

LONDON BOROUGH OF SUTTON

PLANNING COMMITTEE

WEDNESDAY, 3RD JUNE, 2015



7.30 pm at the

Civic Offices, St Nicholas Way, Sutton, SM1 1EA

To all members of the Planning Committee:-

AGENDA

ADDENDUM

Enquiries to: Victoria Lower, Senior Business Support Officer (Democratic Services)
Tel: 020 8770 4640 | Email: victoria.lower@sutton.gov.uk

Copies of reports are available in large print on request

This page is intentionally left blank

Planning Committee: 3 June 2015

Addendum Report

**ITEM 3:- Greenshaw High School, Grennell Road, Sutton.
B2015/71406/FUL**

The London Borough of Sutton (LBE) is facing an increased demand for school places and the expansion of Greenshaw will enable the Council to meet its statutory obligations. The proposals involve the demolition of some of the existing buildings and the erection of additional teaching areas so as to increase the intake of pupils to so as to provide a maximum of 2070 pupils (an additional 400 pupils).

The increases will take place over 5 years so it must be emphasised that the impact of the proposals will be gradual. On the traffic concerns, a study has been carried out and it is anticipated that the extension will result in a modest amount of additional car journeys to the school in the morning and afternoon, but these will be offset by a combination of the nine additional parking places proposed on the site for the additional staff, measures to improve local highways conditions and a stringent review of the School Travel Plan.

The Highways Officer has confirmed that additional trips generated by the extension can be accommodated in terms of highway capacity. In terms of on street car parking consultants have carried a car parking inventory and parking survey for an area within 400m of the school site and calculated that as many as 639 car parking spaces existed at present in the catchment area.

It must be stressed that it is likely that the majority of additional pupils will be walking to school, given this is a secondary school, with the majority coming from a 1.3 km local catchment area. The indicated staff uplift is an overall number and it is not likely that they will all be on the site at any one time. The nine additional on-site car-parking places would easily accommodate the projected additional staff numbers, if the 46% car use by existing staff is applied and reflected by the projected additional staff.

An updated Travel Plan is requested by condition and this will be expected to comply with the recently introduced STARS scheme, which ensures that School Travel Plans are now much more robust and require a greater degree of monitoring and enforcement by the school. It is considered that stringent monitoring of the school travel plan would mitigate against the traffic issues that may arise. The School Travel Plan includes encouraging more use of public transport, walking buses and cycle use and encouraging car sharing.

Further, it is advised that additional funds are released to the council Highways service following major school expansion approvals and the committee report, identifies that this additional funding will be used to assess the existing situation and identify specific measures to improve the existing situation and cope with any additional demand.

Whilst it may be possible to accommodate more parking on the site, this is considered unnecessary and would conflict with both Sutton and London Plan policies, which aim to reduce car use and encourage sustainable forms of transport other than the car. It is considered that providing additional car-parking on site over and above the additional nine spaces would be detrimental to the scheme and would raise additional adverse impacts on play space, trees and adjoining occupiers. It is therefore not considered appropriate to pursue this option and it is considered more

appropriate to reduce the requirement for parking, on or off site by staff, through a robust Travel Plan.

Add paragraph after 5.42.

5.42a – Following further discussion with the applicant it has been established that the initial staffing numbers were calculated by dividing the existing staff by the existing numbers of pupils and the proportionately increasing this. This calculation established there would be a requirement for an additional 40 staff, it is unlikely these will be on the site at any one time.

Given the current proportion of staff that travel to work by car, the likely requirement for additional parking spaces as a result of the expansion is likely to amount to nine spaces.

Amend Condition (3) to require the details prior to the relevant part of the development commencing rather than prior to any development. Amended condition to read as follows –

(3) The type and treatment of the materials to be used on the exterior of the building(s), shall be approved in writing by the Local Planning Authority prior to the relevant part of the development being carried out. The approved materials shall be used in the construction of the development hereby approved and completed prior to its occupation/use.

Amend Condition (7) to require the details prior to the relevant part of the development commencing rather than prior to any development and to ensure the landscaping is provided within an acceptable time frame prior to or immediately following occupation. Amended condition to read as follows –

(7) The relevant part of the development shall not commence until full details of both soft landscaping and replacement tree planting proposals have been submitted to and approved by the Local Planning Authority. All soft landscaping and planting shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out in accordance with the timetable agreed with the Local Planning Authority and shall be provided prior to occupation or within the first planting season following occupation. Any trees or plants that (within a period of five years after planting) are removed, die, or become in the opinion of the Local Planning Authority seriously damaged or defective shall be replaced as soon as is reasonably practicable with others of species/size/number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Members are informed of the receipt of a petition sent to Committee Services for the attention of Members of the Planning Committee, with 191 signatories from 138 separate addresses. The issues raised within the covering letter to the petition have been considered and addressed within the committee report and are summarised as:

- Local traffic conditions will be made worse
- Parking pressures will be significantly increased
- Design out of keeping with surrounding low-rise development

- Disturbance to the quality of life through increased noise and anti-social behaviour

**ITEM 5:- The Old Stables, Cheam Park, Tudor Close, Cheam.
A2015/71612/FUL.**

The agent has confirmed that 80 is the maximum number of children that can be accommodated on the site in accordance with the Ofsted space requirements. The nursery proposes to provide space for children ranging from 0 to 5 years old.

Car Parking:

In respect of the concerns raised to the parking provision, the applicant has provided additional breakdown on the anticipated number of vehicles that would be likely to arrive / leave the site per hour during the course of the day based on a survey of a similar sized nursery currently operated by the applicant.

The survey is on the car generated trips to the applicant's existing nursery site at Nonsuch School, which has a capacity to accommodate up to 83 children. The Nonsuch School nursery currently have full time equivalent (FTE) of 60 children with a maximum of 72 children at any given time. This is directly comparable to the application site and proposal.

It should be noted that there may be some degree of variation in terms of car generated trips from day to day within these figures and from one site to another however the car trips are from the applicant's above mentioned site which is comparable in size. The car generated trips are as follow:-

07:00-08:00 = 6 cars
08:00-09:00 = 30 cars
09:00-10:00 = 10 cars
12:00-13:00 = 10 cars
15:00-16:00 = 10 cars
16:00-17:00 = 25 cars
17:00-18:00 = 20 cars

Given the above figures it is considered that the car parking that would be required for the proposed nursery can be comfortably accommodated with the existing Park car park.

Locally Listed Building:

The building is boarded up and in a state of disrepair requiring major renovation to bring it back into active use. The Council have marketed the building for over 24 months without a successful lease. The proposal, being considered, would bring this locally listed building back to active use as such securing the retention of this heritage asset in line with the aims and objectives of national and local planning policies.

Consultation:

It is confirmed that 11 letters were posted to adjacent residents; a site notice was located on a lamppost close to site, by the entrance to the Parks depot on 29 April

2015 and a press notice was published on 30 April 2015 in line with the Council's Statement of Community Involvement and statutory legislation.

To report additional letters of representation received following the formulation of the Officer's report.

As such, amend paragraph 3.4 – 3.6 to read as follow:

3.4 Number of Letters Received:

3.5 Nine letters were received from 6, 8, 9, 13, 14, 15, 24, 26 and Willowmede Tudor Close.

3.6 Summary of material responses in objection to the proposal:

- Parking / traffic generation
- Noise and disturbance
- Incompatible use within park location
- Hours of operations
- Welcome refurbishment of building

3.7 The representations raise no additional issues that have not been fully addressed in the officer's report to committee, and, as such further consideration required. Moreover, additional information has been provided above in respect of parking and the nursery capacity (for noise and disturbance issues).

3.8 Summary of non-material responses in objection to the proposal:

- Restrictive Covenants

3.9 In response to the issue of restrictive covenants it is emphasised that the grant of planning permission would not override any private property rights, law or covenants that may be attached to the land. Should planning permission be granted these would need to be complied with separately and if this is not achievable then the planning permission would be incapable of being implemented. The Parks and Asset Management Team have sought separate legal advice on the matter.

Relocation of the public toilet:

Asset Management have confirmed the existing disabled toilets will be relocated within the existing pavilion within Cheam Park currently undergoing refurbishment.

Amendment to Condition (4):

To amend condition (4) to include the requirement to ensure a register is maintained of all ancillary events, which shall be made available to the local planning authority on request. Amend condition (4) to read as follow:

(4) The premises may be used for ancillary purposes connected with the nursery use outside of the permitted nursery hours, only between the hours of

10.00 and 16.00 on one Saturday per calendar month and between

19.00 and 20.30 on one weekday evening per calendar month.

and at no time on Sundays, Bank Holidays or Public Holidays. A register shall be maintained of all ancillary events, which shall be made available to the local planning authority on request.

**Item 7 :- Borough Sports Ground, Sutton United Football Club, Gander Green Lane, Sutton
B2015/71563/HHA**

To amend paragraph 3.4 to read – 82 Letters of Support have been received from various addresses. The individual addresses have been attached as an appendix to this report. Since the publication of the agenda two further letters of support have been received from 81 The Drive, Beckenham, BR3 1EF and 1 Carelli Court, 10 Ashton Close, Sutton, SM1 2HL.

To amend paragraph 5.6 to read – “The method of construction of the 3G pitch has been provided by the applicant. Since the publication of the officer’s report within the committee agenda, the applicant has submitted further details to support the construction method of the drainage system that would be employed in connection with the proposed pitch. This has been reviewed by the Council’s Sustainability Officer and has been considered to be satisfactory as not to warrant further detail to be submitted at a later date. As such, it is suggested to Members that conditions 3 & 4 of the draft decision notice would not be required to ensure compliance with policy DM7 of the Site Development Policies DPD”.

To remove text of paragraph 5.7 and replace with the following text – “The Council’s Asset Management team expressed concern regarding the construction method of the proposed pitch, in particular the movement of lorries and the potential deposition of soil on the highway. The applicant has sought to address this by giving assurances, by email received 2 June 2015, that all soil will be retained on site and the contractor will install a wheel washing facility that will preclude mud from construction and other vehicles exiting the site from being deposited on the surrounding roads. It is therefore considered that a condition requiring the submission of a Construction Method Statement for the pitch would not be necessary.

To amend Condition 6 of the draft decision notice to read – “(6) The development hereby permitted shall be carried out in accordance with the following approved plans: D01, L02, S15-031/dwg/C S0001, S15-031/dwg/PV0002, S15-031/dwg/PV0001, 01, Design, Access and Planning Statement March 2015, CSR Report 2014 and e-mails dated 2nd June 2015 and 21st May 2015.

Reason: For the avoidance of doubt and in the interests of proper planning and to ensure that the development is completed in accordance with the approved plans and statements.”

This page is intentionally left blank