Addendum Report - Planning Committee - 4 December 2019

Application No. DM2019/01251 - Garage Block At Radcliffe Gardens Carshalton

1.1 Paragraphs 2.10, 5.10, 5.50 and 3.9 within the ‘Transport and Highways’ states the existing stress level of the surrounding roads at 47%. However, a revised Parking Survey Analysis Report has been submitted since the publication of the committee report and indicates the stress levels at 53%. This does not affect the officer recommendation as such the proposed increase in the parking stress would not impact on existing parking capacity on the local highway network.

1.2 Paragraph 5.50 should be updated to reflect that at the time of the survey, there were 70 spaces available out of the calculated 132 spaces. Whilst the local residents have raised concerns about high levels of vehicular kerbside parking in the surrounding area, that the displacement of 2 spaces onto surrounding roads would not result in the 85% benchmark being exceeded. On this basis, the proposal would not add substantial parking stress to the surrounding roads. The Council’s Highways team has reviewed the revised parking survey report and raised no further objection.

1.3 Paragraphs 2.13 and 5.53 state that refuse storage would be sited within the rear gardens of the dwellings. However, since the publication of the committee report, revised plans have been received which have relocated the refuse storage to the front of the dwellings. Officers raise no objection to this arrangement.

1.4 The applicant has submitted a new drawing (01006 05-GA-Fire-Strategy) which highlights two sections along Radcliffe Gardens for fire trucks. The siting of the fire trucks would be 10 metres away from the proposed buildings and therefore less than the minimum distance of 90 metres from an entry point to a building. In this instance the Fire Safety strategy for the site would be acceptable.

1.5 An Overheating and Cooling condition was not included within the committee report at the time of publication. The condition reads as follows:

‘Prior to the commencement of development, a completed GLA Overheating Checklist together with details of all proposed measures for minimising the development’s potential contribution to the urban heat island (UHI) effect and for avoiding overheating and excessive heat generation arising from future climate change must be submitted to the Local Planning Authority and approved in writing. The design, layout and ventilation strategy for the development should be based on the outcome of dynamic thermal modelling using CIBSE Guidance TM59 and demonstrate compliance with the Mayor’s cooling hierarchy as set out in Policy 5.9 of the London Plan.

Reason: To minimise overheating in accordance with Policy 33 of the Sutton Local Plan.’
Addendum report - Planning Committee - 4 December 2019

Application No. DM2019/01411 - Garage Block Assembly Walk Carshalton SM5 1JH

1.1 Point 6 within the Recommendation box should state that the proposal would not result in any adverse impact on the safe operation of the public highway and would not result in unacceptable overspill parking in adjacent streets or adversely impact on highway safety. [missing word added in bold]

1.2 Paragraph 1.5 should read as follows:

‘The application site is bounded to the south by the rear boundaries of 260-286 Winchcombe Road. The site is adjacent (east) to the Assembly Walk Chapel which shares the common boundary with 355-367 Green Wrythe Lane and 167-181 Thornton Road. To the north (front) of the application site is a three storey parade block along Green Wrythe Lane and Middleton Road which comprises commercial at ground floor level with residential on the upper floor levels.’

Application No. DM2019/01699 - Wilsons School Mollison Drive Wallington SM6 9JW

1.1 Please see letter outlining pre-application advice given on the proposed development which is to be considered as part of the Committee meeting tonight.
Dear Jamie Goodwin

RE: Wilsons School Mollison Drive Wallington SM6 9JW

I write further to your request for pre-application advice on 11/07/2019. This letter is based on the revised plans submitted for the pre-application advice on 16/08/2019 and meeting held at the application site on 04/08/2019. I would like to apologise for the delay of this response letter.

Site and Surroundings

The application site comprises a grammar school (D1 use class) on Mollison Drive. The site bounds onto surrounding roads - Strafford Road (north), Hannibal Way (east), Eagle Close (south) and Mollison Drive (west).

The buildings within the site range from single to three-storeys. There is a car park to the front of the site (west) and recreational spaces to the side (north) and rear (east) of the buildings.

The site is within Metropolitan Open Land (MOL) and Metropolitan Green Chain (MCG).

The area is predominately residential in character.

Proposal

A meeting was held at the application site to discuss the submitted scheme to demolish an existing single storey building to the north of the site and construct a part single; part two storey building which would provide 10 new classrooms, canteen, food servery, music/fitness studio, first floor walkway (south of the building) linking to the remainder of the school, ancillary office space and associated internal and external works. However, the scheme was revised by the applicant which included further demolition of an attached building connecting the front and rear buildings to the school and use of this space as an extended and open walk way (including soft landscaping) to the recreational areas to the north of the site. The proposed building, although would be attached to the side of the existing front building of the school would not be connected internally.

It is important to note that only a site location plan and proposed floors plans and elevations of the proposed building have been submitted and therefore it is difficult for officers to fully
comment on the proposal at this stage. However, an assessment has been undertaken on the basis of the submitted information and discussions held at the site meeting.

**Policy Background:**

Section 8(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. The development plan for the London Borough of Sutton comprises the following documents:

- London Plan 2016
- Sutton Local Plan 2018

Also a material consideration in determining planning applications are:

- National Planning Policy Framework (NPPF) 2019
- National Planning Policy Guidance (NPPG)
- Adopted London Borough of Sutton Supplementary Planning Guidance Documents
- Human Rights Act 1998
- Equality Act 2010
- Draft London Plan 2017
- The Mayors Homes for Londoners SGP 2017
- The Mayors Housing SPG

**Planning Considerations:**

- Principle of Development including Impact to MOL
- Design Quality
- Impact on Neighbours
- Highways and Parking
- Trees and Landscaping
- Environmental Protection, Sustainability and Flood Risk

**Principle of Development including Impact to MOL**

The National Planning Policy Framework (NPPF) requires the Council to make the most efficient use of land by maximising the re-use of previously developed land and the conversion of existing buildings.

Policy 7.7 of the London Plan states that the strongest protection will be given to London’s Metropolitan Open Land and inappropriate development refused, except in very special circumstances, giving the same level of protection as in the Green Belt. Essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of MOL. Policy 24 of The Sutton Local Plan further emphasises the protection need of the MOL and that planning permission will not be granted unless material considerations clearly outweigh the harm to the Green Belt or Metropolitan Open Land and constitute very special circumstances.

The application site comprises a grammar school which has a mixture of single to three-storey buildings. The subject building to north of the site is single storey and surrounded by two storey buildings to which the proposal would demolish and replace with a part single; part two storey building. There is also a single storey building (north) which attaches the front and rear buildings of the site that would be demolished and replaced with an extended open walkway that would lead to the recreational spaces to the north of the site.
Whilst the submission lacks satisfactory drawings and documents, it is considered that the demolition of the subject building and replacement with a part single; part two storey building would be considered acceptable, in principle, subject to satisfactory evidence put forward (in the event of a future application) to demonstrate that the need of a two storey building which would accommodate the associated/ancillary facilities for the school, in this siting, would outweigh the overall harm to the MOL (from a visual and openness perspective) and constitutes ‘very special circumstances’. Furthermore, the demolition of the attached building (connects front and rear building) to the north of the site would to an extent improve the views and openness to and from the MOL.

**Design Quality**

Policy 28 of Sutton’s Local Plan states that Council will grant planning permission for new development provided that it is attractive, designed to the highest standard and uses high quality materials. In addition, new development should respect the local context and respond to local character, make a positive contribution to the streetscene, and respond to any natural and landscape features of the site.

Whilst proposed floor plans and elevations have been submitted (for the new structure), it is difficult for officers to fully assess the overall impact of the proposal to the remainder of the site and its relationship within the context given the limited information provided.

Given the varied built form of the site, which is predominantly two storey, it is considered that the proposed part single; part two storey building to the north of the site from a massing and scale perspective would be considered acceptable.

The revised drawings have provided 3D visuals of the proposed building and the extent of the open walk way proposed in between the front and rear buildings following demolition of the attached building. It is considered that the proposal could be considered acceptable and to an extent improve the views and openness to and from the MOL.

It appears that the building would be finished in brick with elements of black concrete tiles or cladding across the external walls. The fenestration detailing and alignment would follow the existing arrangements of the building. However, in the event of a future application, you are required to provide full material details of the proposal in order to allow officers to fully assess the overall level of visual and material harm.

For the above reasons, it is considered that the proposal could be considered acceptable, from a character and appearance perspective, subject to clear, satisfactory and concise details put forward at an application stage.

**Impact on Neighbours**

Policy 29 of the Sutton Local Plan 2018 states that the Council will not grant planning permission for any development that adversely affects the amenities of future occupiers or those currently occupying adjoining or nearby properties or has an unacceptable impact on the surrounding area.

Given siting of the proposal and separation distance of 63 meters to the boundary of those residential properties along Mollison Drive (west), 141 metres to the boundary of those properties along Stafford Road (north) and 210 metres to the boundary of those properties along Hannibal Way (east), it is considered that the proposed development would not raise concerns of outlook, privacy, overbearing, sense of enclosure, visual intrusion, loss of
daylight/sunlight and noise and disturbance to the amenities of these surrounding residential occupiers.

No concerns would be raised to the occupiers of the residential properties along Adastra Way and Eagle Close (South).

For the above reasons, it is considered that the proposal would not harm the amenities of the surrounding and adjacent residential occupiers.

Highways and Parking

Policy 36 of the Sutton Local Plan states that the council will assess all new developments for their impact on the existing and proposed transport infrastructure and services and the local environment. Policy 37 of the Sutton Local Plan states that new developments will be expected to provide the appropriate amount of car parking necessary in accordance with the Council's restraint-based maximum car and cycle parking standards.

Policy 28 of the Sutton Local Plan (j) states that developments should not be dominated by car and cycle parking.

Waddon railway station is located 0.9 miles from the subject site. Bus stops are situated along Mollison Drive with access to surrounding towns. The PTAL rating is 2.

It is noted that there is an allocated vehicular parking area for the users of the school to the front (west) of the site. Given the lack of details provided with the submission, it is unclear whether any alterations are proposed to enlarge the existing car parking area and whether the number of pupils and staff would be increased.

No details of refuse and cycle provision has been put forward.

Construction Management Plans/statements would be required including a detailed transport statement to ensure that the construction phase would not pose a harm to the pedestrian and vehicular movement and conditions of the area.

For the above reasons, it is difficult for officers to fully comment at this stage and whether the proposal would result in harm to the highway and pedestrian conditions of the area. Clarification would need to be put forward at an application stage and if there is no increase to the existing vehicular parking arrangements, it is considered that the proposal would not be of detriment on these grounds.

Trees and Landscaping

Policy 28 of the Sutton Local Plan states that the Council will grant planning permission for developments which make a positive contribution to the street frontage, streetscene and or public realm, such as using railings and low walls where appropriate and responds to natural features and retains trees, hedges and other landscape features and spaces of amenity value, where possible.

Whilst the submission lacks satisfactory information, it is noted there are no trees within the site and immediate context and as such the proposal would not be of impact on this regard.

Full details of hard and soft landscaping details and plans would need to be put especially given the proposed extended (open) walkway.
Environmental Protection, Sustainability and Flood Risk

Policy 31 of the Sutton Local Plan states that the highest design and environmental standards possible and to future proof buildings in terms of changing climate are required. In addition, it also seeks to cut pollution and address the causes and impacts of climate change by promoting low carbon and environmentally sustainable developments.

No details of proposed energy efficiency measures or on-site renewables have been provided to show how the proposed development will comply with Local Plan Policy 31 and London Plan Policy 5.2. An Energy Statement is required to show the development will:

- Minimise CO2 emissions through application of the Mayor's energy hierarchy;
- Achieve a minimum 35% reduction in regulated CO2 emissions below the target Emission rate (TER) based on Part L1A of the 2013 Building Regulations; and
- Achieve at least a 10% reduction in total CO2 emissions (regulated and unregulated) through on-site renewable energy generation.

Details of all proposed energy efficiency measures and renewable technologies should be provided, with consideration given to each renewable technology which is technically feasible.

Policy 32 states that developments should avoid or minimise all sources of flood risk to people and property, taking account of climate change, without increasing flood risk elsewhere.

A site specific Flood Risk Assessment (FRA) is not required as the site is only located within EA Flood Zone 1 (low flood risk) and lies outside the boundaries of any critical drainage area. The site itself is at ‘very low’ risk of surface water flooding according to the EA’s updated Flood Map for Surface Water (uFMfSW). Although an FRA is not required, all proposed developments to:

- Use SuDS unless there are practical reasons for not doing so and aim to achieve greenfield run-off rates by managing run-off as close to source as possible in line with the Mayor’s drainage hierarchy;
- Ensure that the runoff rate in the 1 in 100 year rainfall event (plus 30% for climate change) is no more than three times the calculated greenfield rate for the same event;
- As a minimum, achieve at least 50% attenuation of the site’s surface water runoff in the 1 in 100 year rainfall event (plus 30% for climate change) compared to previous conditions on the site (i.e. prior to redevelopment);
- Ensure that the site drainage strategy can contain the 1 in 30 year rainfall event (plus 30% for climate change) without flooding and that any flooding occurring between the 1 in 30 and 1 in 100 year event (plus 30% for climate change) will be safely contained on site; and
- Give consideration to green roofs, walls or site planting measures where feasible.

Policy 33 seeks to counteract the ‘urban heat island’ (UHI) effect in London and encourage designs and layouts which avoid overheating and excessive heat generation arising from future climate change. The design, materials, construction and operation of all major development proposals should therefore seek to minimise overheating and meet the development's cooling needs through application of the Mayor's ‘cooling hierarchy’:

1. Minimise internal heat generation through energy efficient design;
2. Reduce the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls;
3. Manage the heat within the building through exposed internal thermal mass and high ceilings;
4. Passive ventilation;
5. Mechanical ventilation; and
6. Active cooling systems (ensuring they are the lowest carbon options).

**Community Infrastructure Levy (CIL) and Planning Obligations:**

The proposed development would not be liable for the London Borough of Sutton’s Community Infrastructure Levy (CIL) as well as the Mayor of London’s CIL.

**Public Consultation:**

The owners/occupiers of the adjoining properties will be consulted on any future planning application submitted. However, you may find it beneficial to discuss the proposed development with the neighbours prior to submitting any application, addressing any concerns before submission to the Local Planning Authority.

**Conclusion:**

In summary, whilst the submission lacks satisfactory and concise information, it is considered the demolition of the subject building and replacement with a part single; part two storey building could be acceptable, in principle, subject to satisfactory evidence put forward (in the event of a future application) to demonstrate the need of a two storey building with associated/ancillary facilities, in this siting, would outweigh the overall harm to the MOL (from a visual and openness perspective) and constitutes ‘very special circumstances’. Furthermore, the demolition of the existing building to the north of the site that connects the front and rear building and replacement with an extended open walkway would to an extent improve the overall visual and openness to and from the MOL.

**SUBMITTING A PLANNING APPLICATION:**

You can submit a planning application either online via the Planning Portal at www.planningportal.gov.uk or in paper form. The following is required:

- Application form – form no. 1 http://www.sutton.gov.uk/index.aspx?articleid=1270 (original and one copy of completed form, signed and dated, for paper submission)
  Please ensure the relevant ownership certificate (A, B, C or D of section 11) and the agricultural land declaration (section 12) are signed
- Site location and block plans at a scale of 1:1250 and a north arrow with the application site outlined in red
- Existing and proposed site (full) plans
- Existing and proposed elevations/sections
- Existing and proposed floor plans
- Proposed street scene elevations
- Planning, Design and access Statement
- Open space assessment
- Hard and soft Landscaping plans
- Flood risk assessment and site drainage details
- Energy statement
- Construction logistic plan (if applicable)
- Construction method statement
- Transport Statement including parking layout/turning circles and manoeuvring plans (if applicable)
- Photomontage/3D images
- Visuals of the proposal and its impact to the MOL
- Statement setting out the existing and proposed number of pupils and staff, car parking arrangements (existing and proposed) and confirmation on whether the demolished rooms (as part of the proposal) would be re-provided
- The correct fee. Payment is taken in cash or by credit or debit card at the reception desk of the planning offices (Denmark Road, Carshalton), by credit or debit card over the telephone by logging a call with the contact centre on 020 8770 5070. The Planning Portal also has an online option for paying with credit or debit card.
- CIL Assessment Form (Determining whether a development may be CIL liable form)

Please ensure you state the pre-application reference number at section 6 of the application form and ensure all existing and proposed plans include the wider site context.

I hope this information is useful. Please note that any opinions expressed are informal, offered in the spirit of helpfulness without prejudice to any subsequent decision that the Local Planning Authority may make. A planning application will be subject to the Council’s standard publication procedure, which includes notifying neighbouring properties. The information contained within this letter is correct in terms of the status of planning policy and of the site and the immediate locality at time of writing.

If you have any queries in relation to this letter, please do not hesitate to contact Jimill Patel on the above number.

Yours sincerely

Jody Williams

Deputy Planning Manager
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