Security Gatehouse 1 will be retained and repositioned on site to suit the new entrance position. The new Accreditation and Security Hut will be located towards the north of the site. This permanent facility is intended for Championship use - to process Media accreditation and security scanning during this time. The new location deeper within the AELTC site seeks to alleviate the queuing of vehicles on Somerset Road.

Outside of The Championships

3.2.7 Outside of The Championships, the use of Gate 20 will remain similar to the existing situation. The use of Gate 20 will be monitored and managed by the AELTC alongside the increased use of Gate 1 (in Church Road) as a primary accreditation and entry point for the site, with Gate 20 to be used primarily for exiting the site. The use of Car Park 4 (Accessed via Gate 20) is also expected to be used less following the completion of the Somerset Road covered courts project (which includes 330 car parking spaces).

During The Championships

3.2.8 The relocation of Gate 20 and the management of access through Gate 20 will remain unchanged with car park passes being issued in advance of the Championships. One temporary lay-by area will be provided adjacent to Somerset Road and the Accreditation Hut in the event that there are any issues with the pre-accreditation process and vehicles need to pull over temporarily.

- 3.2.9 A separate pedestrian gate is attached to the relocated Gate 20 access point and a pedestrian priority area is provided along the access road to the Accreditation Hut.
- 3.2.10 During the Championships, the broadcast vehicles that currently use the broadcast service yard (location of proposed media building) will be relocated to the reconfigured Gate 20 compound. The broadcast vehicles will arrive on site up to 4 weeks prior to The Championships and leave 1 week after (usually the day after due to the media moving on to other sporting events).
- 3.2.11 During the Championships only there are a small number of car parking spaces adjacent to the Accreditation Hut which will be made available as VIP spaces for media and can also be used for as lay-by spaces if necessary.
- 3.2.12 Proposals for a new accreditation facility at Gate 1 on Church Road are currently being prepared by the AELTC. Once complete, the AELTC state that Gate 1 proposals will enable accreditation to occur in Church Road both outside and during The Championships which will reduce the queuing of vehicles on Somerset Road (which currently occurs whilst vehicles wait for accreditation at Gate 20). A small lay-by area is proposed outside Gate 20 (within the site boundary) which will enable vehicles that try to access Gate 20 without first being accredited to turn around rather than reversing on to Somerset Road. The temporary layby spaces will also be used for random security checks which staff undertake on the occasional vehicle.

3.3 Media Pavilion

- 3.3.1 The relocation of the media broadcast vehicles to the Gate 20 compound during the Championships will provide space in the existing broadcast service yard for the construction of a dedicated, Media Pavilion. The Media Pavilion will be a two storey building with a roof terrace that connects into the existing Broadcast Centre. The existing Broadcast Centre has two basement levels that extend under the Broadcast Yard which will be retained.
- 3.3.2 The Media Pavilion will provide an interview Suite with accessible, state of the art facilities. The Interview Suite will be dedicated to interviews during the Championships, but will be used on occasion throughout the year for presentations, conferences and film screenings. It is also likely the Interview Suite will become part of the Wimbledon Museum tour.
- 3.3.3 The Media Pavilion will allow the existing interview facilities to be relocated to a new location outside of the Millennium Building, in turn

enabling the existing Somerset Road tunnel to connect the site to the new Somerset Road covered courts (which are currently under construction).

- 3.3.4 The Media Pavilion has been designed in accordance with the 'Tennis in an English garden' concept in the overarching Masterplan for the site. The building would a combination of terracotta cladding and brick on the facades with large glass openings, sheltered by a canopy overhead. The glass façade is openable, providing a threshold between informal internal and external space.
- 3.3.5 The roof terrace above the Media Pavilion also allows for pop up studios and presentation spaces to supplement those on the existing Broadcast Lawn and will be accessed by a dedicated external stair and platform lift.
- 3.3.6 New bridges and stairs are proposed to connect the Media Pavilion to the Millennium Building to the south. This will allow a fully cohesive Media Centre for the Wimbledon Site. A Player's Bridge is proposed which is half a storey below the Media Pavilion, leading to an inner foyer with access to all interview rooms. The bridge will be formed of a lightweight roof with glass balustrades on either side to allow views in and out whilst being visually consistent with balustrades on the wider site.
- 3.3.7 The existing, balustrade which sits along the edge of the Broadcast Lawn is also proposed to be replaced. The current balustrade has a green canvas added as an overlay during the Championship period, but for both practical and aesthetic reasons the AELTC wishes to upgrade with a balustrade design which complements the Media Balcony and Player's Lawn. The proposed balustrade will feature a timber handrail with horizontal bars and screening panelling which will reflect the aesthetic of the building. A new balustrade will also be installed to the existing Media Bridge and stair connecting the Millennium Building and Broadcast Centre Lawn which will follow the architectural language of the Millennium Building, with glazed infills that are opaque at a low level.

3.4 Technical Services Room (TSR)

- 3.4.1 Located to the west of the proposed Media Pavilion Building, adjacent to Somerset Road, the Technical Services Room (TSR) is proposed to replace the five existing temporary cabins ('Globecast Cabins') with a permanent structure. This will enable the removal of the existing ventilation shaft by integrating the energy strategy with the wider site.
- 3.4.2 The Globecast Cabins are of temporary construction and do not make the most efficient use of the available space. The TSR building will provide a flexible and sustainable home for the Championships IT services and will

facilitate key technical services during the Championships such as Hawkeye. The TSR will allow for a purpose built permanent workspace that fully utilises the footprint available and will also provide dedicated infrastructure to support broadcast trucks in their new location at Gate 20.

- 3.4.3 The TSR building will be a single storey, flat roofed building which has no glazed openings to the western side to avoid any potential for direct overlooking onto Somerset Road and will be clad in Wimbledon green polyester powder coated aluminium panels. The building will be screened with soft landscaping to provide a buffer to the public realm along Somerset Road.
- 3.4.4 Two existing Championships back up power supply units (which are currently located in the broadcast service yard) are proposed to be housed (and fully enclosed) within the existing plant room beneath the TSR building. These units were previously proposed to be located in the new Gate 20 compound but are now proposed to be relocated in response to concerns raised by local residents at the public exhibition.

3.5 Landscaping and Security

- 3.5.1 The site has a holistic Landscaping Strategy for the Proposal, with key aims to soften and screen the proposed new buildings, enhance the biodiversity of the site, and continue to develop the garden feel of the wider AELTC site.
- 3.5.2 Landscaping is proposed to improve the appearance of the Gate 20 compound and to provide additional screening and security. This includes the enhancement of planting along the north western boundary of the site between Gate 20 and the Oakfield Residences to fill in an existing gap in planting, as well as new planting along Somerset Road to screen views towards the site. Two permanent vertical planted walls are proposed within the compound to screen some of the temporary infrastructure which will be in place during The Championships.
- 3.5.3 Landscaping will also be provided adjacent to the new TSR building and Media Pavilion. The planting strategy seeks to soften the proposed buildings and integrate it with the existing landscape vista. A significant level of screening will be provided to the north and west of the TSR in order to soften the views from Somerset Road and Newstead Way, with new landmark and evergreen trees supplemented by climbers and additional significant screening planting.
- 3.5.4 Security is a high priority for the AELTC. Access to the Gate 20 compound will continue to be controlled by personnel at the relocated Gatehouse along Somerset Road, and the proposals incorporate new CCTV cameras

to the south and north of the internal access road as well as within the new compound. A 2m high fence with secure gates is proposed around the new compound which is to accommodate the storage of plants year round and broadcast vehicles during The Championships.

4. **PLANNING HISTORY**

- 4.1 20/P0766 - Erection of temporary accreditation buildings with associated landscaping & car parking (5 year permission) – Pending decision.
- 4.2 20/P0835 - Application to discharge condition 4 (schedule) attached to variation of condition 18/P1811 (erection of temp marquees) – Pending decision
- 4.3 19/P0607 - Application to discharge condition 4 (phasing) attached to lbm planning permission 18/P1811 relating to the temporary erection of marquees (single & double storey in height (including balcony to rosewater pavilion marquee) and other temporary facilities for use in connection with the annual wimbledon championship (to be erected up to 10 weeks prior to, and dismantled within 5 weeks after the tournament) annually for a period of 5 years – Grant - 25/03/2019
- 4.4 19/P0473 - Application to discharge condition 7 (screen) attached to lbm planning permission 18/p1811 relating to the temporary erection of marquees (single & double storey in height (including balcony to rosewater pavilion marquee) and other temporary facilities for use in connection with the annual wimbledon championship (to be erected up to 10 weeks prior to, and dismantled within 5 weeks after the tournament) annually for a period of 5 years – Grant - 08/03/2019
- 4.5 19/P3360 - Retention of single storey hospitality structure (known as 'the lookout') on top of an existing single storey building for a temporary period of up to 5 years – Pending decision
- 4.6 19/P3501 - Application to discharge clause 5.3 (energy strategy) of a section 106 agreement relating to planning permission 16/P4651 (as amended by 19/P3731) (indoor/outdoor tennis courts) – pending decision
- 4.7 19/P0196 - Erection of an ancillary outuilding for horticultural storage and maintenance – Grant - 26/04/2019.
- 4.8 18/P4236 - Application for temporary permission to erect 5 x air domes over existing clay courts between September and may for a period of 3 years – Grant - 26/03/2019
- 4.9 19/P3698 - Application to discharge condition 6 (noise) attached to LBM

- planning permission 18/p4236 for the temporary erection of 5 x air domes over existing clay courts between September and may for a period of 3 years – Grant - 11/12/2019
- 4.10 18/P3306 - Non-material amendments to LBM planning permission 16/P4651 (6 x indoor and 6 outdoor tennis courts and associated facilities) changes relate to rewording of conditions 31, 36, 38, 39, 42 and 48 to take into consideration early enabling works – Grant - 19/09/2018
 - 4.11 18/P3532 - Application to discharge condition 44 (piling calculations) attached to LBM planning application 16/P4651 (6 indoor and 6 outdoor tennis courts and associated facilities) – Pending decision
 - 4.12 18/P3033 - Application to partially discharge condition 15 (trees) attached to LBM planning permission 16/P4651 (6 indoor and 6 outdoor tennis courts and associated facilities) – Grant - 28/08/2018
 - 4.13 18/P2510 - Application to partially discharge condition 5 (boundary treatment) attached to LBM planning application 16/p4651 (6 indoor and 6 outdoor tennis courts and associated facilities) – Grant - 24/08/2018
 - 4.14 18/P2531 - Application to discharge condition 26 (bat boxes) attached to LBM planning application 16/p4651 (6 indoor and 6 outdoor tennis courts and associated facilities) – Grant - 22/08/2018
 - 4.15 18/P2534 - Application to discharge condition 27 (stag beetle) attached to LBM planning application 16/p4651 (6 indoor and 6 outdoor tennis courts and associated facilities) – Grant - 22/08/2018
 - 4.16 18/P2529 - Application to discharge condition 25 (bird nesting) attached to LBM planning application 16/p4651 (6 indoor and 6 outdoor tennis courts and associated facilities) – Grant - 22/08/2018
 - 4.17 18/P2715 - Application to partially discharge condition 28 (suds) attached to LBM planning application 16/p4651 (6 indoor and 6 outdoor tennis courts and associated facilities) – Grant - 20/08/2018
 - 4.18 18/P2545 - Application to discharge condition 46 (green roof) attached to LBM planning application 16/p4651 (6 indoor and 6 outdoor tennis courts and associated facilities) – Grant - 14/08/2018
 - 4.19 18/P2502 - Application to partially discharge condition 3 (materials) attached to LBM planning application 16/p4651 (6 indoor and 6 outdoor tennis courts and associated facilities) – Grant - 13/08/2018
 - 4.20 18/P2509 - Application to partially discharge condition 18 (landscaping)

- attached to LBM planning application 16/p4651 (6 indoor and 6 outdoor tennis courts and associated facilities) – Grant - 13/08/2018
- 4.21 18/P2709 - Application for partially discharge of condition 20 (vegetation clearance) attached to LBM planning permission 16/p4651 (6 indoor and 6 outdoor tennis courts and associated facilities) – Grant - 08/08/2018
- 4.22 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
- 4.23 18/P2716 - Application to discharge condition 10 (WMS), 12 (CLP) and 43 (CMS) attached to LBM planning application 16/P4651 (6 indoor and 6 outdoor tennis courts and associated facilities) – pending decision
- 4.24 18/P1897 - Application for discharge of condition 45 (movement monitoring report) attached to LBM planning permission 16/P4651 relating to the 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 - 27/06/2018
- 4.25 18/P2501 - Application to partially discharge condition 4 (surface treatment) attached to LBM planning application 16/P4651 (6 indoor and 6 outdoor tennis courts and associated facilities) – Pending decision
- 4.26 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.
- 4.27 16/P2750 - Application for a certificate of lawfulness for existing use (implementation of planning approval 11/P2865) – Issue - 23/08/2016
- 4.28 14/P0632 - Replacement of existing portacabin and erection of 2 x portacabins on plantroom roof, including associated hard and soft

landscaping – Grant - 09/04/2014

- 4.29 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
- 4.30 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
- 4.31 11/P0300 - Removal of an existing timber outbuilding in car park 4 (gate 20) and hardstanding, and the construction of new stepped terrace concrete floor slab bases for temporary portacabin building during the annual championships together with the construction of a strengthened grass hardstanding for an articulated outside broadcasting vehicle and equipment , involving construction of a retaining wall within an existing embankment and an inclined strengthened grass area to the remainder of the embankment plus new security fence, gate and security cabin - Grant - 07/03/2011.
- 4.32 10/P2911 - Erection of a temporary pedestrian access area, vehicle access areas at the covered courts on Somerset Road/Marryat Road, operational compounds, technology cabins at court 3 facilities building and security fencing for the purposes of hosting the test event and the London 2012 Olympic games at the all England lawn tennis club - Grant - 14/01/2011
- 4.33 10/P2300 - alterations and extensions to east and west elevations of millennium building to refurbish and improve facilities including provision of new internal staircase, alterations and two storey extension on eastern side of building above part of competitors garden to form improved lounge and larger reception area, construction of a covered outdoor plant space to service the new extension and relocation of the press writing room into an extension along the western facade above competitors drop off point, involving removal and replacement of two trees – Grant - 21/10/2010
- 4.34 86/P1326 - Erection of a new three court covered tennis hall building with two level bar seating area/changing/ viewing area linked to existing 2 court building including layout of car parking areas with landscaping and planting around the building and along the Somerset Road frontage – Grant - 09/04/1987

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 10 letters of objection and 3 letters of support/comment have been received.

5.2.1 The 10 letters of objection raise the following concerns:

Highways

- Overbearing level of construction activity and nuisance.
- Increase in traffic
- Development will start before the present works on the indoor courts have finished. This accounts for 70 plus truck movements per day, together with similar number from the gate 20 works, that indicates approaching 150 heavy trucks per working day passing along Somerset Road.
- The proposals reduce the amount of car parking available on AELTC ground and provides no additional parking capacity either during construction or while the new facility is used each year. This will be a problem for those working in the new buildings and for surrounding residents.
- Gate 20 will cause significant additional problems during the Championships, with respect to blocking the access to the Oakfield Estate, especially when coaches are queuing to gain entry to Car park 4.
- The safety of residents is compromised by uncontrolled traffic both in transit and parking.

Neighbour Amenity

- The Somerset Road project has managed to work on most Saturdays since works began.
- Request that construction is limited to Monday to Friday, so to bring a degree of relief from the noise, dust, pollution and general disturbance and loss of amenity for the least the weekend.
- Light pollution during construction.
- Increase pollution for vehicles, with trucks and car queuing to get into the area for some weeks before, during and after the Championships.
- Already experience major noise and disturbance on a daily basis from 7am Monday to Saturday due to the access and use of site as car parking.
- Moving the access road close to the Oakfield boundary will result in

increased noise and pollution, both with vehicles stopping at the new accreditation hut during the championship, and with vehicles entering in other months.

- Proposed media pavilion will spoil views from flats.
- No consideration of the expected increase in noise experienced by residents before and after the broadcast trucks arrive and depart and while they are in use has been made.
- Cannot be allowed without determining whether noise and pollution will be above current environmentally acceptable levels.
- What will be the likely increase in noise caused by bringing the air conditioning units of the broadcast trucks to within a few metres of Burghley House?
- What is the likely increase in noise caused by the relocating of the queue for the accreditation gate for the residents of Burghley House?
- What are the likely levels of pollution cause by the relocation of the accreditation hut and traffic jam from Somerset Road to a site so close to Burghley House?
- The backup generators must be relocated within a plant roof beneath the TSR building to reduce the noise pollution.
- Saturdays should exclude heavy equipment and noisy operations.
- No pollution report submitted with the applicant.

Design

- Like to see a higher standard of architecture on the AELTC site.

Other

- Confirmation that the area will be used to store only plants outside the championship period? Need assurance that the area will not be used to store building material for other projects.
- Many objections would disappear if gate 1 were to replace gate 20 as the accreditation gate. This should be made into a condition for the current work to proceed.

5.2.2 The letters of support/comment from the Wimbledon Society, Swift Conservation and Wimbledon Swift Group raise the following points:

Wimbledon Society

- The replacement of the temporary cabins at Gate 16 by the Technical Services Room (TSR) is a welcome improvement to the site. Softening of the visual appearance of the south-east corner of the TSR by extensive planting of creeper along the street facade

would continue the admirable long-standing tradition of 'green walls' that has been such an iconic feature of the whole site

- Photovoltaic cells are mentioned in the Environmental Design summary and 42 such panels are shown on the roof of the TSR. We would offer the suggestion that another line of 21 panels could be fitted on the roof following a slight reduction in the sedum planted areas. The PV panel array should be arranged in a manner that low winter sun reflection into adjoining properties is avoided.

Swift Conservation and Wimbledon Swift Group

- The Middlemarch Preliminary Ecological Appraisal (ref. RT-MME-130858, dated June 2019) recommends: "Provision of nesting/roosting habitat, such as installation of nest boxes for species such as house sparrow" (paragraph 7.2, R2). Although house sparrow terraces will only be used by sparrows, nestboxes for swifts can also be used by sparrows and other small birds,
- To achieve a net gain for biodiversity in accordance with the NPPF 2019, integrated swifts bricks have the advantage of lasting the lifetime of the building, as well as being zero maintenance, and aesthetically integrated with the building design.
- Swifts bricks are specifically mentioned in the NPPG July 2019 guidance on the Natural Environment: "Relatively small features can often achieve important benefits for wildlife, such as incorporating 'swift bricks' and bat boxes in developments
- This development is close to areas where swifts (on the RSPB amber list due to rapidly declining numbers) are currently nesting, with swifts known to nest on nearby Dundonald Road SW19 (recorded on the RSPB swift survey database website).
- Therefore we request that swifts bricks are installed at high level. Retention or suitable replacement of habitat, bat boxes, and measures for protected/ notable species, as additionally recommended by the ecology report (sections 7.2 and 7.3), would also be welcome

5.3 Thames Water

Waste Comments

- 5.3.1 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.

- 5.3.2 As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, 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.
- 5.3.3 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.
- 5.3.4 Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing wwriskmanagement@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.
- 5.3.5 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

- 5.3.6 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.
- 5.3.7 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.

5.3.8 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.

5.4 Councils Transport Planning Officer

Observations:

5.4.1 The application site is located in the western part of the main AELTC site adjacent to the Broadcast Centre and Court 18 (to the north of the Millennium Building).

5.4.2 The project consists of three distinct parts; the Media Pavilion and its associated landscape, the reconfiguration of Gate 20 and the Technical Services Room.

5.4.3 The modification of Gate 20 supports the needs of the Broadcasters and also seeks to reduce the risk of queueing on Somerset Road, enabling the quicker entry of pre-accredited vehicles.

Surrounding highway network

5.4.4 Somerset Road is within a controlled parking zone (VNS) which is operational Monday to Friday between 10:00 and 16:00. The northern section is privately owned and doesn't contain on-street parking restrictions.

5.4.5 Marryat Road connects to Somerset Road to the north and High Street Wimbledon to the south. Marryat Road is located within CPZ (VN) which is operational Monday to Saturday between 09:30 and 18:30.

5.4.6 Church Road is a local distributor road that connects the site to Wimbledon Village to the south and Wandsworth High Street to the north. Church Road is not located within a CPZ but in the vicinity of the site, Church Road contains single yellow line parking / waiting restrictions.

Development Proposals

5.4.7 The proposed improvement works include:

(a) Moving Gate 20 and gatehouse west along Somerset Road

(b) Reinstating the existing footway crossover as footway and extending the footway on the eastern side of Somerset Road to the relocated Gate 20.

(c) Altering the existing highway arrangement i.e. installing double yellow lines on the eastern side of Somerset Road

Gate 20

- 5.4.8 Gate 20 is accessed directly from Somerset Road and access to a back of house compound area utilised by the AELTC as well as an area of car parking to the north.
- 5.4.9 Outside of The Championships, the existing Gate 20 compound is used for the haphazard storage of miscellaneous items of machinery and Gate 20 is used as the primary access and egress for vehicles accessing Car Park 4. During The Championships, the Gate 20 area is used on an ad hoc basis for the parking of some broadcast/media vehicles, and Gate 20 is used as a primary access and egress point for staff and AELTC Members accessing Car Park 4.
- 5.4.10 There will be no net increase in vehicle movements as a result of the proposals (combined for Gate 20 and Gate 16), and a decrease in vehicle movements is expected for Gate 20 following the completion of the proposed works, the Somerset Road covered courts, (which includes 330 car parking spaces).

Draft Construction Logistics / Construction Traffic Management Plan

- 5.4.11 The draft Construction Traffic Management Plan (CTMP) and Construction Logistics Plan (CLP) provides an overview of the construction process, the type and size of vehicles expected to be used and their access arrangements.
- 5.4.12 The AELTC are seeking to minimise disruption to residents as much as possible by considering the timing and programme of the construction of the Somerset Road indoor courts project further to the south (on the opposite side of Somerset Road) and by utilising the use of Gate 1 (in Church Road) where possible.
- 5.4.13 Once the development has received approval, a contractor will be appointed, at which point details about construction methods and deliveries will be reviewed.
- 5.4.14 There is no indication of the number or the type of vehicles that would be generated by the proposed development until a contractor is appointed.

The appointed contractor will submit details of number of vehicles, type of vehicles and turning movements.

- 5.4.15 The construction of the two sites should be coordinated to mitigate the impact of Heavy Goods Vehicle movement.
- 5.4.16 During Championship fortnight no construction of the two sites would be permitted and everything will be heavily managed by the Police and tournament officials.
- 5.4.17 The submitted Travel Plan provides Targets with measurable goals by which progress will be assessed.
- 5.4.18 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.
- 5.4.19 The AELTC provide a free staff mini bus at the end of the day to shuttle staff to Wimbledon Station.

Swept Path Analysis

- 5.4.20 The applicant has provided swept path analysis illustrating a 16.5m articulated vehicle and a 12m rigid vehicle can enter and exit the site through the relocated gate in a satisfactory manner provided parking on the opposite side of the carriageway adjacent to the proposed access is kept free.

Recommendation:

- 5.4.21 The proposed works are unlikely to have a significant impact on the adjoining highway network as there will be no net increase in vehicle movements as a result of the proposals.

Raise no objection subject to:

- 1) 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.
- 2) A financial contribution for altering the existing traffic order i.e. installing double yellow lines on the eastern side of Somerset Road is considered minor works and can be secured through an appropriate condition. (costs £5k)

Informative:

Highways must be contacted regarding new crossing proposed and re-instatement of the existing. All works on the public highway are to be carried out by L B Merton and to Merton's specification.

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.

The applicant should contact David Furby of Council's Highway Team on: 0208 545 3829 prior to any work starting to arrange for this works to be done.

5.6 Councils Climate Officer

Details to be provided for the modification sheet.

5.7 Councils Environmental Health Officer

5.7.1 Due to potential impact on the surrounding locality from the development the recommendations to protect noise impact on the surrounding noise sensitive properties as specified in the Vanguardia, Media Development Planning Noise Assessment Report dated 13th December 2019, Document VC-103135-RP0001 shall be implemented and maintained as a minimum standard.

5.8 Councils Flood Officer

5.8.1 No objections to this development and recommend a drainage condition where the proposed works would take place as described within the planning application, where the proposed discharged rate is 47.5l/s.

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 (July 2016) are:

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

- 7.18 Protecting open space and addressing deficiency
- 7.19 Biodiversity and access to nature
- 7.21 Trees and Woodlands
- 8.2 Planning obligations
- 8.3 Community infrastructure levy

6.4 Other

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

7. **PLANNING CONSIDERATIONS**

7.1.1 The principal planning considerations in this case are: the principle of development, visual impact/design, impact on neighbouring amenity, highways, open space and MOL, green corridor, landscaping, ecology, climate change and flood 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 4.6 (Support for and enhancement of arts, culture, sport and entertainment) of the London Plan 2016 states that the Mayor will and boroughs and other stakeholders should support the continued success of London's diverse range of arts, cultural, professional sporting and entertainment enterprises and the cultural, social and economic benefits that they offer to its residents, workers and visitors.

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 broadcast facilities to improve the experience of media attendees and to compete with other tournaments, as well as improve the appearance of what is currently treated as a 'back of house' area. Critically, the proposals will allow the existing interview facilities to be relocated to a new location outside of the Millennium Building, enabling the existing Somerset Road tunnel to connect the site to the new Somerset Road covered courts (which are currently under construction). The proposed media centre would form part of the wider project of implementing the Wimbledon Master Plan and is therefore supported in principle.

7.3 Media Pavilion, Technical Service Rooms & Gate 20

7.4 Design

- 7.4.1 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.

- 7.4.2 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.

Media Pavilion

- 7.4.3 The proposed Media Pavilion is located on top of an existing building and on the land currently used as a broadcast yard to the rear. The existing context is used for back of house facilities which has a cluttered and unattractive appearance with hardstanding, vehicle parking and temporary structures. The proposed building is considered to be a well designed building that is a vast improvement on the current situation, respecting the Somerset Road street scene and massing and design of adjacent buildings. The proposed design is therefore considered to be a positive move forward given the existing site conditions in this part of the AELTC site. The media building would be sited at an oblique angle to Somerset Road and thereby reducing its visual impact. The building would have a two storey appearance with use of exposed brick, cladding and a green aluminium roof which reflects the Wimbledon Tennis colour. The overall design and scale of the building is considered to be suitable for this location on the site.

Technical Service Rooms (TSR)

- 7.4.5 The TSR building is a single storey, flat roof, modest sized building designed to reflect its use as technical and IT services for the Championship. The simple design approach would ensure that the building does not compete architecturally with the adjacent media building. The buildings cladding is proposed to be Wimbledon green polyester powder coated aluminium panels. Climbing plants will be positioned along the western facade facing Somerset Road. The proposed building finish in green and quality of soft landscaping all respond to the AELTC pattern of development. This will also help the building blend into its setting and respond satisfactorily to the Somerset Road street scene and sporting context of the site.

Gate 20

- 7.4.6 The design changes relating to Gate 20 are modest in terms of built form and the design approach. There would only be three buildings in this

location, these are two small huts and an accreditation hut. These buildings are modest in size and have been designed to be reflective of their use. These modest buildings would still ensure that the open nature of this part of the site is respected.

- 7.4.7 The relocation of Gate 20 and reconfiguration of the boundary treatment would still be in keeping with the existing arrangement (railings).
- 7.4.8 During the Championships, the Gate 20 area will be used to park broadcast vehicles, however this would only be for a few months of the year when the site is leading up and in full operation mode. Therefore, given the condition of the AELTC at this time (extensively used), it is not considered that there would be visual harm to the site or its surroundings. Outside these months the compound would be used as the nursery for the AELTC's stock of plants and trees. The new compound will house this collection, allowing organised, tidy, and efficient storage of plants and trees for majority of the year. This will provide a more visually appealing arrangement on the site and more pleasure outlook for the neighbours in Burghley House.

7.5 **Impact on neighbouring amenity**

- 7.5.1 London Plan policies 7.6 and 7.7, CS 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.

Media Pavilion

- 7.5.2 The proposed Media Pavilion would be partly located behind the proposed TSR building and the new landscaping area adjacent to Somerset Road. Therefore the proposed media building would not be clearly visible from neighbouring properties in Somerset Road and Newstead Way. Given the good level of separation from neighbouring properties in Somerset Road, Newstead Way and Burghley House (at least approximately 40m from the closest residential property) combined with the building being predominantly screened by the TRS building and new landscaping proposals, it is considered that there would be no undue loss of amenity in terms of light, overlooking or visual intrusion.
- 7.5.3 The building would make use of the roof terrace area. However, the terrace areas have been designed to be pushed away from the edge of

the building and are designed to direct views back across the ATLTC site and beyond, rather than towards neighbouring residential properties in Somerset Road, Newstead Way and Burghley House. In any event, the level of separation from neighbouring properties would ensure that there would be no undue loss of privacy or overlooking.

- 7.5.4 The applicants independent noise report submitted by Vanguardia states that the relocation of the two existing back-up power supply units from the broadcast service yard to within the existing plant room (beneath the proposed TSR) is identified as having a positive impact with a reduction on existing noise levels expected for residents in Somerset Road and Burghley House

Technical Service Rooms

- 7.5.5 The proposed TSR building is a modest sized building that is separated from the neighbouring properties in Somerset Road and Newstead by a public highway. The TSR is approximately 23m from the closest residential property which is on the opposite side of Somerset Road. The new landscaped area is also proposed in front of the building adjacent to Somerset Road which will help partly screen the proposed TSR building from neighbouring properties. Whilst the proposed TSR would be located on elevated land above Somerset Road, no windows are proposed on the western elevation and the level of separation from neighbouring properties would ensure that there is no undue loss of amenity.

Gate 20

- 7.5.6 A number of objections from neighbouring residential properties have raised concerns with the relocation of Gate 20 and the access road towards the northwest boundary of the site, closer to Oakfield Estate (most notability Burghley House).
- 7.5.7 The objections from neighbours have been taken into account, however it must be noted that there already exists an existing access road from Gate 20 to car park 4 within the northern section of the AELTC site. At present, Gate 20 and the associated land is uncontrolled. Therefore the existing space could be used to park vehicles and storage of equipment as the AELTC see fit. The proposal would only result in the established access being pushed a few metres further to the north.
- 7.5.8 The applicant has identified that the current arrangement of Gate 20 creates traffic build up along Somerset Road. This would be problematic during busy times, which is not ideal from a highway safety perspective and disruption to neighbours during the Championships. The proposal seeks to provide a new accreditation and security setup deeper into the

site in order to get vehicles onsite and alleviate the queuing of vehicles on Somerset Road.

Visual

- 7.5.9 The proposed new access road would be situated closer to the northwest boundary, however a soft landscaped strip would be retained and new soft landscaping is proposed. At present, the northwest boundary adjacent to Burghley House is currently sparsely planted and currently provides little screening of the compound. High quality landscaping is included throughout the application site. This is included along the northwest boundary where existing landscaping will be enhanced and new tree planting of various sizes are proposed to fill in the existing gap in vegetation with diverse canopy heights ranging from 3m to 8m in height. The substantial landscaping along this boundary will assist in screening the proposals from nearby Burghley House.
- 7.5.10 It should also be noted that Burghley House itself is set away from the site boundary, therefore offering some breathing space. It is only for the fact that Burghley House is a high-rise building that views are created over the AELTC site. For the vast majority of the year, Gate 20 compound would retain its open character and would better organise the space with the storage of plants outside the Championship period.
- 7.5.11 Broadcast vehicles would occupy the space just before and shortly after the Championship period. Therefore, larger vehicles would not be parked on the land for a long period of time that might cause harm to the visual amenities of the site and its surrounding.
- 7.5.12 The new accreditation and security deeper into the site seeks to move vehicles off Somerset Road, which would have both highway safety and visual benefits for neighbouring properties in Somerset Road and Newstead Way.

Noise & Pollution

- 7.5.13 Concerns have been raised by neighbours, particularly in Burghley House, regarding the relocation of the access road closer to residential properties. The access road and vehicles waiting on site would be used more frequent in the build-up, during and after the annual Championships. This is to be expected given the use of the site as a National and International Sporting Event. The use of planning conditions can help reduce impact on neighbouring amenity and the highway.
- 7.5.14 It is acknowledged that there would be a some disturbance during the Championship period given the scale of the event. It is however not expected that the proposal would have a significant impact on highway

network and surroundings. The application site is modest in size and could only accommodate a limited number of vehicles at any one time. The AELTC themselves would want direct vehicles to their destination as efficiently and quickly as possible, therefore it is not expected that vehicles would wait along the access road in the Gate 20 compound area for a considerable amount of time that may result in adverse harm to neighbouring amenity. As set out above, there would still remain a reasonable level of separation between the new access road and adjoining neighbouring properties, and existing and new landscaping would offer some remedy to reduce any noise and pollution.

7.5.15 It should also be noted that outside the busy periods, the vast amount of time in the year the space would only be used for the storage of plants. It is also expected that following the completion of other projects on the AELTC site (Gate 1 and Covered Courts), the access road would be used less frequently as secured car parking would be provided in the basement of the covered courts facility currently under construction.

7.5.16 The applicant has submitted an independent Noise Assessment by Vanguardia. The report summarises the expected noise impact of the proposals including the repositioning of Gate 20, relocation of broadcast trucks parking (during The Championships period), and the new TSR and Media Pavilion buildings which are all identified as having negligible noise impact.

7.5.17 The Noise Report demonstrates that the majority of the proposed elements of the scheme will have a negligible noise impact (for short and long term) on the closest residential properties. A minor adverse impact (short term only) is was identified in the report for the lower floors of Burghley House however this is based on a worst case scenario with vehicle movements as per the current use of Gate 20. In reality the vehicle numbers are expected to significantly reduce following the completion of Gate 1D in Church Road and the Somerset Road covered courts project.

7.5.18 The Councils Environmental Health Officer has raised no objection to the application subject to a condition requiring the development being carried out in accordance with Noise Assessment by Vanguardia and implemented and maintained as a minimum standard.

7.6 **Highways**

7.6.1 Planning Policy 6.1 of the London Plan (2016) states that the Mayor will support developments, which generate high levels of trips at locations with high levels of public transport accessibility and which improves the capacity and accessibility of public transport, walking and cycling.

7.6.2 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.

7.6.3 London Plan policies 6.3 and 6.12, CS 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

7.6.4 The applicant has submitted a Travel Plan with the application which has been designed to enable employees and visitors to the Media Pavilion and Technical Services Room, outside of The Championships, to 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

7.6.5 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.

7.6.6 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).

7.6.7 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. A planning condition can be attached to any permission to ensure that the travel plan is implemented so that sustainable modes of travel of given the best chance of success.

Construction Logistics and Traffic Management Plans

7.6.7 The application has submitted a draft Construction Traffic Management Plan (CTMP) and Construction Logistics Plan (CLP) provides an overview of the construction process, the type and size of vehicles expected to be used and their access arrangements. Once the development has received approval, the AELTC have stated that a contractor will be appointed, at which point details about construction methods and deliveries will be reviewed. A planning condition requiring details to be submitted and approved can be conditioned to ensure that impact on highways and neighbouring amenity is kept to a minimum based on the condition of the context at that time (co-ordination with other works on the AELTC site).

Cycle Parking

7.6.8 The proposed buildings are not expected to be used solely to accommodate a high number of staff all year round, but used when required during the Championship or one off events throughout the year. It is expected that these building will be used as ancillary spaces by existing staff already operating from other buildings. The AELTC site already has a good provision of cycle parking, which will include 60 new spaces with the covered courts building when completed. 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.

Vehicle Parking

7.6.10 Outside of The Championships, the use of Gate 20 will be monitored and managed by the AELTC alongside the increased use of Gate 1 (in Church Road) as a primary accreditation and entry point for the site, with Gate 20 to be used primarily for exiting the site. The use of Car Park 4 is also expected to be used less following the completion of the Somerset Road covered courts project (which includes 330 car parking spaces).

7.6.11 Overall, a reduction of vehicular use is expected for Gate 20 following the completion of the proposed works and the Somerset Road development, with the compound being used for the storage of plants throughout the year.

7.6.12 During the Championships, the broadcast vehicles that currently use the broadcast service yard will be relocated to the reconfigured Gate 20 compound. The broadcast vehicles will arrive on site up to 4 weeks prior to The Championships and leave 1 week after (usually the day after due to the media moving on to other sporting events). The amount of broadcast vehicles will not be increased above the existing numbers, but simply

relocated to the Gate 20 area. Therefore there would be no additional impact upon the highway network. Staff and Members will continue to use Gate 20 to access Car Park 4 during The Championships (as per the current scenario).

- 7.6.14 Proposals for a new accreditation facility at Gate 1 on Church Road are currently being prepared by the AELTC. Once complete, the AELTC state that Gate 1 proposals will enable accreditation to occur in Church Road both outside and during The Championships which will reduce the queuing of vehicles on Somerset Road (which currently occurs whilst vehicles wait for accreditation at Gate 20). A small lay-by area is proposed outside Gate 20 (within the site boundary) which will enable vehicles that try to access Gate 20 without first being accredited to turn around rather than reversing on to Somerset Road. The temporary layby spaces will also be used for random security checks which staff undertake on the occasional vehicle.
- 7.6.15 During the Championships only there are a small number of car parking spaces adjacent to the Accreditation Hut which will be made available as VIP spaces for media and can also be used for as lay-by spaces if necessary.
- 7.6.16 In conclusion, There will be no net increase in vehicle movements as a result of the proposals (combined for Gate 20 and Gate 16), and a decrease in vehicle movements is expected for Gate 20 following the completion of the proposed works, the Somerset Road covered courts, and the Gate 1 proposals (subject to a separate application). The Council's Transport Planner has raised no objection to the proposals from a highway safety and parking perspective, subject to conditions and appropriate financial contribution towards double yellow line installations on Somerset Road.

7.7 Open Space & Metropolitan Open land

- 7.7.1 The applicant site is identified as open space and part of the site (excluding the Media Pavilion and the broadcast service yard access road) sit within MOL 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.
- 7.7.2 The proposals seek to improve the appearance of these back of house areas and create a more efficient use of spaces that are currently used for the haphazard storage of items and servicing. The year round storage of

plants and trees in the Gate 20 compound and the enhanced landscaping proposals along the site boundaries will significantly improve the appearance of the area.

- 7.7.3 The works to the Gate 20 compound do not propose any significant structures apart from 3 small huts. The TSR building will provide a permanent replacement for the five existing temporary Globecast Cabins which sit on top of an existing plant room. The proposed buildings and structures are predominantly located on areas of existing hardstanding and would serve the wider sporting facility, and are therefore considered to be in accordance with Paragraph 145 of the NPPF in that they will not have an adverse impact on the MOL designation. The proposed Media Pavilion is not within the MOL boundary, but in any event this would be located above an existing building and on a service yard area. The proposal would create positive design changes on this part of the site which would benefit the MOL surrounding.
- 7.7.4 It is considered that the proposal will not harm the character, appearance or function of the existing open space. The accreditation and security huts and TSR buildings are of simple in design which is reflected by their use and the media building is considered to be high quality design, all of which are of a scale, height and massing that is appropriate to their setting. Overall, the proposed development will result in essential improvements to this critical back of house area and will introduce state of the art media facilities to contribute towards ensuring that The Championships status as the premier tennis tournament in the world is retained, and that Wimbledon remains a first class sporting facility both nationally and internationally.
- 7.7.5 Both current and emerging policy supports proposals for new and improved facilities within open space designations, and the proposals will not have an adverse impact on the MOL designation. 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 MOL but rather a replacement and improvement on what already exists.

7.7 **Green Corridor**

- 7.7.1 Planning Policy DMO2 (Nature Conservation, Trees, hedges and landscape features) of Merton's Sites and Policies Plan states that the council recognises the importance of maintaining and enhancing a network of green corridors which are relatively continuous areas of green space leading through the built environment, and which link large green spaces or to each other. They can assist the movement of some plant and

animal species through the borough, allow some animals to undertake movements between different habitats that they require for survival, maintain the presence of some animals and plants in places where they would not otherwise be found, and help to ensure the maintenance of the current range and diversity of flora and fauna, and the survival of important species.

7.7.2 The application site includes a green corridor along the northwest and western boundary of the application site and continues via the existing Globecast Cabins, adjacent to court number 18 and beyond into the main AELTC site. The application site would include a comprehensive soft landscaping strategy, including new landscaping along northwest and western boundaries which would enhance the green corridor. Whilst part of the proposal would impact on the green corridor within the application site, this part of the green corridor comprises land which already has been developed. The proposals would create a net increase in soft landscaping and is not considered to harm the green corridor given the existing site situation.

7.8 **Landscaping**

7.8.1 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

7.8.3 Landscaping is proposed to improve the appearance of the Gate 20 compound and to provide additional screening and security. This includes the enhancement of planting along the northwest boundary of the site between Gate 20 and the Oakfield Residences to fill in an existing gap in planting, as well as new planting along Somerset Road to screen views towards the site. Two permanent vertical planted walls are proposed within the compound to screen some of the temporary infrastructure which will be in place during The Championships.

7.8.4 Landscaping will also be provided adjacent to the new TSR building and Media Pavilion. The planting strategy seeks to soften the proposed buildings and integrate it with the existing landscape vista. A significant level of screening will be provided to the north and west of the TSR in order to soften the views from Somerset Road and Newstead Way, with new landmark and evergreen trees supplemented by climbers and additional significant screening planting.

7.8.2 The proposal include an extensive landscaping strategy of high quality that

will has multiple functions including help screen buildings from neighbouring properties, enhance visitor experience and complement the design and settings of buildings and spaces. The proposal as a whole has been developed incorporating recommendations as set out in the Gate 20 Project Preliminary Ecological Appraisal carried out by Middlemarch Environmental in June 2019. Overall, the landscape proposals are considered to be high quality and welcomed.

7.9 **Ecology**

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

7.9.2 The applicant has submitted a Preliminary Ecological Appraisal which sets out a comprehensive set of recommendations relating to Habitats (Habitat Retention and Protection & Biodiversity Enhancement), Protected / notable species (Roosting Bats, Foxes Nesting Birds, Terrestrial Mammals including Badger and Hedgehog, Lighting, Stag Beetle) and Invasive plant species (Invasive Plant Species).

7.9.3 The proposed enhancements include:

- Native and fruit bearing species introductions to support foraging mammals and birds
- Nectar rich species to attract bees, butterflies and moths
- species to attract night flying insects which are of value to foraging bats
- provision of nest boxes for house sparrow and bat boxes for pipistrelle species

7.9.4 Guidance is also given with regard to relocation of habitat elements including deadwood piles, for treatment and handling of species such as Cotoneaster and Rhododendrons, and recommendations are made for consideration on lighting proposals in the vicinity.

7.9.5 The Council welcomes the recommendations in the Preliminary Ecological Appraisal as this would conserve the natural environment. A planning condition requiring evidence that recommendations set out in the Preliminary Ecological Appraisal have been implemented can be secured via planning condition. In addition to the recommendations in the Preliminary Ecological Appraisal the applicant has agreed to install swift bricks for the media building which is welcomed.

7.10 **Climate Change**

7.8.1 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.

7.10.2 Planning Policy 5.2 of the London Plan (2016) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be Green: use renewable energy

7.10.3 The applicant has submitted an updated energy statement and Energy Masterplan for AELTC site. The Councils Climate Change Officer is still in discussion with the AELTC. The final technical details will be agreed and presented within the modification sheet for member's consideration.

7.11 **Flooding and Drainage**

7.9.1 The NPPF and London Plan policies 5.12, 5.13, 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.

7.9.2 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. Development is therefore acceptable in principle, with regards to flood risk.

7.9.3 The applicant has provided an independent Flood Risk Assessment & Drainage Strategy by Thornton Thomasetti. The report stated that in the preparation of this FRA, all sources of flooding were considered which may affect the development proposals and the surrounding areas, in accordance with the requirements of the current flood risk legislation and policy of the NPPF.

7.9.4 The report concludes that a storm drainage strategy has been developed that aims to provide a significant reduction over the existing site run-off rate whilst also dealing with the constraints of a densely developed site. The strategy will provide a minimum 30% reduction over the existing site discharge rate with the additional benefit of an increase in the area of green roof. The result will be a measurable reduction in flood risk to land and property downstream of the development. The foul drainage system

will continue to drain to the public foul sewer in Somerset Road with a small increase in foul flows from the site considered to have a negligible impact on existing sewer capacity locally. Calculations are provided to demonstrate the required capacity of the stormwater attenuation. 40% climate change allowances have been included. The Councils Flood Officer has reviewed the FRA and 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 buildings are considered to be a vast improvement compared to the existing situation, satisfactorily relating to the context of the site (open space and existing built form). The proposal will provide a comprehensive landscaping strategy which will help improve the visual amenities of the site, preserve its open and leafy character and help screen the proposed buildings/site from neighbouring properties and the street scene. The residential amenities of adjoining residential properties will be preserved to a satisfactory level given the design, size and siting of the proposed buildings and the level of existing and proposed landscaping. 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, green corridor,

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. Highway works (double yellow lines) £5,000 contribution.
2. 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.3 Materials as Specified
4. Other than the terrace areas as shown on the approved plans, access to the flat roof of the development hereby permitted shall be for maintenance or emergency purposes only, and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area.
5. Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary
6. D.11 Construction Times
7. Landscaping (including details of green roofs and tree planting)
8. The hardstanding hereby permitted shall be made of porous materials, or provision made to direct surface water run-off to a permeable or porous area or surface within the application site before the development hereby permitted is first occupied or brought into use.
9. Construction Logistics Plan
10. Construction Working Method Statement

11. Evidence of implementation of Ecology recommendations, plus provision of swift bricks in Media Building.
12. Travel plan
13. Development to be carried out In accordance with Noise Assessment Report dated 13th December 2019, Document VC-103135-RP0001
14. Secure by Design

Planning Informatives

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 wwriskmanagement@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. Highways must be contacted regarding new crossing proposed and re-instatement of the existing. All works on the public highway are to be carried out by L B Merton and to Merton's specification.

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.

The applicant should contact David Furby of Council's Highway Team on: 0208 545 3829 prior to any work starting to arrange for this works to be done.